



DiSC 2022

Davis Innovation and Sustainability Campus 2022

Project Description

The Modified DiSC 2022 Project

Applicants Ramco Enterprises, Inc and The Buzz Oates Group of Companies are, *in this revised project*, again proposing to meet the continued economic development needs of the City of Davis with a modified Davis Innovation and Sustainability Campus project (hereinafter “DiSC 2022” or “Project”).

The Mace Ranch Innovation Center originated in response to request for expressions of interest that was released by the City of Davis in 2014 (“2014 RFEI”). The 2014 RFEI was the outgrowth of a City-led process, through an Innovation Park Task Force, to identify “appropriate opportunities to create a place for primarily Davis-based research and technology companies to grow” and to create a “world-class next-generation university-related business park” in Davis that will both support and leverage the research occurring at UC Davis. In response to this request, the Applicants proposed a cutting-edge innovation campus that came to be known as Davis Innovation and Sustainability Campus (“DISC”). The original 194-acre project received unanimous support from the Davis City Council in June 2020. However, that November, the DISC project fell just shy of obtaining a majority of support from the Davis electorate, as required under Measure J/R/D.

Nevertheless, the Applicants’ belief in Davis and what an innovation park with solid ties to the research occurring at UC Davis could achieve remains strong. UC Davis is conducting research in several fields that truly can improve the human condition globally; and an innovation park in Davis can become the portal through which that research and innovation is put into productive use. Based on that conviction, the Applicants are proposing DiSC 2022.

DiSC 2022 continues to meet the objectives of the Innovation Park Task Force but achieves those goals with a more “Davis-scaled” project. The current proposal reduces the Project footprint from 194 to 102 acres, reduces the office, laboratory and advanced manufacturing space from 2.6 to 1.1 million square feet, and reduces the number of housing units from 850 to 460. The Applicants believe that the modified Project will serve the economic development and innovation needs of UC Davis and the City for the next

decade, will do so in a manner that is responsive to community feedback, and reflects the realities of a post-COVID work environment.



Prior Annexation Request

DiSC 2022 Annexation Request

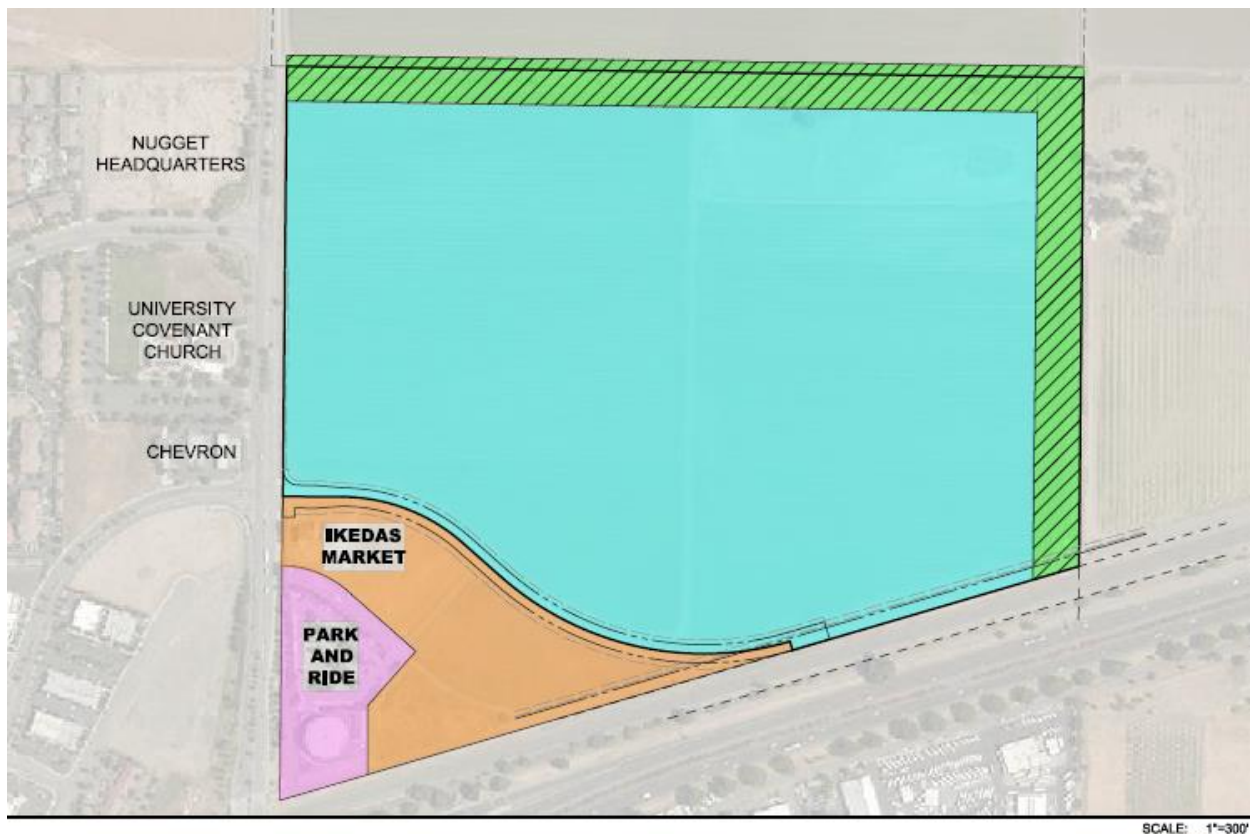
Project Overview

The modified Davis Innovation and Sustainability Campus 2022 will offer an economic development opportunity within a live/work campus environment, planned with a sustainable site design and broad array of complementary land uses. The reduced Project retains the high-demand uses of office, research & development (R&D), laboratory, prototyping, advanced manufacturing, proximate housing with an array of affordability, recreation and open space, all within a Project site that is approximately half of the size previously proposed. Despite its reduced footprint, the Project's mix of uses will serve to attract new economy incubators, entice UCD-spawned businesses seeking a growth location, and provide large-scale locational opportunities for well established companies, particularly those with research ties to UC Davis. The objective remains unchanged: to fulfill a clear City need for economic development space and allow existing and new companies to remain and grow *in Davis*.

As mentioned, DiSC 2022 is located on a Project Site that has been reduced to 102 acres, immediately north and east of the City of Davis' city limits, near the Ikeda's Market and park-n-ride lot in unincorporated Yolo County (APN 033-630-009). The Project is easily accessible from existing roadway infrastructure, adjacent to the developed community on two sides (the south and west), and is bounded by land protected by agricultural

conservation easements on the east and the Mace Drainage Channel to the north. The Project site is adjacent to Interstate 80, robust public transportation and rail, along a regional-serving bike route, is proximate to the University of California, Davis, and on a macro-scale sits strategically between the Bay Area and the Capital of California.

The 16.5-acre area southwest of the Project site, south of Road 32A, that includes Ikeda’s Market and the park-n-ride would be annexed into the City of Davis along with the Project to avoid the creation of an island of County land. This area, known as the Mace Triangle, remains unchanged with DiSC 2022 from the General Plan designation and Rezoning previously assigned to it by the City in prior iterations of the project (see General Plan Designation)¹.



PROPOSED CITY OF DAVIS GENERAL PLAN DESIGNATION

¹ All figures displayed in the Project Description have also been submitted to the City of Davis individually. In most cases, individual figures include more detail and/or additional information. These figures will be made available on the City’s project website.

At build-out, DiSC 2022 would include up to 1,100,000 square feet of innovation center/commercial uses and 460 residential units of varied sizes and affordability. More specifically, the Project would include space for office, R&D, laboratory, advance manufacturing, prototyping, limited supportive retail, a hotel and a conference center, and include medium and high-density residential units to provide a jobs/housing linkage. DiSC 2022 is comprised of land uses within an urban framework that are designed to:

- Deliver office and corporate spaces that are highly flexible and technologically advanced. The buildings would include collaborative spaces, flex spaces, as well as dry and wet labs.
- Develop space for research-related incubator start-ups that may be small, independent entrepreneurs or subsidiaries of larger, more established companies in Davis, Sacramento, and/or the Bay Area.
- Include programs that are scientific, technical and research-focused. The programs are anticipated to be University of California, Davis (UC Davis) spin-off research labs and internships.
- Be suitable for private research in the fields of ag tech, med/bio tech, and clean tech.
- Integrate spaces for prototyping and manufacturing with research facilities to allow for greater ease of advanced product development.
- Offer advanced manufacturing facilities on-site to allow for the establishment of “research-to-market” companies. Providing a full array of commercial uses that includes advanced manufacturing will allow products to be conceived, refined, tested, fabricated and brought to market in Davis.
- Include a variety of workforce housing units, diverse in both size and affordability, designed to meet the needs of the innovation center employees, further spur collaboration and technology start-ups, create a hive of activity with people living and working on-site, and thereby reduce project-related vehicular trips.
- Accommodate corporate travelers and educational conferences.

In furtherance of this vision, the DiSC 2022 applicants are now seeking the following entitlements from the City of Davis:

1. General Plan Amendment converting the 100-acre Project Site from Agriculture to Innovation Center
2. Rezoning to Preliminary Planned Development (PPD)
3. Annexation into the City of Davis
4. Development Agreement
5. Municipal Service Review

6. Detachment from the East Davis County Fire Protection District

The Project Applicants are also seeking to have the Council place the Project and its Baseline Project Features on the June 7, 2022 ballot consistent with Davis Municipal Code, Article 41.01 Citizens' Right to Vote on Future Use of Open Space and Agricultural Lands.

Project Objectives

The Applicants propose the Davis Innovation and Sustainability Campus 2022 to achieve the following objectives:

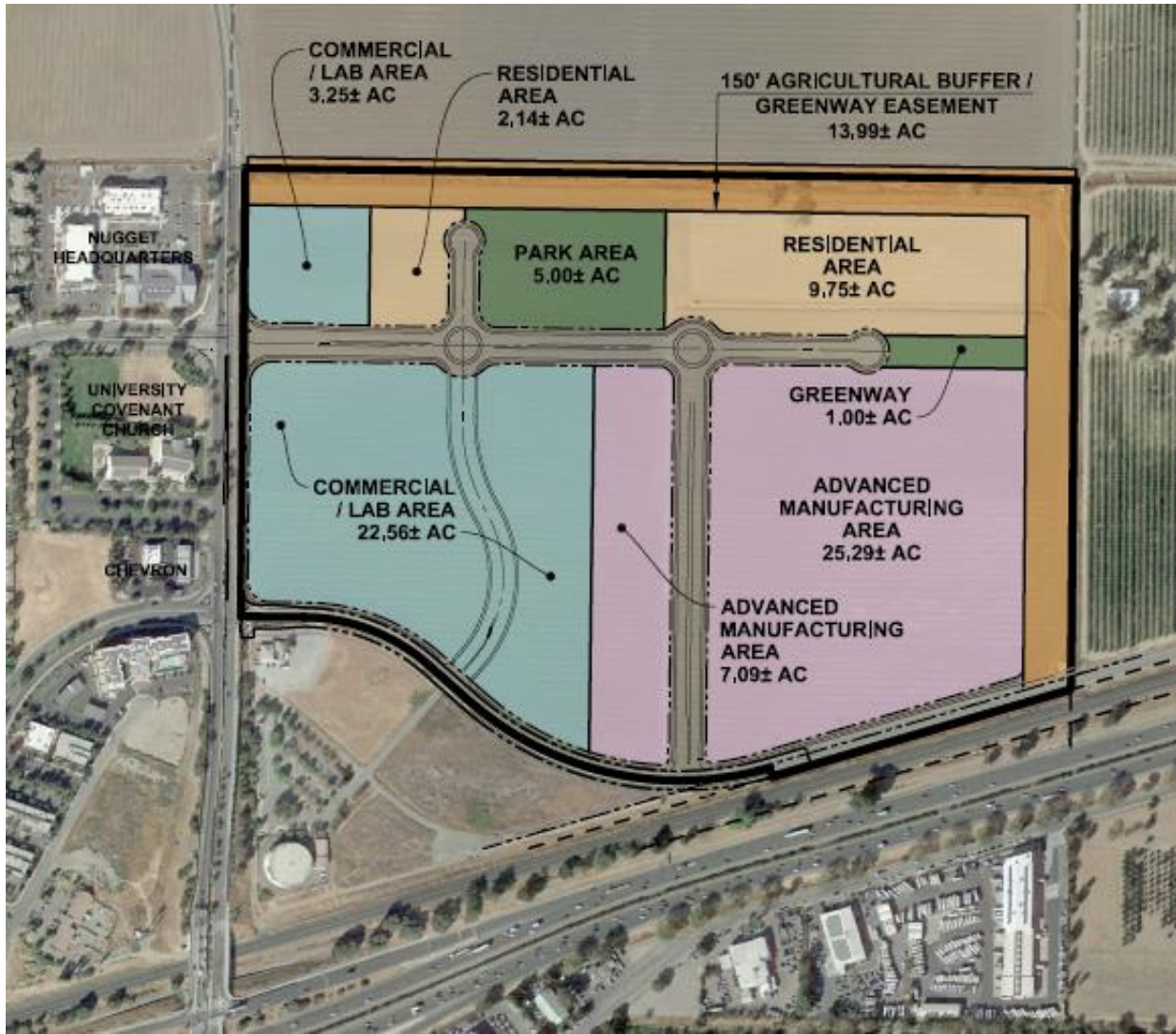
1. Provide a suitable space in which to retain existing local businesses and attract and grow innovative, high-value, technology-oriented companies.
2. Deliver an integrated campus-like environment offering a variety of commercial lot sizes that will respond to the current and future needs of technology start-ups, industry leaders, research and development, and products manufacturing firms, allowing for a full range of research to market uses.
3. Develop a strategic mix of residential unit types and sizes on-site, including affordable housing, introduced in phases to coincide with the creation of jobs.
4. Provide sufficient land to meet the demand in Davis for innovation centers over a 10-year time horizon.
5. Utilize land immediately adjacent to the City boundary with adequate and easily-extended infrastructure, including but not limited to fiber optics and the roll-out of 5G thus providing high-speed internet capable of serving technology-sector needs.
6. Develop a critical mass of users and residents at a given location sufficient to render economically feasible the delivery of infrastructure necessary for development to occur.
7. Contribute to job creation, housing supply and tax base enhancement while supporting the University of California, Davis as a premier research institution.
8. Utilize a site with existing proximate access to I-80 for the convenience and benefit of employees, collaborators, suppliers, and goods movement.
9. Support and build upon the City of Davis's existing successes by offering a logical extension to the 2nd Street technology corridor and the Mace Technology Park/Nugget Headquarters.
10. Develop an aesthetically pleasing site plan and architectural building design that incorporates energy and water efficiency, provides for multimodal transit accessibility, and is situated to receive and utilize recycled water when available.

11. Create a right-sized viable retail component, including hotel and conference center, which will primarily serve the needs of the innovation center, increase retail-related employment opportunities and contribute to tax revenue generation.
12. Encourage recreation and non-automotive modes of transportation by creating trail connections and safety improvements that enhance and encourage pedestrian/bicycle circulation and connectivity between the project site and surrounding areas.
13. Preserve and protect agriculture through the planning and development of property which will result in a distinct permanent easterly urban edge.
14. Provide a business-oriented site design with a complementary mix of land uses that will encourage user interaction, collaboration, and the exchange of ideas, thereby serving as a catalyst to achieve economic growth.
15. Reflect the feedback captured through the Innovation Park Task Force’s planning, research and outreach, as well as the feedback received from the commissions and community over several years, and incorporate as many of the consensus concepts as feasible.

Proposed Land Uses

The proposed mix of uses at DiSC 2022 would create a unique campus-like environment where new products can be invented, prototyped, and manufactured, and where the innovation center workforce can live, work, and play. The broad array of commercial uses allowed in one setting offers a desirable “research-to-market” opportunity. It is rare to find locations at which corporate boardrooms, research and development, prototyping, and advanced product manufacturing can all occur adjacent to each other. The geographic proximity between what are often distant corporate divisions allows for a compressed feedback loop that expedites product development and ultimate release to market. But more than just the creation of things, DiSC 2022 is designed for creative people. The campus model would result in daily interaction between individuals such as IT professionals, research analysts, mechanical engineers and entrepreneurs, and provide opportunities and synergies for collaboration and innovation both during and after normal business hours.

DiSC 2022 Land Plan



The table below identifies the diversity of land uses that would be present at DiSC 2022, the proposed amount of each use-type, and a comparison between DiSC 2022 and the prior project which reflects the more “Davis-scale” Project:

Land Uses by Type		
Land Use	Original DISC	DiSC 2022
Office; Research & Development; Laboratory	1,510,000 sf	550,000 sf (63.6% reduction)
Advanced Manufacturing; Prototyping; Product Testing	884,000 sf	550,000 sf (37.8% reduction)
Residential (average density 30 du/ac)	850 units	460 units (45.9% reduction)
Ancillary Retail	100,000 sf	80,000 sf (20% reduction)
Hotel/Conference	160,000 sf (150 rooms)	160,000 sf (150 rooms)
Green Space	49.1 acres	23.2 acres*
Transit Plaza	0.6 acres	0.6 acres
Total Acres	194 acres	102 acres (47.4% reduction)
Total square footage of commercial	2,654,000 sf	1,340,000 sf (49.6% reduction)
* A 2-acre offsite easement located north of the Mace Channel which will be utilized for agricultural buffer area is included in this total (the prior project included 6.8 acre easement).		

As the table indicates, DiSC 2022 would include an even split between the square footage allotted to office/R&D/laboratory use types (550,000 SF) and advanced manufacturing (550,000 SF). This is a change from the prior DISC project which was roughly two-thirds office/R&D/laboratory space and one third advance manufacturing. As we emerge from the pandemic and resume business in a manner more reflective of the pre-pandemic condition, the generally accepted assumption is that demand for traditional office will decrease by roughly twenty-percent as employers allow for greater flexibility to continue working remotely part-time. As part of the new “hybrid-model” the industry is increasing efficiencies with shared work stations and complementary schedules. These consolidations, however, are not being mirrored in laboratory or advanced manufacturing sectors, which are, for the most part, engaged in activities that cannot be

conducted from home. Therefore, the revised ratios reflect shifting demand for commercial space in a post-COVID market.

DiSC 2020 continues to include support retail uses, up to 80,000 SF, to primarily serve the needs of those living and working within the Project site. DiSC 2022 also retains the approximately 160,000 sf of hotel/conference center use. The hotel/conference center would be located in the southwestern corner, near the intersection of Mace Boulevard and 2nd Street. Most of the supportive retail would be on the ground floor of the proposed research/office/R&D or multi-family residential buildings adjacent to the main park and the transit plaza, resulting in vertically integrated mixed-use buildings. The ancillary retail space within DiSC 2022 is intended to provide employees, residents, and visitors with basic conveniences such as: lodging/accommodations, health and fitness facilities, convenient coffee and dining opportunities all located within walking distance of the Project's primary businesses and housing.

Permitted and Conditional Uses

The Project is seeking site-specific zoning through a Preliminary Planned Development (PD). The purpose of the PD zoning district is to provide a campus setting in which leading-edge institutions and local, regional, and international companies can cluster and connect with start-ups, businesses incubators, and accelerators, as well as UC Davis, to create a productive research and development center at which Davisites from all walks of life can live, work and play. The proposed PPD identifies and allows for the following uses:

Permitted uses.

The principal permitted uses of land in the DiSC 2022 PD zoning district are as follows:

- (a) Offices: including but not limited to administrative, executive, headquarters, medical, financial, co-working and incubator space.
- (b) Laboratories: including but not limited to research, design, analysis, development and/or testing of a product
- (c) Light manufacturing, assembly or packaging of products, including but not limited to electrical, pharmaceutical, biomed and food products and devices, and associated warehousing and distribution.
- (d) Any other technical, research, development or light manufacturing use determined by the Planning Director to be of the same general character as the permitted uses.

- (e) Residential: workforce housing with an average density at or above 30 dwelling units per acre. The anticipated density range is between 15 and 50 dwelling units per acre, or higher, depending on product type.
- (f) Renewable energy generation and storage facilities.
- (g) Support Retail, single users at or less than 25,000 square feet, including but not limited to food and beverage, restaurant, dry cleaners, fitness center or gym.
- (h) Lodging or Hotel.
- (i) Conference Space.
- (j) Agriculture, including open air or greenhouse cultivation of crop and the tasting and/or sale of any products cultivated or produced on the premises, but excepting the raising of fowls or animals for commercial purposes.
- (k) Higher Education: extensions or graduate programs; public, semipublic or private.
- (l) Any use which handles, stores or treats in any fashion hazardous materials as defined in Section 40.01.010 of this chapter in a manner consistent with adopted DISC 2022 performance standards.

Accessory uses.

The following accessory uses are permitted in DiSC 2022 PD zoning district:

- (a) Home occupations subject to the provisions of Sections [40.01.010](#) and [40.26.150](#).
- (b) Antenna and telecommunications, including 5G infrastructure.
- (c) Child care/day care facility.
- (d) Parking garage.
- (e) Stand-alone corporate signage.

Conditional uses.

The following conditional uses may be permitted in the DiSC 2022 PD zoning district:

- (a) Support Retail, single users larger than 25,000 square feet.
- (b) Public and semipublic, including public utility uses necessary and appropriate to the DiSC 2022 district.

- (c) Any use which handles, stores or treats in any fashion hazardous materials as defined in Section 40.01.010 of this chapter in a manner deemed to exceed or inconsistent with the adopted DiSC 2022 performance standards.

The proposed language of the Planned Development and General Plan are attached for review.

Conceptual Site Layout by Use Type

The Planned Development submitted for DiSC 2022 includes an exhibit identifying site access, infrastructure, conceptual building locations and Project amenities by use type. As indicated on the Land Plan, the Project site is accessed from Mace Blvd. on the west with an extension of Alhambra Dr. and with a new north/south connection from County Rd. 32A. These primary roadways connect to create the site's circulation loop. The Project site is ringed by a bicycle and pedestrian pathway with Class I bike trails along its northern and eastern boundary to connect the site to Downtown Davis and to regional trails. Advanced manufacturing uses are proposed along both sides of the primary north-south access road from County Road 32A in the eastern half of the Project site. The office/R&D/laboratory uses are located in the western half, proximate to Mace Boulevard and the proposed Transit Plaza. And workforce housing would be primarily situated within the northly one-third of the Project site between the extension of Alhambra Drive and the Mace Drainage Channel, with a multi-functional sports park located in the center of the residences.

Commercial Components

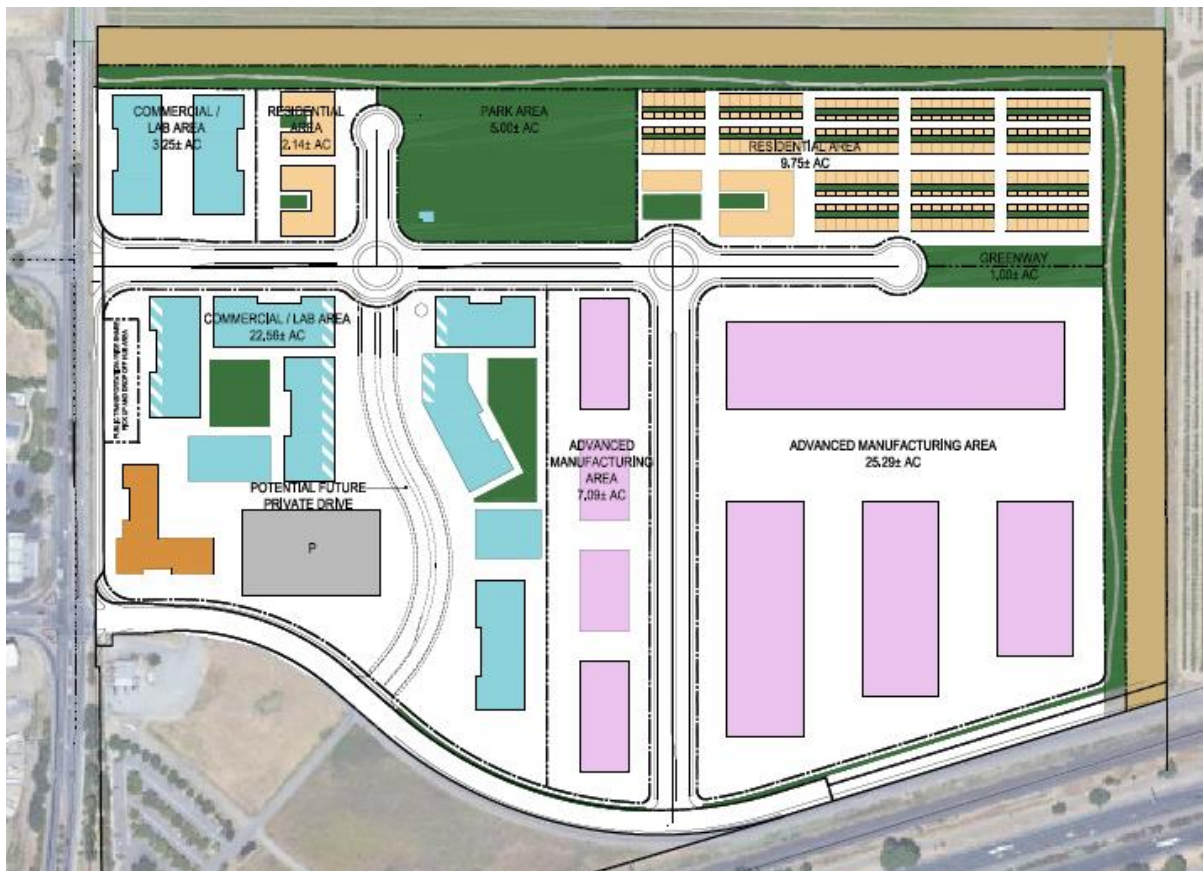
The principal commercial land uses are proposed in a logical manner that would create a cohesive site with distinctive districts. Placing advanced manufacturing in the eastern half of the Project site allows the commercial vehicles that may be servicing these uses to largely avoid Mace Blvd. It also places more intensive uses away from existing development and closer to I-80 and agriculture operations. Conversely, the office/R&D/laboratory uses, which will have a greater employee population, would be located on the west closer to existing residential communities and transit routes. DiSC 2022 also proposed office/R&D/laboratory in the northwest corner of the site, north of the extension of Alhambra Dr. and across from the Nugget Headquarters. This area could develop first in what is anticipated as a phase 1A. Oriented toward the intersection of Alhambra Dr. and Mace Blvd., these office/R&D/laboratory employment generators would flank the entryway to DiSC 2022 and immediately set the tone for the innovation campus.

Residential Component

The residential component of the Project is located along the northern property boundary adjacent to the agricultural buffer and Mace Drainage Channel, with the main, 5-acre park feature located between two residential subareas. Placing residential on both sides of the primary park feature would provide easy access to recreation for all residences. Locating the homes north of Alhambra Dr. would provide a logical separation from commercial uses, but within a convenient walking distance to all jobs. Situated between Alhambra Blvd., a primary east-west roadway with ties to 5th Street and into Downtown Davis, and a greenbelt with a regional Class I bicycle trail to the north, the residential component is equally accessible for all modes of travel.

Supportive Hotel and Retail

The proposed hotel/conference center would continue to be located at the southwestern corner of the Project site, northeast of the intersection of Mace Boulevard and 2nd Street. Ancillary retail uses would be primarily concentrated within the office/R&D and multifamily residential buildings located proximate to the central park and the transit plaza. Limited commercial may be in stand-alone structures, such as a restaurant in the park serving snacks or accommodating team celebrations after a big game.



Further Review of Precise Buildings and Site Layout

It should be noted that, although an anticipated site configuration has been proposed for purposes of environmental review, public review and comment, and City approval, the precise building locations and other Project features represent a logical layout which may be subject to change during the final planned development process, per Municipal Code Section 40.22.090. The requested entitlements establish the General Plan land use designation and the uses permitted pursuant to the PD zoning; the precise size, location and configuration of a building or residential structure may fluctuate as long as it is determined that the use proposed would be at a logical location within the Project site, is permitted in the zoning, is substantially consistent with the Land Use Plan and the description of the Project, and would not result in an exceedance of the maximum square footage or number of units permitted for a given use type.

If the currently requested entitlements are approved, in accordance with the City's PD zoning requirements, the Project applicant would need to return for a variety of subsequent entitlements, including filing for one or more final planned developments for DiSC 2022, which will be subject to discretionary review and approval by the City of Davis. The final planned development and accompanying tentative map(s) and design review will need to identify a greater degree of specificity, such as precise locations and configurations of lots and buildings, including all dimensions necessary to indicate size of structure, setbacks and yard areas, etc. Subsequent entitlements would also establish design standards and ensure consistency therewith. Proposed buildings would need to submit elevations and design details sufficient to determine consistency with Design Guidelines, such as landscaping, fencing, and screening, etc. In sum, there would be a series of subsequent entitlements at which time more definitive detail will be proposed. It is anticipated that much of the building design and structural configuration proposals will be user driven.

Notwithstanding the potential for building locations or other features to shift during the final planned development process, the DiSC 2022 PPD includes sufficient use descriptions and placement detail such that a meaningful analysis of the Project can be conducted at this stage of entitlements, particularly allowing for the comparison of how the revised Project, DiSC 2022, compares to the original DISC project which was approved by the City Council in June 2020. Despite the flexible approach, land uses are limited to maximum square footages and/or number of residential units, green/open space acreages are established, and the general geographic area in which a particular use type is permitted has been identified through the Land Use Plan and accompanying description.

Building Heights

The tallest buildings proposed for DiSC 2022 – the multi-family housing and hotel – are up to 85 feet. The office/R&D/laboratory buildings would be up to 65 feet tall and a maximum height of 45 feet generally applies to the proposed advanced manufacturing uses, though features that extend up to 65 feet are permitted. These height limitations remain unchanged from the prior project.

Density and Floor Area Ratio

The DiSC 2022 would make efficient use of the land, providing residential densities ranging from fifteen to fifty units per acre, with an average net density of thirty units per acre. The residential densities are identical to those previously proposed. The Project site will have an overall net floor area ratio (“FAR”) of 0.71. This is a slight reduction in overall FAR from the prior project (0.93) which primarily corresponds with the loss of residential units. However, 0.71 FAR is an urban-level of density and continues to exceed the 0.5 FAR threshold established by the City in its RFEI.

Parks and Green Space

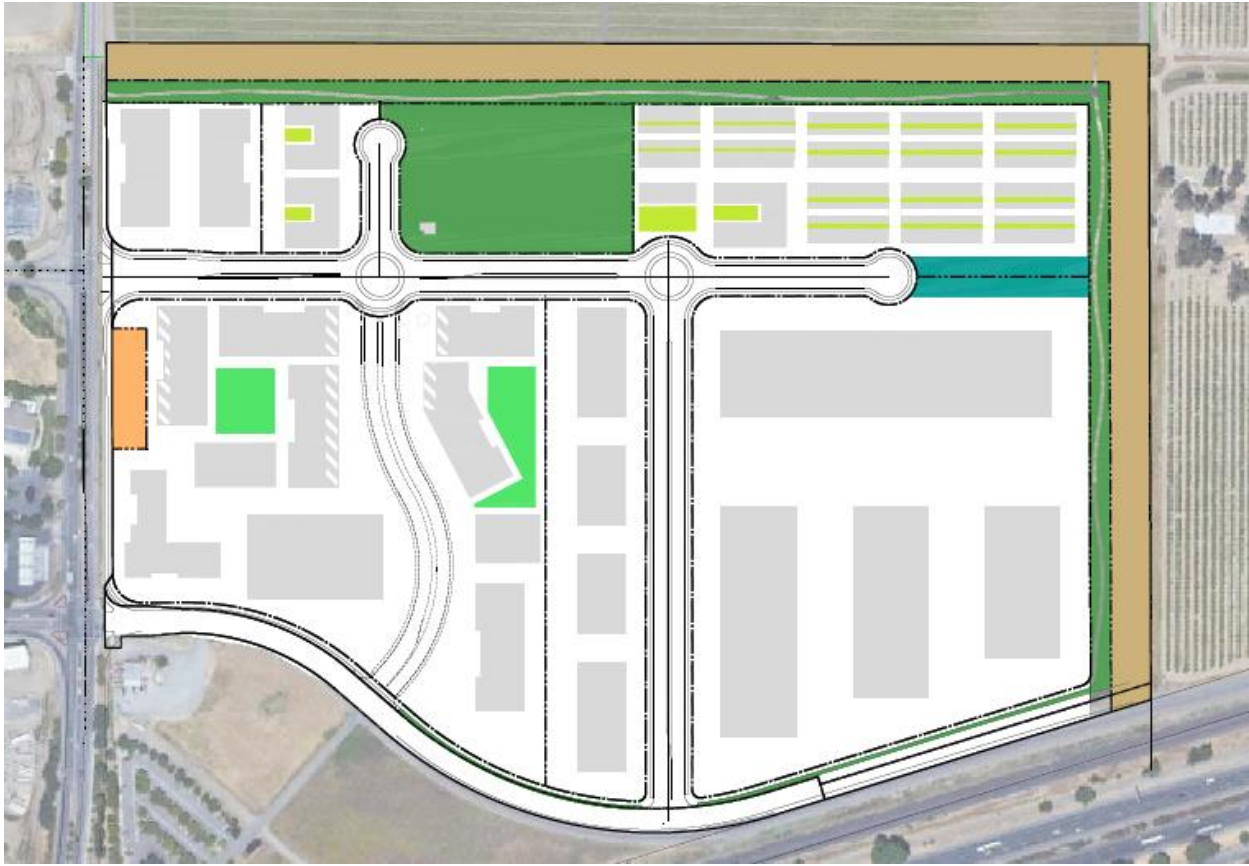
Like its predecessor, DiSC 2022 would incorporate several privately maintained parks and open space areas throughout the site. The total greenspace would be approximately 23.2 acres (see Open Space Plan). This represents a 53% reduction in green space acreage from DISC, a reduction proportionate with the reduction in overall project size and is largely attributable to reduced agricultural buffer acreages. Parks and open space areas would be conveniently accessible from all structures and would include programmed parks, greenways, plazas, natural open spaces, and courtyards.

The Project would be anchored by a 5-acre sports-focused park, which would be programmed with a number of sports fields and include lights for evening games. The Applicants remain committed to including a softball field, and are proposing a multi-purpose field for sports such as soccer, lacrosse, rugby and cricket. The park facility would be privately maintained but open to the public and made available for use by several Davis sports organizations. In addition to athletics, the park is envisioned with a commercial corner or defining feature to solidify the park as a community attraction and provide a place to gather before or after a big game or simply on your lunch break. A second, approximately 1-acre park would be located just south of the easterly residential area. This space is envisioned to serve the more localized needs of residents and as a non-automotive connection to the peripheral trail.

The Project would include a peripheral greenbelt with walking and bicycle trails within the agricultural buffer area along its northern and eastern border. The Class I bike trails and walking path features within the agricultural buffer area would connect to pathways within landscaped areas along the south and west to form an approximately 1.5-mile ring around the Project intended to promote recreation and heart health for both residents and employees. Consistent with the prior project, the Class I bike trails would also connect to the adjacent regional trail system, thereby serving as both an onsite amenity and nonautomotive access to downtown Davis and the region. The northerly greenway parallels the Mace Drainage Channel which is currently an unimproved agricultural ditch. With the Project the Mace Drainage Channel would, consistent with what was previously proposed, be enhanced as it flows through DiSC 2022, thereby providing aesthetic and habitat value to the Project adjacent to community trails.

The agricultural buffer for the DiSC 2022 Project would include planned and natural spaces, utilized in part for drainage swales, on-site detention, bio swales, visual and noise attenuation, energy generation, owl habitat, as well as cycling and pedestrian trails. These uses are consistent with what was previously proposed, analyzed and approved. The agricultural buffer, which would abut active agricultural operations located along the north and east sides of the DiSC 2022 site, would total approximately 14 acres. Consistent with the City's agricultural buffer requirements, the minimum 150-foot agricultural buffer/agricultural transition area would be comprised of two components: an inner 50-foot-wide agricultural transition area located contiguous to a 100-foot-wide agricultural buffer located contiguous to the agricultural area. The following uses would occur with the publicly accessible 50-foot agricultural transition area at DiSC 2022: Class I bike paths that encircle the Project and connect to offsite facilities, pedestrian walking trails, community gardens, emphasis on native plants and pollinators, benches, and pedestrian scale lighting. As mentioned, the 100-foot-wide portion would be primarily designed to provide drainage and habitat amenities.

Finally, the Project would include private courtyards, plazas, and commons comprising approximately 2.6 acres. These passive recreational spaces would connect people and places and create quasi-secluded places for employees and residents to gather. Where possible, courtyards would be designed to connect with and be open to the commons, establishing walking links throughout the site, and thereby minimizing the pedestrian interface with vehicular roadways.



Circulation Network

The circulation framework for DiSC 2022 is built upon a primary circulation loop extending easterly from the intersection of Mace Blvd. and Alhambra Dr. to a new north/south roadway alignment that connects to County Rd. 32A at the south end of the Project. These roadways and circulation pattern remain unchanged from the prior project but no longer extend north over the Mace Channel. A primary access point would intersect with Mace Boulevard at Alhambra Drive, extending the existing east-west roadway into the center of the site, linking the Project site to downtown Davis and to existing residential neighborhoods located to the west. The primary southern access point, located at the approximate center of DiSC 2022 site boundary, would connect to CR 32A and would be the principal point of entry for transport vehicles and goods movement traffic. One secondary access point would be located along County Road (CR) 32A, where CR 32A intersects with the existing park-and-ride lot access road. This roadway is proposed as a private drive rather than a public right-of-way. The road would provide light-duty vehicular access to the office/R&D/laboratory uses and the hotel in the southwestern section of the Project site. The proposed roadway alignments remain unchanged from those previously analyzed. There are no new or different intersections associated with DiSC 2022.

Transit

DiSC 2022 is proximate to the existing park-and-ride lot, located north of I-8 adjacent to the City's water tank which also serves as an existing YoloBus stop and the "Mace" stop along the Causeway Connection. The Causeway Connection is a multi-agency venture that provides continuous service from UC Davis, through downtown Sacramento, to the UC Davis Med Center and Aggie Square. From this regional transit stop, a landscaped pedestrian connection would be improved to the Project site along a north-south pedestrian promenade leading to the densest area of DiSC 2022. In addition, an existing transit stop is located on Mace Boulevard, south of Alhambra Dr., adjacent to the proposed Project. DiSC 2022 would expand and enhance this bus stop into a Transit Plaza. The prior project proposed a centralized Transit Plaza which led to considerable discussion as to when busses would be routed through the project site. DiSC 2022 moves that concept to Mace Blvd. so that Unitrans and Yolo Bus will not need to deviate from their existing routes but will have an improved facility capable of stacking up to three buses at a time. Given the reduced Project site size, at its proposed location on Mace Blvd., the Transit Plaza would be within a half-mile distance of nearly all components of the Project site, including all of the residential units. All of the office/R&D/laboratory uses would be within one-quarter mile of the transit stop which increases likely ridership and makes the Project transit-oriented.

In addition to local bus service, the Transit Plaza would accommodate all users and residents with a variety of transit modes by also serving as a terminal for electric bike-share and scooter programs. Additional transportation demand management strategies which may occur at the Transit Plaza include a primary drop-off/pick-up area for local shuttles to downtown Davis and the Amtrak, and other more direct destination shuttles (UC Davis, Sacramento Airport). To the extent feasible, proximate car-share parking spots and dedicated carpool/vanpool drop-offs would be located at the site to facilitate the use of alternative modes of transportation by both employees and residents at the innovation center.

Bicycle and Pedestrian Paths

As mentioned, DiSC 2022 includes significant onsite bicycle and pedestrian features, implements offsite safety improvements, and creates regional trails connections. Foremost, the Project site would be linked to the existing Davis pedestrian trails system and regional bike paths to facilitate convenient nonautomotive connections to and from the Project site, thereby encouraging nonautomotive commutes. Direct access will be obtained through redesigned and enhanced intersections at Mace Blvd. and 2nd Street and Mace Blvd and Alhambra Dr. The intersection redesign will be principally focused on

servicing all mode shares, a stark contrast to the existing auto-focused intersections. For improved safety on the Mace Curve, DiSC 2022 would extend the existing bike lane around the inside of the Mace Curve, filling a long-derided gap and completing the connection, thereby bringing more employees safely to work and children safely to school. DiSC 2022 would acquire and dedicate land to accommodate a future grade-separated bike/ped crossing of Mace Blvd to be located north of the Mace Drainage Channel. The land dedication would align to the existing City easement located at the south end of Frances Harper Junior High School and connecting to the greenbelt system in Kaufman and Broad and Lake Alhambra Estates.

Onsite, DiSC 2022 would include an approximately 1.5-mile bike path and adjacent pedestrian trail encircling the Project site within the 50-foot transition zone of the agricultural buffer and on landscaped buffer areas. At the Project's northeast corner, an easement will be granted to the City to provide future access to an existing easement along the Mace Channel which leads to County Road 105. The ring bike path would immediately connect to the existing Class II bike lane on CR 32A at the Project's southeastern corner. The Class II bike lane on CR 32A provides connectivity to the following: 1) Old Lincoln Highway Class I (separated) bike path along Interstate 80 (I-80) via the Union Pacific Railroad (UPRR) train tracks at-grade crossing; 2) Class II (striped) bicycle lanes on CR 32A east of CR 105 and the UPRR crossing; and 3) Class I bicycle path on the Yolo Causeway.

Additional on-site amenities that promote cycling would include: abundant racks designed to accommodate a bicycles of many styles, storage lockers at all buildings, showers available in all building complexes, and a repair kiosk provided within the park along the Class I path to enable any bike repairs that may be needed by employees, residents, or simply users of the regional trail that pass through DiSC 2022. Unlike the automotive parking, bicycle parking would meet or exceed City standard ratios.

Parking

The parking ratios utilized for the commercial components of DiSC 2022 are consistent with the considerable reduction from those required by the City's Municipal Code that were utilized in the prior project. Similarly, at a ratio of 1:1, DiSC 2022 is consistent with the prior project wherein residential units are proposed to be parked at a standard less than the City average and in a manner that reflects the walkability of the site and trending shifts in personal transit preferences. In a post-COVID workplace we believe that the reduced ratios are even more appropriate as many employers are shifting to a hybrid model and allowing employees to work remotely varying days of the week. Under the reduced proposal, the overall parking ratios for DiSC 2022 and total number of spaces would be as follows:

Use	Square Footage	Ratio	Parking Spaces
Office/R&D/ancillary retail	630,000	1/600	1,050 <i>(Reduction of 1,633)</i>
Adv. Manufacturing	550,000	1/1250	440 <i>(Reduction of 267)</i>
Hotel	150 rooms	1/1.5 units	100 <i>(Unchanged)</i>
Commercial Total			1,590 <i>(1,900 less than DISC)</i>
Housing	460 units	1/1	460 <i>(Reduction of 390)</i>
DiSC 2022 TOTAL			2,050 <i>(2,290 less than DISC)</i>

The Project would not exceed 1,590 parking spaces for commercial uses. However, the applicant proposes creation of a parking reservoir to allow the allotted 1,590 commercial parking stalls to be distributed throughout the Project site as needed, rather than strict parking ratios being applied at the issuance of each building permit based upon use type. For example, if an advanced manufacturing use is more employee dense than typical manufacturing and, as such, requires parking for its employees at a number that exceeds the 1/1250 ratio, DiSC 2022 may accommodate that particular user’s need. However, the 1,590-stall capacity within the Project’s envelope does not increase, therefore future users may be parked at a level below the allotted ratio. Effectively, the parking envelop allows DiSC 2022 to collectively park the site as is determined necessary during build-out based upon an evaluation of user needs and transit patterns. There is an assumption that Phase 1 users may desire to park at, or slightly above, the reduced parking ratios identified in the Table, but that the demand for parking will be reduced in the future as the following occur: critical mass of employees is achieved on-site; the on-site jobs/housing balance is realized; transit and shuttles are fully utilized at the proposed transit center; car share and carpooling spaces are dedicated on-site; bike path connections are developed and further improved to Downtown Davis and the region; tenant companies retain a Transportation Manager to coordinate all modes of transportation to and from the site; and transit reimbursements and bike credits are offered by tenants to their employees.

Residential parking will be provided in private parking garages. Multi-family units would have shared parking facilities identified for the exclusive use of residents with

assigned stalls. Single-family units and townhomes would have private garages. Similar to the commercial component, the 460 parking spaces allotted for residential units may be distributed as deemed appropriate by the developer. It is foreseeable that some single-family units may include two-car garages and that multi-family, particularly micro-units or studios, may be parked at a ratio of 0.5 stalls/1 unit. Shared parking arrangements will be permitted onsite between commercial and residential uses at appropriate locations. The shared corporate and multi-family residential parking areas result in more efficient use of land since the demand for business parking is greatest 8:00am to 5:00pm five days per week and residential parking demand peaks between 5:00pm and 8:00am on weekdays and on weekends.

All off-street parking areas would be designed to incorporate shade orchards and to maximize the installation of solar arrays. Where possible, permeable surfaces would be utilized to assist in drainage and groundwater recharge. As a result of user demand-driven build out, parking fields may be converted to parking structures over time to accommodate development at greater densities. Parking lots will be constructed with infrastructure included, i.e. conduit, to easily accommodate the expansion of charging stations as demand increases. Diagonal on-street parking is proposed adjacent to the park and may be utilized elsewhere on the Project site based upon locational considerations. On-street parking stalls will not be withdrawn from the parking envelopes available to residential or nonresidential uses as they are primarily intended to accommodate visitors to DiSC 2022, such as those using the sports facilities, rather than employees or residents.

Infrastructure

Infrastructure would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention. The following discussion pertains to the proposed water, wastewater, drainage, and other infrastructure-related improvements which are intended to be supplied to the site in a manner substantially consistent with the proposals submitted and reviewed for the southern half of the prior project as part of Chapter 8 of the Environmental Impact Report (“EIR”) for the Mace Ranch Innovation Center and reaffirmed in the Subsequent EIR for DISC.

Water

Domestic water would be supplied by extending the existing 12-inch diameter City water main located along Mace Boulevard in a manner consistent with Figure 8-5 from the Mace Ranch Innovation Center EIR. The main would be looped throughout the reduced site to supply potable water to internal businesses and workforce housing. The loop would provide the site’s interior-use service connections for the planned office/R&D/industrial,

residential, and fire-fighting uses. The improvements required to tie the proposed site loop to the City's existing water infrastructure are anticipated to be at two or three locations on Mace Boulevard and would be relatively minor. The water improvements could likely be coordinated with proposed surface improvements along the site's western frontage. Alternatively, the Project may consider the option of making one of the loop connections to the existing 20-inch main that connects to the booster pumping station at the four-million-gallon City water tank.

The Project applicant proposes to install a new irrigation well in the northeast portion of the site near the Mace Drainage Channel, which may also include a holding tank and a booster pump, in order to meet approximately 80 percent of the Project's non-potable, irrigation water needs. The irrigation well would serve the proposed parks and recreation field areas, as well as other open space areas on-site, using a dedicated irrigation distribution piping system. The well may also be used for irrigating street landscaping within the proposed street corridors on-site, as well as other public common areas. As an alternative to installing a new irrigation well, the project may utilize an existing agricultural well, provided the well proves adequate for the intended use.

The existing water supply infrastructure available to the site does not include a recycled water distribution system nor is a source for this water needed to service the demands of the Project. However, in order to conserve water resources, the future landowners and users at the site may desire to utilize recycled water if and when it is made available from the City's Wastewater Treatment Plant (WWTP). In order for recycled water to be provided to the Campus site, off-site distribution infrastructure would need to be installed from the WWTP to the Project site. While this off-site distribution infrastructure is not proposed by the applicant, the applicant has proposed to install recycled water/purple pipe infrastructure within the Project, with pipe stubs at the property boundaries, in the event that the City, or another entity, constructs this infrastructure at some future date. Should the necessary off-site infrastructure be installed, recycled water from the City's WWTP can be supplied to the site at a future date.

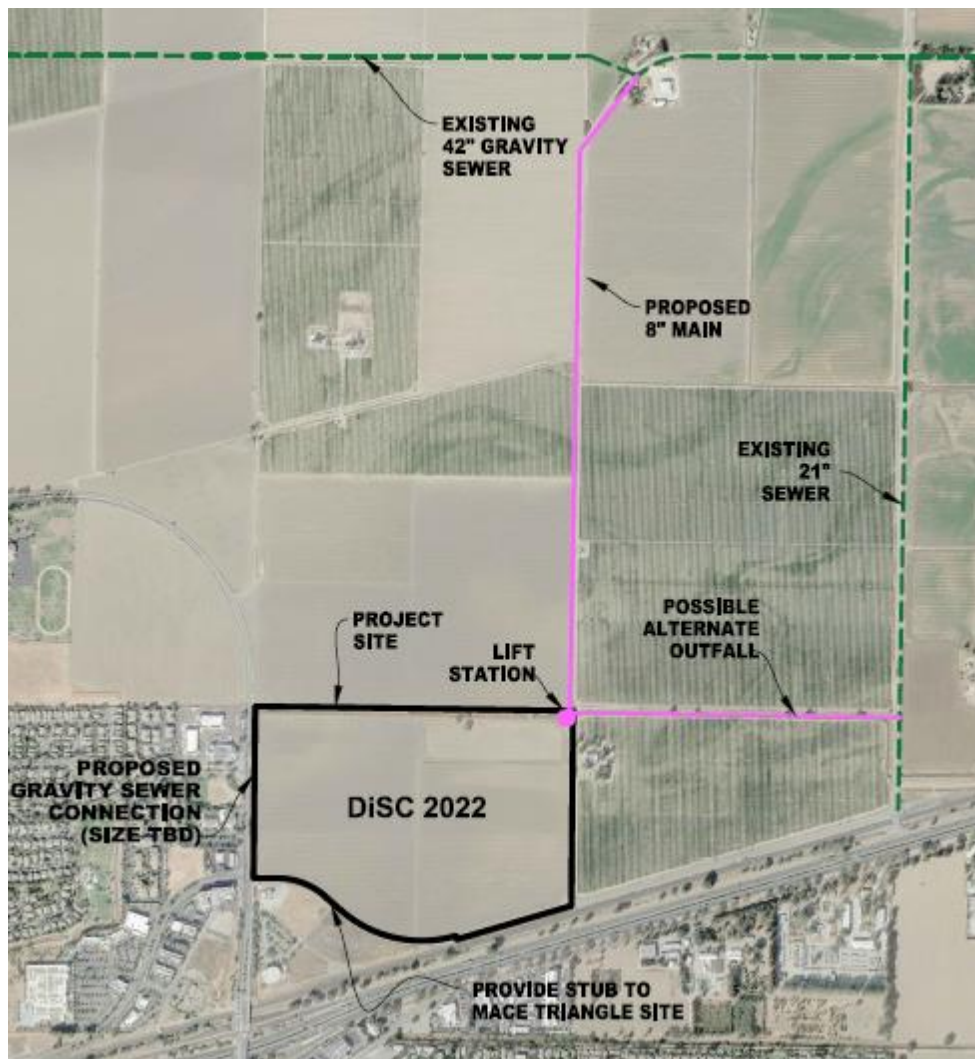
Wastewater

DiSC 2022 includes installation of a gravity sewer pipe within the internal road rights-of-way. The gravity sewer line would collect wastewater generated on-site and route the wastewater to the northeastern corner of the site. From the northeastern corner, an off-site wastewater delivery pipe would be installed, the alignment of which would run north of the Project site, approximately 1.05-miles. Here, the pipe would connect to an existing manhole along CR 30, near an existing rural residence. Wastewater from the project site would then flow east through an existing 42-inch gravity sewer line, along CR

30, to the intersection of CR 30/CR 105, where the pipe extends north along CR 105 to the WWTP.

An alternative off-site sewer alignment has also been identified for DiSC 2022 and is evaluated in chapter 8 of the MRIC EIR for potential resultant environmental impacts. As shown in Figure 8-7, the alternative sewer alignment would extend east from the site, along the Mace Drainage Channel, and would connect to the existing 21-inch sewer pipe in CR 105, from which point the project's wastewater would flow north to the City's WWTP.

Prior to installing the new off-site sewer alignment, during a portion of the first phase of development, the Project includes the ability to tie into the existing sewer main located in Mace Boulevard. The temporary connection to and use of existing sewer infrastructure would require the use of a lift station and a force main to be replaced with the off-site gravity fed sewer line with the implementation of Phase 2 (see MRIC EIR, Figure 8-8).



Drainage

The existing Mace Drainage Channel, which transverses the center of the Project site, would predominantly remain in place and continue to serve drainage flows from the Project as well as much of East Davis. Due to its importance in the City's drainage conveyance, ensuring sustained and improved capacity of the Channel is paramount. However, the Project also intends to enhance the Channel through the site, adding aesthetic and habitat value. The detention basin located at the eastern Project boundary would be modified in shape and slope to ensure safety and functionality. Both the channel and detention basin are anticipated to be reconfigured to be more attractive and compatible with the innovation center.

Internal drainage corridors, and perimeter drainage retention areas, swales, and corridors, providing distributed detention storage and water quality treatment, would be constructed at the Project site for purposes of collecting surface drainage, maximizing groundwater recharge, and systematically routing the drainage to the existing, centrally-located Mace Drainage Channel (see MRIC EIR, Figure 8-9). Treated storm water would then flow off-site through the existing Mace Drainage Channel to the east, where the runoff would eventually, again, be retained as necessary, before entering the Yolo Bypass.

The previous project thoroughly analyzed DISC drainage to ensure capacity. The area below the Mace Channel functioned independently of the project area located north of the Mace Drainage Channel. Furthermore, the amount of impervious surface associated with DiSC 2022 is consistent with or partially reduced from that associated with the prior project. As such, DiSC 2022 would continue to address stormwater in the manner previously identified.

Fiberoptic Internet

High speed internet capability with bandwidth sufficient to service the technology sector is available for immediate extension to the Project site. Existing fiber optics infrastructure within the UPRR right-of-way would be extended to DISC 2022 and would proceed in a manner consistent with overall Project buildout.

Phasing

It is anticipated that DISC 2022 would build-out gradually over the course of approximately ten to fifteen years. The initial development would likely occur along the western edge at Mace Blvd., from which infrastructure can be easily extended into the DiSC 2022. It is also anticipated that demand for advanced manufacturing space will result in early development of the connection to County Rd 32A which would serve development within the southeastern quadrant. As soon as demand is realized for both

office/R&D/laboratory and advanced manufacturing, infrastructure would be pulled through the site and the primary circulation loop completed. Thus, in recognition of where infrastructure is currently available, development would start at the periphery near primary intersections and then would gradually fill-in the Project's central core. The proposed development pattern represents a logical sequencing with structures gradually extending from the current urbanized area, although the exact pattern of build-out would be driven by user demand and infrastructure costs. For purposes of assigning some upfront mitigation measures, the MRIC EIR discusses site build-out in the context of four phases and that framework was continued with the DISC Subsequent EIR. For purposes of DiSC 2022 and continuing to utilize the same framework for identifying impacts and assigning mitigation measures, the Project should be viewed as two phases with a likely phase 1A.

Phase 1 of the proposed Project is anticipated to consist of approximately 50-acres and would include 550,000 sf of innovation building space, 80,000 sf of support retail, and up to 275 residential units comprised of single- and multi-family housing types. Construction of the residential units would be timed to slightly trail the commercial development so that jobs are created onsite prior to offering housing. Consistent with the prior project, housing would be permitted at the DiSC 2022 site at a ratio of one unit for every 2,000 square feet of nonresidential development (support retail excluded). The objective continues to be to time the availability of the homes to be concurrent with the creation of the jobs, thereby maximizing the likelihood that employees at DiSC 2022 would occupy the units. This approach would achieve the greatest environmental benefit of including housing within the Project. The housing is planned to include a variety of mixed-use, rental, and for-sale residential options, including many affordable units, catering to the needs and demands of the full-array of innovation center employees. However, the housing at DiSC 2022 would not be restricted to employees only but would be available to the community at large.

Two vehicular access points would be provided for Phase 1: 1) an enlarged and enhanced intersection at Mace Boulevard and Alhambra Boulevard, and 2) a new southern access point, which would connect to CR 32A at the existing park-and-ride lot driveway. The two roadways would connect within the site thereby creating through-site circulation for vehicles and pedestrians alike. In addition, Phase 1 would include the Transit Plaza along Mace Boulevard and the sports park.

A sub-area of Phase 1 (Phase 1A), located at the northeast corner of the intersection of Mace Blvd. and Alhambra Dr., would likely develop first. This area is approximately 3.25 acres and would include approximately 60,000 to 100,000 square feet of office/R&D/laboratory. Development at this location is feasible given its adjacency to

existing roadways and the easy extension of infrastructure. Additionally, the recent success of the commercial tech center across Mace Blvd has demonstrated a high demand for this location. Phase 1A would serve as a catalyst for the Project and set the stage for the remainder of DiSC 2022.

Phase 2 is projected to be 550,000 sf of commercial and 160,000 sf proposed for the hotel/conference center. Phase 2 also includes the remaining 185 workforce housing units, continuing the direct linkage between the creation of jobs prior to the construction of homes. The central feature of Phase 2 would be the connection of the primary north-south roadway to the extension of Alhambra Dr. thereby completing the circulation loop.

Sustainability Features

- Develop a strategic mix of employment and residential uses on-site, introduced in phases to maximize utility, to ensure that the Project does not detrimentally impact the jobs/housing balance in Davis. The mix of uses will allow employees at the innovation center to live within walking distance of work, thereby minimizing vehicular trips, reducing commutes and reducing project-related greenhouse gas (GHG) emissions.
- Buildings shall be designed to incorporate passive heating and cooling so as to reduce overall energy demands.
- To achieve a Project that is fueled by 100% clean energy, Developer commits all structures, residential and non-residential, to purchase power from solely renewable sources such as Valley Clean Energy's "UltraGreen" 100% renewable program or its equivalent, to offset any electric deficit.
- In furtherance of the commitment to utilize 100% renewable energy, the installation of photovoltaics or future renewable energy technology will be required on every conducive structure.
- Project will enter into a power purchase agreement with Valley Clean Energy (or another electric utility company under reasonable economic terms) to which it will sell and distribute all electricity generated onsite. This arrangement will ensure that all power generated onsite which is not used onsite is utilized locally.
- Make use of parking lots, rooftops, drainage features, and other areas deemed appropriate for dual-purposes, for the installation of solar panels to generate energy for on-site uses.
- In anticipation of improved solar connected energy storage, the Project shall be designed and pre-wired for future microgrid capacity and energy storage.
- All onsite residential units will be all-electric, will not include natural gas, and will utilize the Residential Energy Reach Code.

- Commercial buildings shall be all-electric for the building envelope, i.e. those functions servicing the common areas such as HVAC systems and water heaters.
- To provide an opportunity for a car-free lifestyle, parking associated with multifamily rental housing will be unbundled. Multifamily rental units will be charged for parking separate from rent.
- Utilize drought-tolerant plantings and incorporate native species adapted to the local climate. Include stormwater management features such as dispersed detention basins and bio swales. Use the agricultural buffer areas to help enhance the efficacy of these measures, particularly as they relate to protecting and enhancing natural and ecological systems.
- Maximize the use of permeable surfaces to reduce storm water runoff and assist in groundwater recharge.
- Utilize the latest building technology mechanical/electrical systems for energy efficiency, including remote monitoring and setting modification systems, and energy reductions on plug-loads and ventilation systems.
- Use natural ventilation for buildings when feasible.
- Promote water conservation and reductions, where feasible, including the utilization of smart and/or high-efficiency fixtures and appliances.
- Incorporate a multitude of Transportation Demand Management (TDM) strategies such as carpooling, bus transit, shuttles, car share, and other smart phone technologies to assist in providing transportation options for employees.
- Dedicate drop-off and pick-up zones for buses, dedicated shuttles, and have carpool uses integrated into the proposed project. This includes a specific “Transit Plaza” to help facilitate alternative modes of transportation to and from the Site for employees and residents.
- Support a Transportation Manager who will coordinate transportation options for the site and help to facilitate the use of alternative modes for all workers and residents.
- Install bicycle supportive facilities such as abundant racks to accommodate a diversity of bicycles, storage lockers, a repair station and showers in all building complexes to encourage and help establish the use of bicycles as a predominant mode of transportation to the site.