

3

PROJECT DESCRIPTION

3.1 INTRODUCTION

Consistent with the California Environmental Quality Act (CEQA) Guidelines, Section 15124, this Project Description chapter contains details regarding the precise location and boundaries of the Proposed Project; a list of project objectives; a general description of the project’s technical and environmental characteristics; a list of the agencies expected to use this EIR in their decision-making; and a list of permits and other approvals required for the proposed project.

Sections 3.2 through 3.6 of this chapter provide the project location and setting details, list of project objectives, and list of required approvals for the proposed project. Sections 3.7 and 3.8 of this chapter, together, provide the description of the components of the proposed project. Section 3.7 provides details concerning the 212-acre Mace Ranch Innovation Center (MRIC) site, which is the site of the project applicants’ proposed innovation center project; and Section 3.8 provides details concerning the 16.49-acre Mace Triangle site. The City of Davis has included the Mace Triangle site within the overall project boundaries to ensure that an agricultural and unincorporated island is not created and to allow the continuation and expansion of existing uses.

3.2 PROJECT LOCATION

The proposed 228.58-acre project site (hereafter rounded to 229 acres) is located immediately east of the City of Davis city limits, near the “Mace Curve”, in unincorporated Yolo County, approximately 2.5 miles east of downtown Davis (see Figure 3-1). Regional access to the proposed project site is provided by the Interstate 80/Mace Boulevard interchange, located southwest of the project site. Mace Boulevard makes up the majority of the western boundary of the overall project site. The MRIC and Mace Triangle sites are bisected by County Road 32A, which becomes 2nd Street, west of Mace Boulevard (see Figure 3-2). The MRIC site is identified by Assessor’s Parcel Numbers (APNs) 033-630-009; 033-650-009, and -026. The Mace Triangle site is identified by APNs 033-630-006; -011; and -012.

3.3 PROJECT SETTING AND SURROUNDING USES

Project Site Setting

MRIC

The 212-acre MRIC site has been historically used for agricultural operations, including row crops. The site is currently planted with sunflowers. Tall, dense, and dry weed grasses occur along the perimeter of the site and along a City drainage ditch, known as the Mace Drainage Channel, which runs west-to-east through the central portion of the MRIC site.

**Figure 3-1
Regional Vicinity Map**

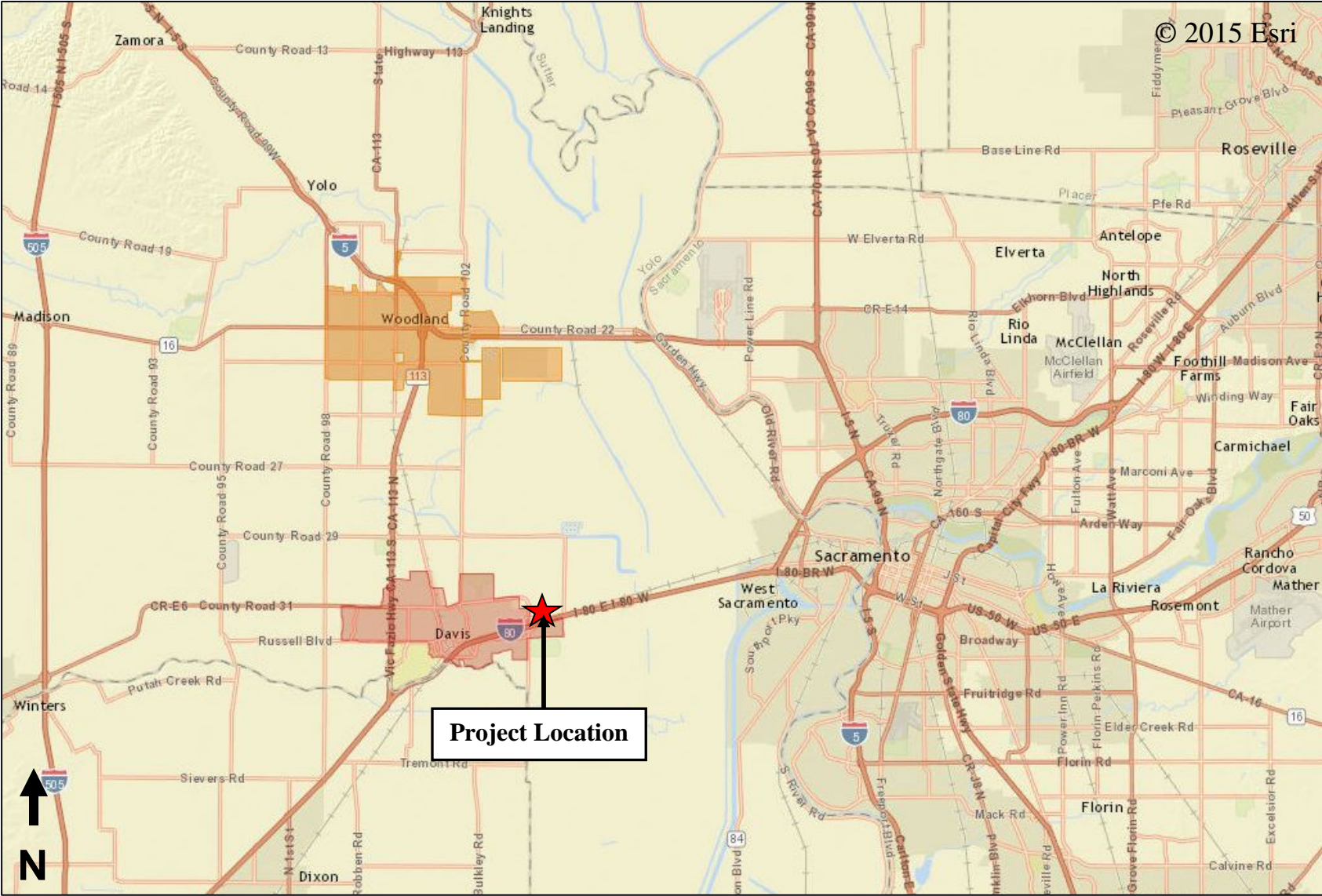


Figure 3-2
Project Vicinity Map



A detention basin is located south of the Mace Drainage Channel, in the east-central portion of the project site. An irrigation well, pad-mounted electrical transformer, and associated pump equipment exists in the southwestern corner of this portion of the site.

Mace Triangle

The 16.49-acre Mace Triangle site (hereafter rounded to 17 acres) consists of three parcels located east of Mace Boulevard and south of CR 32A. The northernmost parcel, APN 033-630-011, is partially developed with an Ikedas Market and a gravel parking lot. The southwestern parcel, APN 033-630-006, is developed with a City-owned water tank and a Park-and-Ride lot. The third and easternmost parcel, APN 033-630-012, is undeveloped but disturbed as a result of on-going agricultural operations. Vehicular access is provided to the Mace Triangle site by two driveways from CR 32A: one for Ikedas Market and one for the Park-and-Ride lot.

Surrounding Land Uses

MRIC

Immediately west of the MRIC site, on the opposite side of Mace Boulevard, are an AM/PM gas station and the University Covenant Church. The MRIC annexation area is surrounded to the north and east by the “Mace 391” permanent agricultural easement. This 391-acre agricultural easement property is regularly farmed, the owners are in the process of planting almond trees. The City-owned Howat Ranch property, totaling approximately 774 acres, is located immediately east of the Mace 391 easement. The Mace Triangle, UPRR railroad tracks, and Interstate 80 are located to the south.

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

Mace Triangle

The Mace Triangle site is located south of the MRIC site and north of the UPRR tracks and Interstate 80. Mace Boulevard forms the western boundary of the Mace Triangle site and the curve of CR 32A makes up the eastern boundary. Directly to the west, across Mace Boulevard, is existing commercial development which is located within the Mace Ranch Planned Development (PD 4-88).

3.4 PROJECT BACKGROUND

Business Park Land Strategy

For the past several years, the City of Davis has been in the process of evaluating the need for additional business park facilities within the City to accommodate long-term projected employment/business growth in Davis. The need for a Business Park Land Strategy (BPLS) study was originally identified by the Davis City Council in December 2008, shortly after the Lewis Planned Communities development application was submitted for the ConAgra property. Lewis Planned Communities' "Cannery Park" project application was primarily a residential development with a portion of land dedicated for business park uses (approximately 20 acres). The City Council requested a better understanding of long-term business growth implications and land use tradeoffs should the property be rezoned for primarily residential uses. That is, the extent to which the proposed project would have affected Davis' commercial land supply and long term ability to accommodate future business growth.

This City's 2010 BPLS report looked at the future, long-term (2035) land supply needed to accommodate projected employment/business growth in Davis under alternate development scenarios. The BPLS also addressed the economic value of employment/business growth in the community. The report concluded that the existing supply of undeveloped land would be insufficient to meet City's long term needs, particularly for businesses seeking larger sites for sale available for build to suit. Furthermore, the BPLS noted that if Davis desired to continue expanding the business sector, annexation of additional land contiguous to the City boundary would likely at some point need exploration within the 2010-2035 timeframe.¹ The BPLS (Figure 10) identified potential external sites to consider for business park locations, among which was the proposed MRIC site.

The BPLS also states that when community priorities for existing vacant land are established, it may then be appropriate to explore the subject of whether Davis should pursue additional commercial land to support business growth.

Innovation Park Task Force

Davis City Council established the Innovation Park Task Force to explore peripheral sites for future business park development to accommodate medium-scale businesses. Council created the Task Force as an outcome of the 2010 BPLS. The Task Force was comprised of six members: two Council members, two Planning Commissioners, and two representatives of the Business and Economic Development Commission. The Task Force met regularly for four years and held its last meeting in June 2014.

In 2012, the Innovation Park Task Force commissioned UC Davis' Studio 30 to provide research on what an innovation center might look like, where it could be located, and how it might benefit the community. The result of this collaborative effort is the 2012 City of Davis Innovation

¹ City of Davis. *Business Park Land Strategy* [pg. 44]. October 27, 2010.

Center Study.² Studio 30's study concluded that both the Davis Innovation Center site (referred to in the Study as the "West Site") and the MRIC Site (referred to in the Study as the "East Site") are viable options for edge expansions of the City to accommodate innovation centers. This study also evaluated the Nishi Gateway site and determined that it offers the best opportunity for a close-in innovation hub, despite its challenging development constraints such as access barriers and narrow site configuration.

The City Council adopted the Studio 30 Davis Innovation Center Study and approved Resolution 12-174 which gave direction to: 1) adopt a new model for evaluating fiscal impacts and economic benefits of new innovation/research development; 2) pursue a "dispersed innovation strategy"; 3) undertake a community engagement process to pursue the recommendations of the Task Force and their report; and 4) proactively partner to promote innovation business growth.

City of Davis' Request for Expressions of Interest

On March 21, 2014, the City issued a "Request for Expressions of Interest" (RFEI) from parties interested in developing Innovation Centers that would serve the Davis research and technology sectors and create a place for Davis technology companies to continue to grow. The purpose of the RFEI was to gauge market interest and alternative options to be considered by the City and its partner agencies.

Three responses were received on June 23rd from teams that included: 1) the Mace Innovation Center, submitted by RAMCO Enterprises, Inc., the Buzz Oates Group of Companies, and Barbara Bruner; 2) the Davis Innovation Center, submitted by Hines, SKK Developments, and the Hodgson Company; and 3) a yet to be named concept on acreage at Davis Ranch, submitted by Capitol Corridor Ventures (CCV), AKT Investments, Inc., and Panattoni.

Responses to the RFEI were reviewed by the City Council in July 2014. Responders were encouraged to submit formal applications to the Department of Community Development and Sustainability for planning and environmental review. The planning process would lead to Council consideration in 2015 of placing project(s) on the ballot for Measure J/R action. Planning applications were submitted for the "Mace Innovation Center" east of Davis, and the "Davis Innovation Center" northwest of the City. An application for the RFEI site south of Davis was not submitted.

The MRIC application was accepted by the City for filing on September 15, 2014. A separate application was accepted by the City on November 3, 2014 for the Davis Innovation Center project site, west of Sutter Davis Hospital. However, in May 2015, at the request of the applicants, the Davis Innovation Center application was placed on hold.

² Studio 30 UC Davis Extension. *City of Davis Innovation Center Study*. 2012.

3.5 PROJECT OBJECTIVES

MRIC Applicant Objectives

The MRIC applicant proposes to achieve the following objectives with development of the MRIC:

1. Expeditiously provide a suitable space in which to retain existing local businesses, such as Schilling Robotics, and to attract and grow innovative high-value added, technology oriented companies.
2. Provide sufficient land to meet the demand in Davis for innovation centers over a 25-year time horizon.
3. Utilize land immediately adjacent to the City boundary with adequate and easily-extended infrastructure, including but not limited to fiber optics for high-speed internet.
4. Provide an integrated, high-quality campus-like project offering a variety of lot sizes that will respond to the current and future needs of technology start-ups, industry leaders, research and development, and products manufacturing firms; allowing for a full range of research to market uses.
5. Develop a critical mass of users at a given location sufficient to render economically feasible the delivery of infrastructure necessary for development to occur.
6. Contribute to both job creation and tax base enhancement while supporting the University of California, Davis as a research institution.
7. Utilize a site with existing access to Interstate 80 for the convenience and benefit of employees, collaborators, suppliers, and goods movement.
8. Support and build upon the City of Davis's existing successes by offering a logical extension to the 2nd Street technology corridor.
9. Develop an aesthetically pleasing site plan and architectural building design that incorporates energy and water efficiency, provides for non-automotive forms of transit, and is situated to receive and utilize recycled water when available.
10. Create a viable retail component, including hotel and conference center, which will primarily serve the needs of the innovation center, increase retail-related employment opportunities and contribute to tax revenue generation.
11. Encourage recreation and non-automotive modes of transportation by creating trail connections and improvements that enhance and encourage pedestrian/bicycle circulation and connectivity between the project site and surrounding areas.
12. Preserve and protect agriculture through the planning and development of property which will result in a distinct permanent urban edge.
13. 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 rapidly achieve economic growth and financial stability.
14. Reflect the feedback captured through the Innovation Park Task Force's planning, research and outreach, and incorporate as many of the consensus concepts as are feasible.

City Objectives for Innovation Centers

The City of Davis proposes to achieve the following objectives with a new innovation center. These reflect findings of the 2010 Business Park Land Strategy; Innovation Park Task Force, 2012, Davis Innovation Center Report (Studio 30); adopted 2012 Dispersed Innovation Strategy; the 2014 Davis Innovation Center Request for Expressions of Interest (RFEI) and 2014 Guiding Principles for Davis Innovation Center(s).

1. Land and Building Supply

- a. Position City to capture greater share of local/regional business growth. (Studio 30 report, Sect. 3 pgs. 15-20)

Most remaining small, dispersed sites in the City are not adequate to meet needs of growing businesses and mid-sized companies. The Innovation Centers studied by Studio 30 for the Davis Innovation Center Report averaged around 200 acres in size and offer a variety of parcel sizes and ownership opportunities, flexible use/size of space and lease terms; and physical and virtual business support services allowing successful businesses to remain as they grow.

- b. Provide expansion capability for the City suitable in location and size for larger innovation centers with potential to accommodate commercial and research facilities. (Studio 30 & ICRFEI)
- c. Maintain a steady supply of developable land for future business development to meet needs of growing businesses and accommodate medium-scale and large scale (~150 employees) businesses over a long term 20+/- year period. (BPLS)
A 200 acre innovation center supporting several million square feet of development could accommodate such business growth over a long term 20+/- year period (Studio 30 and RFEI).
- d. Provide a mix of building types, sizes and heights meeting needs of new startups and growing mid-sized companies, including potential for headquarter buildings. (RFEI)
- e. Increase the supply of flexible business space. (Studio 30)
- f. Take into account the specific needs of any identified or targeted tenants.

2. Density

Due to the relative scarcity of developable land in Davis, an innovation center should focus on guidelines to maximize density to accommodate long-term business growth while taking into account the specific needs of identified tenants within the specific project where applicable. The review process must be cautious to not impose unilateral requirements solely for the sake of achieving "density", without consideration of other objectives.

- a. Maximize density to accommodate long-term business growth offering flexible space (scalability) and viable range of space options.
- b. Goal of at least 0.5 floor area ratio (FAR).
- c. Pursue opportunities for densification over time (i.e. parking structures and new buildings).

3. Sustainability
 - a. Apply Low Impact Development Principles.
 - b. Ensure minimal greenhouse gas (GHG) impacts at the project level.
 - c. Allow flexibility and adaptation over the project lifespan and as new building techniques and energy production technologies emerge, explore opportunities to bolster the goals of the Climate Adaptation & Action Plan. (CAAP)
 - d. Comply with the minimum City requirement of the CalGreen Tier 1 energy code for buildings.
 - e. Mitigate with agricultural land on a 2 to 1 acre basis.
 - f. Budgetary impacts of any proposed City maintenance areas will be carefully evaluated in the fiscal analysis.
 - g. Utilize energy and resource efficient design, materials, operations and infrastructure.
 - h. Integrate open space and habitat opportunities.
 - i. Maximize the use of trees and native landscaping.

4. Transportation
 - a. Establish bicycle/pedestrian connectivity.
 - b. Develop partnerships with the City, UC Davis Unitrans, Yolo County Transit and Amtrak.
 - c. Create a comprehensive multi-modal system and transportation plan with safe, dynamic, well-planned automobile, bicycle, pedestrian, mass transit and emergency vehicle access connections.

5. Work Environment
 - a. Provide facilities and services that support innovation. (Studio 30)
 - i. Provide a built environment and operations offering the ability to draw a critical mass of innovators and creative synergy enabling opportunities for ongoing formal and informal interdisciplinary connections.
 - ii. Provide a flexible range of desired work environments, small co-working, incubator/accelerator spaces, specialized maker-spaces, meeting/conference rooms, research and development, manufacturing facilities, larger companies and corporate headquarters.
 - iii. Include elements of "work, live, play" that encourage an engaged and inviting workplace, including ancillary amenities and activities that serve employees such as mixed use, cafés, coffee shop, restaurant, copy shop, recreation, fitness center, child care (as a few examples). (Studio 30)
 - iv. Provide shared business support services and "cutting edge" business center amenities (teleconferencing etc.) including broadband fiber connectivity.
 - v. Provide design elements that include dual use spaces, and shared facilities such as recreation, meeting, and gathering spaces (like amphitheater seating) that serve business needs during the weekdays and community needs during the evening and weekends.
 - b. Accommodate a range of lease and ownership options reflecting an array of formal and informal work styles and settings.
 - c. Use building designs incorporating LEED standards for healthy work environments (daylight, fresh air, good indoor air quality).

6. Uses
 - a. Support research and development; manufacturing facilities, larger companies and corporate headquarters.
 - b. Focus largely on expansion needs of research and technology development and creation of research, technology and advanced manufacturing jobs, and revenue generating uses.
 - c. Provide a mix of professional office, high-tech, R&D, industrial flex space, grow labs, commercial services.
 - d. Provide some ancillary project-serving retail and services.
 - e. Target hotel/conference spaces to serve the business needs of the innovation center over time.
 - f. Allow warehouse uses auxiliary only to research and manufacturing.
 - g. Discourage distribution centers, call centers or large-scale food processing plants.
 - h. Minimize and carefully manage heavy truck deliveries.

7. Timing and Project Phasing
 - a. Demonstrate sufficient resources to ensure completion of the project.
 - b. Phasing should meet with anticipated market demand for space and be adaptable to respond to changing market conditions over time.
 - c. Building density, project phasing, and total job creation must consider community growth and CEQA mitigations.
 - d. Phasing needs to be responsive to actual and potential tenants.

8. Fiscal Consideration and Net Community Benefit
 - a. Achieve fiscal neutrality with regard to City services.
 - b. Provide substantial surplus annual revenue.
 - c. Provide positive economic impacts/multipliers citywide, and net community benefits (including social and environmental).

9. Partnerships
 - a. Facilitate technology and business development.
 - b. Facilitate collaborative partnerships.
 - c. Provide opportunities for increased university and research engagement.
 - d. Increase access to STEAM (science, technology, engineering, arts and agriculture, and math) and educational opportunities.

Mace Triangle Project Objectives

1. Avoid becoming an unincorporated island.
2. Avoid becoming an agricultural island.
3. Create opportunity to expand existing agricultural retail business.
4. Complement existing and future urban uses.
5. Allow for efficient master planning of infrastructure and services.

3.6 REQUIRED PUBLIC APPROVALS

The following entitlements are required for the proposed project. Table 3-1 provides a summary of the needed project entitlements, as well as existing and proposed land use and zoning designations for each parcel.

Lead Agency Approvals – City of Davis

1. General Plan Amendment to create a new City of Davis land use designation of Innovation Technology Center, relocate the Urban Agricultural Transition Area along the eastern boundary of the MRIC site, and assign City land use designations to the project site, as follows:
 - i. MRIC: new Innovation Technology Center designation; and
 - ii. Mace Triangle: General Commercial and Public/Semi-Public.
2. Prezoning to determine the zoning in the event of subsequent annexation (Zoning Code, §40.34.010) as follows:
 - i. MRIC: from County Agricultural-Intensive (A-N) to City Planned Development-MRIC; and
 - ii. Mace Triangle: from County A-N and Agricultural Commercial (A-C) to City Planned Development (PD).
3. Preliminary Planned Development (PPD) approvals to create two PPDs, as follows:
 - i. MRIC: Applicant-prepared PPD to allow for the development of the site as an innovation and technology center (Zoning Code, §40.22.010); and
 - ii. Mace Triangle: City-prepared PPD to allow continuation of existing uses and possible future general commercial uses on APNs 033-630-011, and -012.
4. Site Plan and Architectural Review to approve project Design Guidelines and Performance Standards for the MRIC, which will promote orderly and harmonious growth of the project site (Zoning Code, §40.31).
5. Development Agreement for the MRIC in order to provide certainty and mutual assurances to the City and the project applicant (Government Code, §65864 et seq.).
6. Action by the City Council to call for an election and set the baseline features of the project (Zoning Code, §41.01.020).

**Table 3-1
Mace Ranch Innovation Center Project
Existing and Proposed Land Use and Zoning Designations**

Existing Use	APN (acres)	Land Use Designation		Zoning Designation		Entitlements Sought
		Existing (County/City)	Proposed (City)	Existing (County)	Proposed (City)	
Mace Ranch Innovation Center Site						
Row crops	033-630-009 (101.86 ac.)	Agriculture (AG)/ Agriculture (AG)	Innovation Technology Center ¹	Agricultural Intensive (A-N)	Planned Development – Mace Ranch Innovation Center (PD-MRIC)	GPA, Rezoning, PPD, Site Plan Review, Development Agreement, MSR and SOI Amendment, Annexation
Row crops	033-650-009 (85.0 ac.)	Agriculture (AG)/ Agriculture (AG)	Innovation Technology Center	Agricultural Intensive (A-N)	PD-MRIC	
Agriculture	033-650-026 (25.34 ac.)	Agriculture (AG)/ Agriculture (AG)	Innovation Technology Center	Agricultural Intensive (A-N)	PD-MRIC	
Mace Triangle Site						
City water storage tank, Park-and-Ride lot	033-630-006 (4.36 ac.)	Public and Quasi Public (PQ)/ Agriculture (AG)	Public/Semi-Public	Public and Quasi-Public (PQP)	PD for Public-Semipublic Uses	GPA, Rezoning, PPD, MSR and SOI Amendment, Annexation
Ikedas Market and vacant land	033-630-011 (4.32 ac.)	Agriculture (AG)/ Agriculture (AG)	General Commercial	Agricultural Commercial (A-C)	PD for Commercial Mixed Use Uses	
Agriculture	033-630-012 (7.90 ac.)	Agriculture (AG)/ Agriculture (AG)	General Commercial	Agricultural Intensive (A-N)	PD for Commercial Mixed Use Uses	

¹ Proposed new City of Davis General Plan land use designation

Responsible Agency³ Approvals – Yolo LAFCO

1. Combined Municipal Service Review (MSR) and Sphere of Influence (SOI) Amendment in order to bring the 229-acre project site within the City of Davis’s SOI (Government Code, §56428).
2. Annexation of the entire 229-acre project site (comprised of APNs 033-630-006, -009, -011, -012, 033-650-009, and -026) into the City of Davis (Government Code, §56737).
3. Detachment of the entire 229-acre project site from the East Davis County Fire Protection District.

Other Agency Approvals and Permits

The proposed project will not require additional agency approvals and permits until such time that the project applicant(s) receive 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 planned development and tentative subdivision map(s), the following agency approvals and permits would likely be required for the project:

1. Central Valley Regional Water Quality Control Board – Stormwater Pollution Prevention Plan (SWPPP) approval prior to construction activities.
2. Yolo-Solano Air Quality Management District – Approval of permit(s) to operate for stationary sources, as may be required by the District.

3.7 PROJECT DESCRIPTION – MACE RANCH INNOVATION CENTER (MRIC)

This section of the Project Description chapter is arranged according to the entitlements being sought for the MRIC. The order of entitlements is based upon first discussing City of Davis approvals, given that the City is the CEQA lead agency for the project, and secondly discussing Yolo County LAFCo approvals, as LAFCo is considered a responsible agency for the MRIC project. Section 3.8 will include the project description for the Mace Triangle.

CITY OF DAVIS APPROVALS

The following City of Davis approvals would be required for the MRIC only. A discussion of the required City of Davis approvals for the Mace Triangle site is included below in Section 3.8.

³ Per CEQA Guidelines Section 15381, a “Responsible Agency” means a public agency which proposes to carry out or approve a project, for which 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.

General Plan Amendment

The MRIC is currently designated as Agriculture (AG) in the Yolo County General Plan (see Figure 3-3). The MRIC site is designated for Agriculture uses in the City of Davis General Plan. Therefore, the project applicant is requesting an amendment to the Davis General Plan Land Use Map to assign a General Plan designation to the site. The applicant is proposing to create a new General Plan land use designation for the MRIC site, entitled “Innovation Technology Center”, because the current Business Park or University-Related Research Park land use designations in the Davis General Plan do not fully reflect the type of project envisioned for the MRIC site (see Figure 3-4).

For example, the new Innovation Technology Center designation would be different from Davis’ current Business Park land use designation in that it would prohibit residential uses and a residential mixed-use environment, focusing instead on creating a campus-like environment with a variety of lot sizes designed to accommodate all technology-based businesses from start-ups to large research and development (R&D) operations with production and point-of-sale facilities. The proposed designation would also incorporate certain research and laboratory aspects of the University Related Research Park (URRP) land use designation.

Additional General Plan map amendments are required for the project to relocate the Urban Agricultural Transition Area (UATA) from the eastern side of Mace Boulevard and northern side of CR 32A to the eastern boundary of the proposed MRIC site. General Plan Principle 14 calls to: “Create an open space buffer between urban and agricultural uses to maintain the integrity of the adjoining agricultural/natural areas, to serve as a transitional space between urban and rural lands, to provide a visual edge, and to be an aesthetic and recreational resource.” To accomplish this concept the General Plan included a land use category called Urban Agriculture Transition Area. The description of the Urban Agricultural Transition Area is:

- Intent:*
- 1) *To provide a buffer and minimize conflicts between urban and agricultural areas.*
 - 2) *To provide public open space.*
 - 3) *To define the planned urbanized edge of the City, as one of many useful growth management tools.*

Prezone

As illustrated in Figure 3-5, the MRIC site has a current Yolo County zoning designation of Agriculture Intensive (A-N). The Mace Triangle site has a current Yolo County zoning designation of Public/Quasi-public, Agricultural Commercial, and Agriculture Intensive. Neither site has been zoned by the City of Davis. According to Government Code Section 56375(a)(4)(C)(7), LAFCo shall require, as a condition to annexation, that a city prezone the territory to be annexed.

Figure 3-3
Existing Yolo County General Plan Designation for MRIC Site

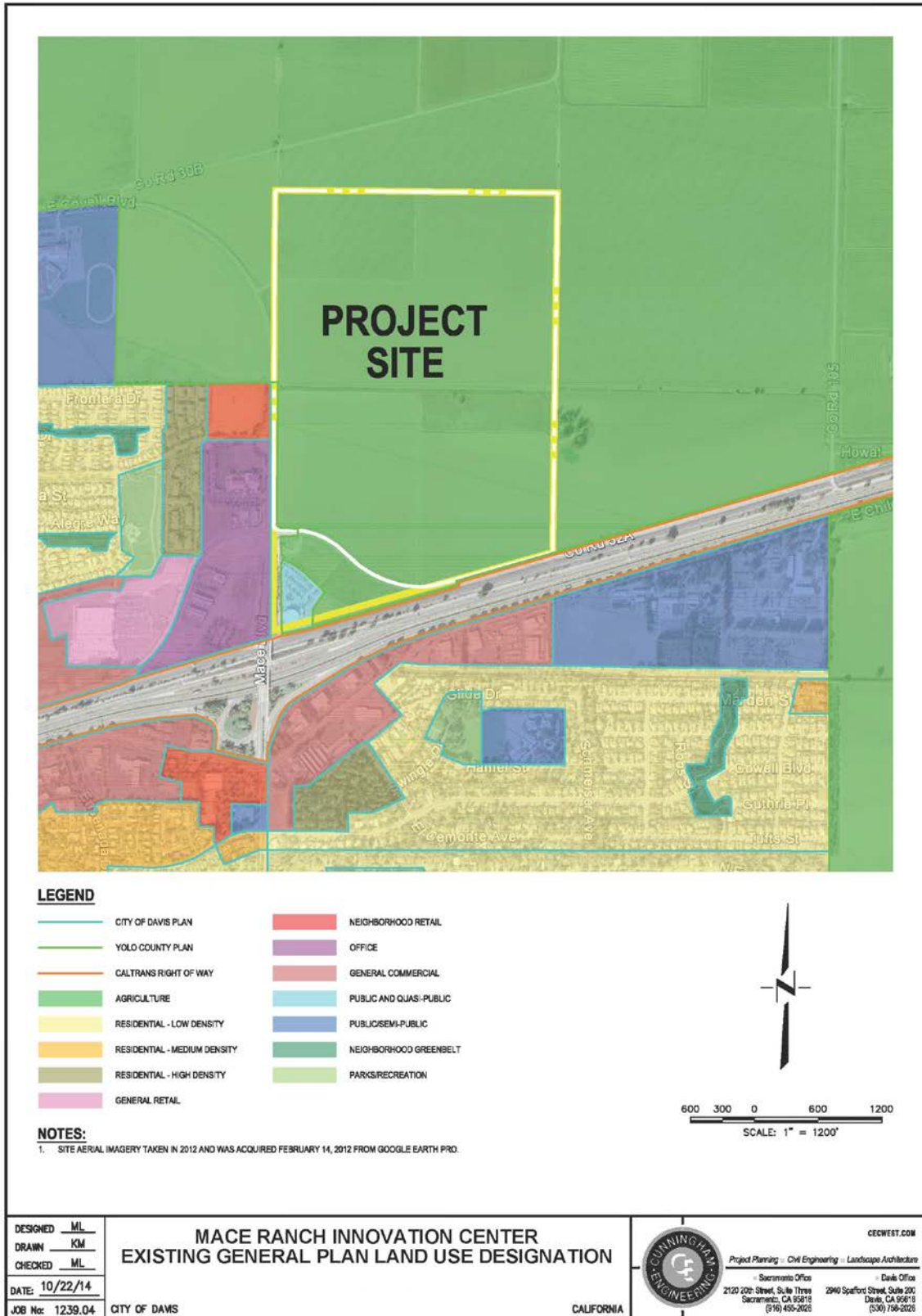


Figure 3-4
Proposed City of Davis General Plan Designation for MRIC Site

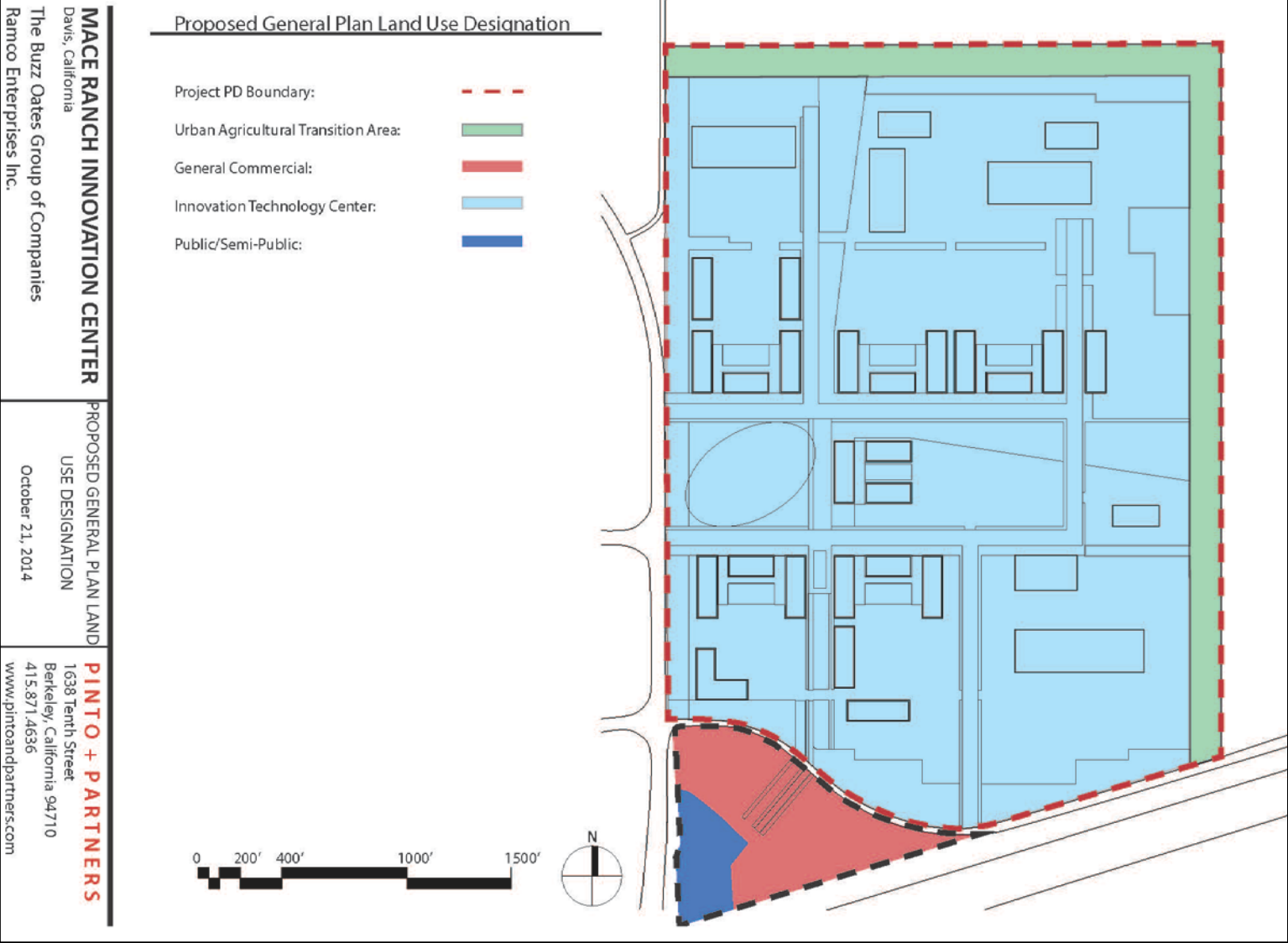
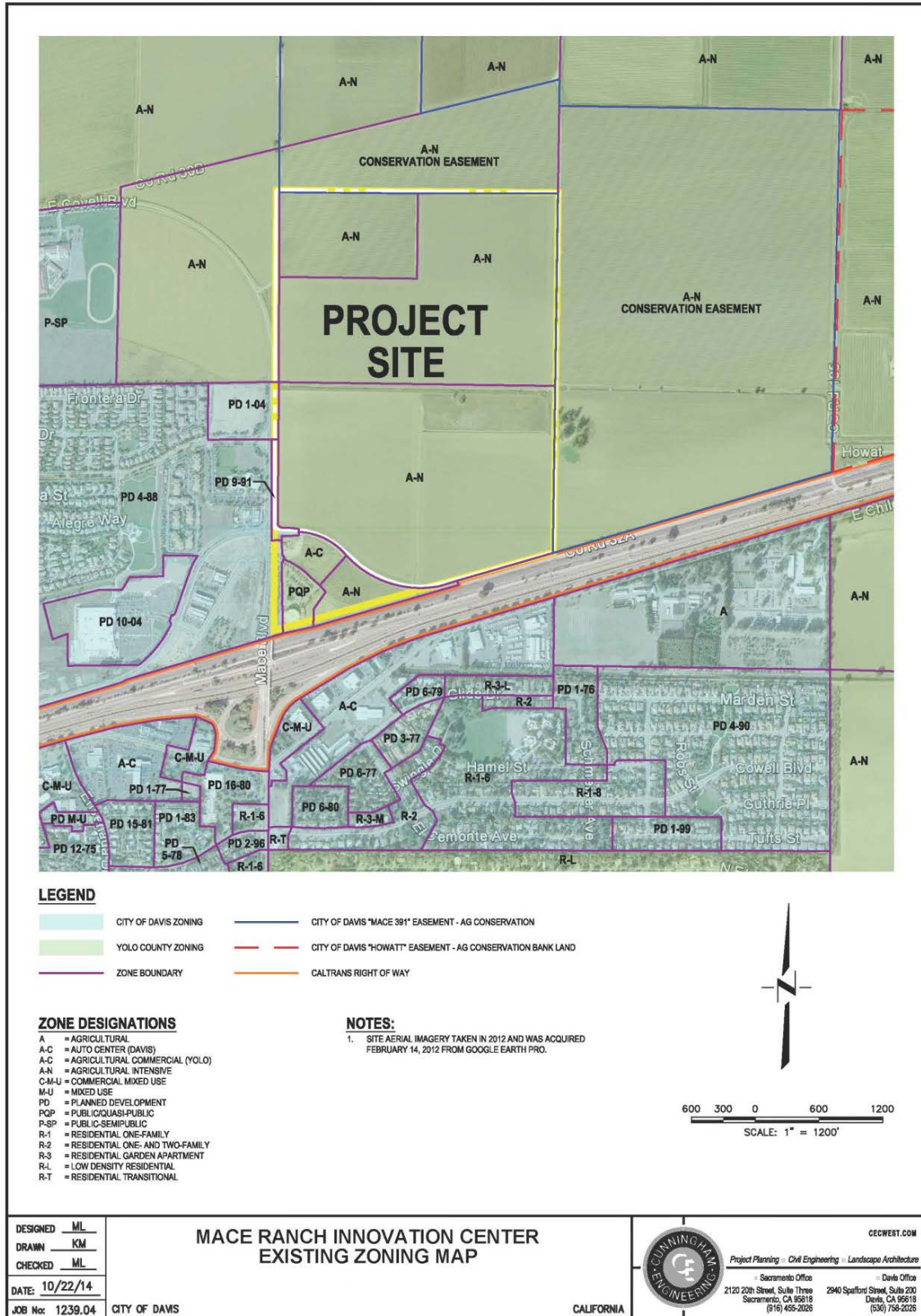


Figure 3-5
Existing Yolo County Zoning Designation for MRIC Site



Accordingly, as illustrated in Figure 3-6, the project includes a request to prezone both sites to the City of Davis' Planned Development District (P-D).⁴ According to Section 40.22.060 of the Davis Zoning Code, an application for a P-D district shall include a preliminary planned development⁵ which, if approved by the City Council, shall become a part of the zoning map of the City.

Preliminary Planned Development (PPD) and Site Plan and Architectural Review

The PPD and Site Plan and Architectural Review entitlements are combined in this section due to their interrelation. According to Davis Code Section 40.22.060, the PPD shall 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 Site Plan and Architectural Review consists of the review of the Planned Development Design Guidelines, which, in general, provide design guidance on building orientation; design of landscaped areas; basic palettes for colors, materials, and landscaping; and lighting design/performance controls. The following section describes the PPD proposed for the MRIC.

MRIC Buildout

Based upon the market absorption analysis prepared for the innovation center project by BAE Urban Economics (BAE), it assumed within this EIR that full buildout of the MRIC could occur by 2035. The 2035 timeframe is also coincident with the timeframe of available long-range economic and demographic projections prepared by SACOG, as well as the horizon year of the SACMET traffic model used for this project's traffic analysis. The earliest anticipated occupancy for the first phase of the project is anticipated to occur no sooner than Fall 2018.

Proposed Land Uses

The MRIC is anticipated to include up to approximately 2,654,000 square feet of innovation center uses, of which up to 260,000 square feet (10 percent of the site) may be developed with supportive commercial uses (see Table 3-2). The PPD has identified land uses within an urban framework designed to:

- Deliver office and corporate spaces that are highly flexible and technologically advanced. They will include collaborative spaces, flex spaces, as well as dry and wet labs.
- Develop space for research/incubator start-ups that may be subsidiaries of larger, more established companies in Davis, Sacramento, and/or the Bay Area.

⁴ The purpose of the P-D district is to allow diversification in the relationship of various buildings, structures and open spaces in order to be relieved from the rigid standards of conventional zoning. The criteria upon which P-D districts shall be judged and approved will include but not be limited to creative approaches in the development of land, more efficient and desirable use of open area, variety in the physical development pattern of the City and utilization of advances in technology which are innovative to land development.

⁵ Note: also referred to as "preliminary development plan" in Section 40.22.060 of the Zoning Code.

Figure 3-6
Proposed City of Davis Zoning Designation for MRIC Site



- Include programs that are scientific, technical and research-focused. It is anticipated that these programs may be UC Davis spin-off research labs and internships.
- Be suitable for research programs for green technology and sustainable agricultural research.
- Integrate spaces for prototyping and manufacturing with research facilities to allow for greater ease of advanced product development.
- Permit manufacturing facilities on-site to allow for the establishment of “research-to-market” companies.

Table 3-2	
MRIC – Summary of Uses by Type	
Land Use	Size
<i>Research; Office; R&D</i>	<i>1,510,000 sf</i>
<i>Manufacturing; Research</i>	<i>884,000 sf</i>
<i>Ancillary Retail</i>	<i>100,000 sf</i>
<i>Hotel/Conference</i>	<i>160,000 sf (150 rooms)</i>
<i>Green Space</i>	<i>64.6 acres</i>
<i>Landscaped Parking</i>	<i>12.6 acres</i>
<i>Transit Plaza</i>	<i>0.6 acres</i>
Total Acres	212 acres
Total square footage	2,654,000 sf

The 260,000 square feet of supportive commercial uses is anticipated to include 160,000 square feet of hotel/conference center use and up to 100,000 square feet of supportive retail located throughout the MRIC, most of which would be on the ground floor of the proposed research/office/R&D uses surrounding the Oval park and the transit plaza area. As such, the proposed square footage of retail and research/office/R&D are inversely proportional; for example, if there is less demand for ancillary retail and only 50,000 square feet is developed, the square footage of research/office/R&D could increase to 1,560,000 thereby filling the available space. However, the converse does not apply and additional retail would not be added in the event there is less demand for research/office/R&D. The ancillary retail space within the innovation center is intended to provide employees and visitors with basic convenience shopping and dining opportunities in close proximity to the businesses, as well as fitness center amenities and other business support services.

Permitted and Conditional Uses

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

- (a) Offices: including administrative, executive, headquarters and medical.
- (b) Laboratories: including but not limited to research, design, analysis, development and/or testing of a product.

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

Proposed conditional uses are as follows:

- (a) Support Retail, single users larger than 25,000 square feet.
- (b) Public and semi-public, including public utility uses necessary and appropriate to the MRIC district.
- (c) Any use which handles, stores or treats in any fashion hazardous materials as defined in Section 40.01.010 of this chapter in a manner deemed to exceed or inconsistent with the adopted City standards.

It should be noted that special events that require amplified noise may be allowed on-site. Prohibited uses include residential housing, major retail or highway commercial, heavy manufacturing, exclusive distribution, exclusive warehousing, and surface mining and mineral extraction, including but not limited to natural gas extraction.

Master Owners' Association

As part of the overall MRIC management, the Applicant will form a Master Owners' Association ("MOA") that will oversee and perform various management and marketing tasks associated with the MRIC, including, but not limited to:

- Managing and maintaining the common areas and facilities;
- Enforcing MRIC-wide covenants, conditions and restrictions ("CC&Rs");
- Serving as a point of contact for, and reporting to, the City, on a regular basis, the MRIC's compliance with project approvals, including, but not limited to, the MRIC conditions of approval, the mitigation monitoring and reporting plan, and the transportation demand management plan;
- Providing and pursuing a branding and marketing program that will facilitate collaborative innovation partnerships and provide opportunities for increased University and public and private research engagement; and
- Account for and collect MOA assessments from the project owners/members.

The MOA will perform such further tasks and obligations as the City and the Applicant may agree upon.

Conceptual Site Layout by Use Type

The PPD submitted for the MRIC site includes an exhibit identifying the anticipated building locations by use type. As indicated in Figures 3-7 and 3-9, the PPD places manufacturing/research uses along the periphery of the MRIC site, while the research/office/R&D uses are located centrally and along Mace Boulevard. The proposed hotel/conference center would be located at the southwestern corner of the project site, northeast of the intersection of Mace Boulevard and 2nd Street. According to Figure 3-7, the layout for the ancillary commercial uses concentrates these uses within the office buildings located around the Oval park and the transit plaza, within the central portion of the MRIC site. Figure 3-8 provides an illustrative site plan for the proposed land uses. A site plan, or list of proposed uses, has not been provided for the Mace Triangle at this time.

However, it is important to note that although an anticipated configuration has been proposed for review and approval, these building locations are conceptual and subject to change during the final planned development process, per Code Section 40.22.090. If the currently requested entitlements are approved, in accordance with the City's P-D zone requirements, the project applicant will need to file one or more final planned developments for the MRIC site, which will be subject to discretionary review and approval by the City of Davis. The final planned developments will need to identify site-specific details, such as locations of buildings on the land, including all dimensions necessary to indicate size of structure, setbacks and yard areas; proposed tentative subdivision map or parcel map; landscaping, fencing, and screening; types and/or areas for commercial uses and other uses to be established by the district, etc.

Notwithstanding the potential for building locations to shift during the final planned development process, the applicant's PPD includes logical zone restrictions on building placement and where specific uses can be located on the MRIC site, such that a meaningful analysis of the project can be conducted at this stage of entitlements. Figure 3-9 illustrates the flexibility built into the PPD, as well as the boundaries intended to limit where certain uses can be sited. With this approach, land uses are limited to maximum square footages and the zone in which a particular use type is permitted. However, the precise size and location of a building may fluctuate up or down as long as the use proposed therein will be located within the appropriate zone and does not result in an exceedance of square footage permitted for a given use type.

Building Heights

Three building height zones are proposed for the MRIC, as illustrated in Figure 3-10. More specifically, Figure 3-11 identifies anticipated heights for the proposed innovation center buildings.

**Figure 3-7
 Anticipated Building Layout by Use Type**



Figure 3-8
MRIC Conceptual Site Plan



**Figure 3-9
 Anticipated Building Use Zones**



Figure 3-10
MRIC Building Height Zones



Figure 3-11
MRIC – Proposed Building Heights



The most restrictive height zone, with a maximum height of 45 feet, generally applies to the proposed manufacturing/research uses on the outer periphery of the MRIC site. The proposed research/office/R&D uses, located centrally and along Mace Boulevard, are within the 55-foot maximum height zone. The third height zone is reserved for the proposed hotel facility at the southwest corner of the project site, with a proposed maximum height of 75 feet. The proposed project would place the buildings with the greatest height near Mace Boulevard and the urbanized area and gradually imposes a height reduction as the project moves out toward neighboring agriculturally zoned land.

Floor Area Ratio

Similar to the height, density is concentrated to the west and the urbanized area and is reduced along the east as the site approaches agricultural uses. The overall gross floor area ratio (F.A.R) of the MRIC proposed land use plan as calculated by staff, based on information contained in the application, is 0.49 or 0.5⁶. This reflects the total square footage (2,654,000) divided by the total site area, net of open and green space, totaling 87.4 acres comprised of the following:

Oval	5.1 ac
North-South Commons	6.9 ac
East-West Commons	6.7 ac
Courtyard Plaza	2.9 ac
<u>Greenbelt/Agricultural Buffer</u>	<u>43.0 ac</u>
Total Parks and Green Spaces	64.6 ac
Transit Plaza	0.6 ac
Walkways	6.4 ac
<u>Public Roadways</u>	<u>16.4 ac</u>
Total Roads and Walks	23.4 ac
Total 88.0 ac	

In addition, the applicant has proposed an alternative calculation focusing solely on the FAR for the internal research/office/R&D area occupying 110 acres as shown in Figure 3-11. The FAR

⁶ Calculations:
212 ac – 88 ac = 124 ac x 43,560 sf per ac = 5,401,440 sf
2,654,000 ÷ 5,401,440 = 0.49 FAR

for just this area is 0.70 or 0.7.⁷ This reflects the total square footage (1,730,000) divided by the total site area, net of open and green space, totaling 87.4 acres comprised of the following:

Oval	5.1 ac
North-South Commons	4.5 ac
East-West Commons	3.9 ac
Courtyard Plaza	2.9 ac
<u>Greenbelt/Agricultural Buffer</u>	<u>19.9 ac</u>
Total Parks and Green Spaces	36.3 ac
Transit Plaza	0.6 ac
Walkways	6.4 ac
<u>Public Roadways</u>	<u>10.0 ac</u>
Total Roads and Walks	17.0 ac
Total	53.3 ac

Parks and Green Space

The proposed MRIC would incorporate several privately maintained parks and open space areas throughout the site, totaling approximately 64.6 acres of green space (see Figure 3-12). The park and open space areas would be accessible from all structures and would include greenways, commons, courtyards, orchards, and plazas. The greenways and open spaces would be anchored by a 5.1-acre recreational park (“the Oval”), which would be privately maintained but made available for public uses. See Table 3-3 for the size and types of green spaces.

The commons, comprising approximately 13.6 acres, are the primary landscape spaces of the MRIC site. The commons will create spaces for recreation, community gatherings, and social and business meetings. The North Commons will feature open meadows to enhance the visual connection to the agricultural fields to the north. The East Commons will be juxtaposed to the Mace Channel. The courtyard plazas, shown in Figure 3-12 and comprising approximately 2.9 acres, will create localized places for employees to gather. Where possible, courtyards will be designed to connect with and be open to the commons, establishing walking links throughout the site, thereby minimizing the pedestrian interface with vehicular roadways.

⁷ Calculations:

110 ac – 53.3 ac = 56.7 ac x 43,560 sf per ac = 2,469,852 sf
1,730,000 ÷ 2,469,852 = 0.70 FAR

**Figure 3-12
 MRIC Green Space Areas**



Table 3-3 Proposed Parks and Green Spaces				
Proposed Type	City Category	Size	Allowable Uses	Habitat/Wildlife
The Oval	Parkland	5.1 acres	Active Recreation (soccer/softball fields) Linkages/Trails Drainage Conveyance	Tree canopies & Meadows: Birds, Small Mammals and Invertebrates Seasonal drainage channel; Aquatic invertebrates Hedgerows: birds, invertebrates
North -South Commons	Parkland	6.9 acres	Recreation Linkages/Trails Community Gardens Drainage Conveyance	Meadows: Birds & invertebrates Hedgerows: shrubs, Birds, small mammals, invertebrates
East-West Commons	Parkland	6.7 acres	Recreation Linkages/Trails Community Gardens Drainage Conveyance	Tree canopies / meadows: birds, small mammals, invertebrates Seasonal wetlands Aquatic invertebrates Hedgerows/Shrubs Birds, invertebrates
Courtyard Plazas	Parkland	2.9 acres	Casual Gathering	Tree canopies: Birds/invertebrates
Perimeter Green/Open Space	Greenbelt	22.88 acres	Recreation Linkages/Trails	Tree canopies / meadows: birds, small mammals, invertebrates
Agricultural Buffer Area	Ag Buffer	20.12 acres	Linkages/Trails Flood Retention / Detention	Hedgerows: birds, small mammals, invertebrates Ponds: amphibians, birds, aquatic reptiles, small mammals
Total		64.6 acres		

Perimeter green space, including a minimum 150-foot agricultural buffer along the north and east sides of the MRIC site, will comprise approximately 43 acres of the MRIC. A minimum 150-foot agricultural buffer, totaling 20.1 acres (as per City requirements), will be located along the northern and eastern project boundaries. Perimeter green space will also be located along the southern and western project boundaries. Per Municipal Code Section 40A.01.050, the minimum 150-foot agricultural buffer/agricultural transition area shall be comprised of two components: a 50-foot-wide agricultural transition area located contiguous to a 100-foot-wide agricultural buffer located contiguous to the agricultural area. The following uses are permitted in the 50-

foot agricultural transition area: bike paths, community gardens, organic agriculture, native plants, tree and hedge rows, benches, lights, trash enclosures, fencing, and any other use determined by the Planning Commission to be of the same general character as the foregoing enumerated uses. Public access is allowed but not required in the 50-foot agricultural transition area. The applicant has prepared a conceptual cross-section exhibit for the MRIC to illustrate the intended multi-use function of this buffer area (see Figure 3-13).

The agricultural buffer for the MRIC would include planned and natural spaces, utilized in part for drainage swales, on-site detention, and water quality purposes, as well as a biking and walking trail. Consistent with the City's agricultural buffer requirements, any public access, including bicycle/pedestrian features within the agricultural buffer would occur within the inner 50-foot transitional zone pursuant to the Municipal Code.

Circulation Network

The circulation framework for the proposed MRIC features a modified grid with three primary roadway connections, and one secondary connection, to the existing bordering roadway system (see Figure 3-14). The primary southern access point, located at the approximate center of the southern MRIC boundary, would connect to CR 32A and would be the principal point of entry for transport vehicles and goods movement traffic. A secondary access point would be located along CR 32A, where CR 32A intersects with the existing Park-and-Ride lot access road. This secondary access road would provide access to the uses in the southwestern section of the MRIC site. The other two primary access points would intersect with Mace Boulevard and would link the project site to the adjacent neighborhood by extending Alhambra Drive into the site.

Transit

The MRIC site is proximate to a Yolo Bus stop at the Park-and-Ride lot, from which a landscaped pedestrian connection will be improved to the site and its primary north-south pedestrian promenade. In addition, an existing transit stop is located on Mace Boulevard, adjacent to the proposed project, and a transit hub is proposed in the center of the MRIC to allow for a centralized stop to accommodate all users (see Figure 3-15).

The Transit Plaza is anticipated to provide Unitrans bus stops for local public transit and carpool drop-offs. Other 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). In addition, to the extent feasible, car-share parking spots and dedicated carpool/vanpool drop-offs will be located at MRIC to facilitate the use of alternative modes of transportation.

Figure 3-13
Conceptual Cross-Section for MRIC Agricultural Buffer

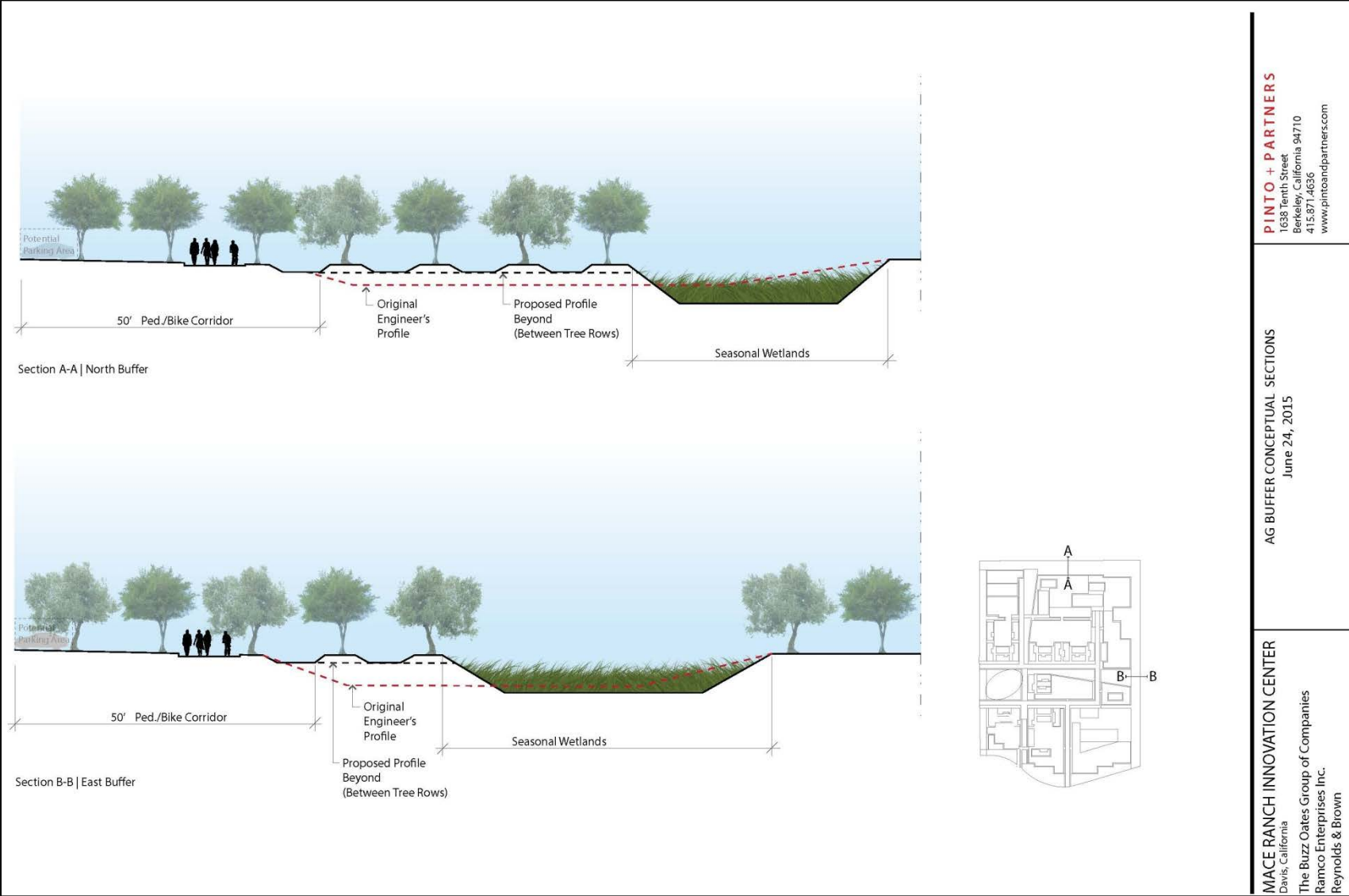


Figure 3-14
MRIC Circulation



Bicycle and Pedestrian Paths

The MRIC site will be linked to the existing pedestrian trails system and regional bike trail. With respect to bike path connectivity, the project includes a bike path, within the 50-foot transition zone of the agricultural buffer, which would connect to the existing Class II bike lane on CR 32A, at the project's southeastern corner (see Figure 3-15). 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 via the UPRR train tracks at-grade crossing; 2) Class II (striped) bicycle lanes on County Road 32A east of County Road 105 and the UPRR crossing; and 3) Class I bicycle path on the Yolo Causeway. In terms of additional on-site bicycle amenities, bicycle parking will be provided near all entrances to buildings and a bike storage and repair area will be provided near the Transit Plaza to allow for safe storage of bikes and to facilitate any bike repairs that may be needed by users.

Parking

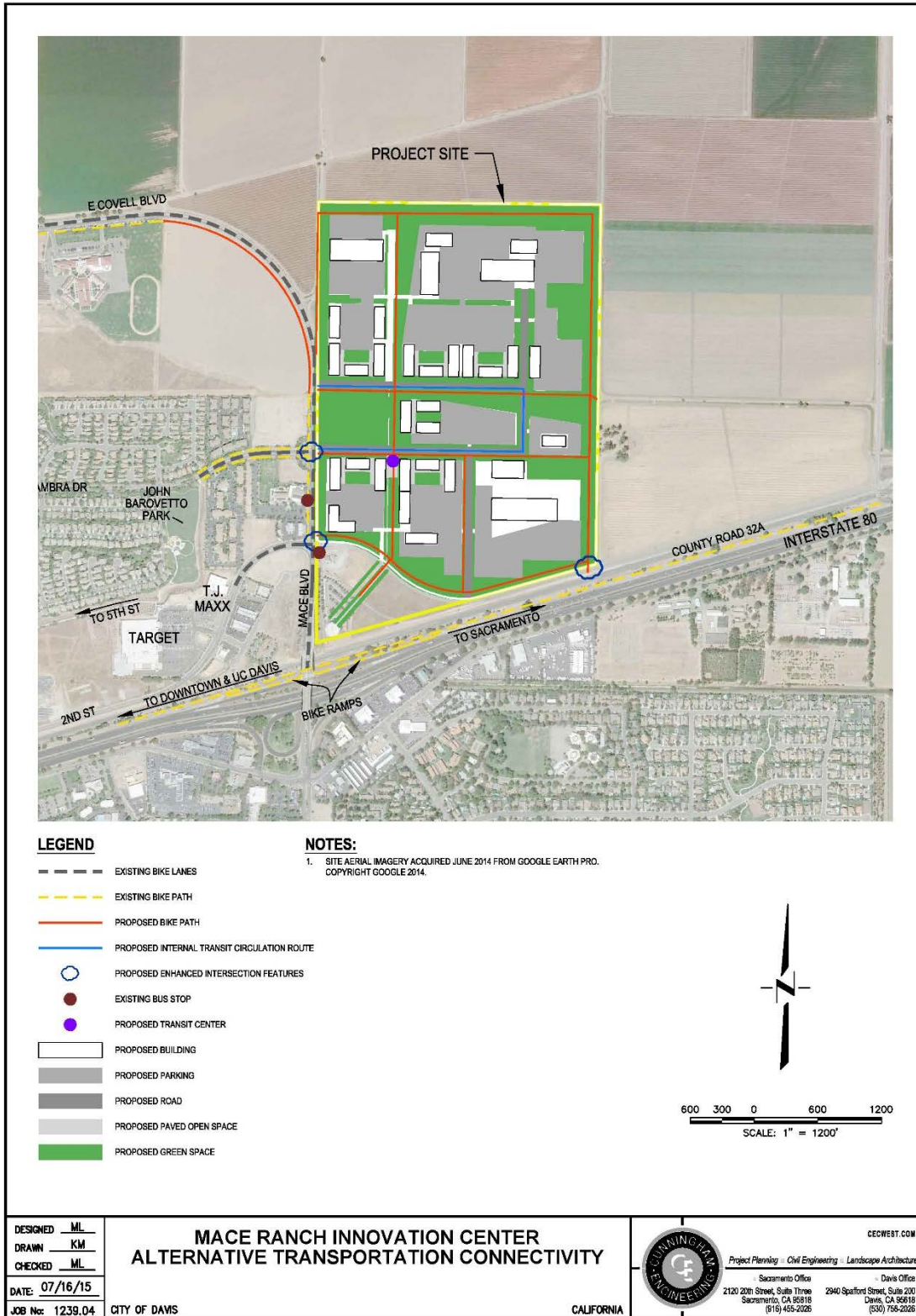
The parking ratios utilized for the proposal are consistent with those required by the City's Municipal Code. The project applicant has indicated their expectation to reduce standard parking ratios, vehicle trips, and vehicle miles traveled in the future as the following occur: critical mass of employees is achieved on-site; transit and shuttles are fully utilized at the proposed transit 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.

The parking areas would be designed to incorporate shade orchards and 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, over time, parking areas may be converted to parking structures to accommodate development at greater densities of the MRIC, though this would require amendment to the site's final planned development, additional environmental review, and a noticed public hearing.

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. Table 3-4 reflects the applicant's proposal for infrastructure ownership and maintenance. The infrastructure for the Mace Triangle site is discussed below in Section 3.8.

Figure 3-15
MRIC - Alternative Transportation Connectivity



**Table 3-4
MRIC Infrastructure Ownership and Maintenance**

No.	Infrastructure Facility	MRIC Facility Location	MRIC Land Ownership Proposal	MRIC Facility Ownership/Maintenance Proposal	Public Access Y/N
1	Street Pavement Between Curbs	Street Corridor	Dedicated Public R/W	Public	Y
2	Median Landscape	Street Corridor	Dedicated Public R/W	Public or Private	Y
3	Parkway Planter Landscape	Street Corridor	Dedicated Public R/W	Public or Private	Y
4	Street Sidewalk and/or Bike Path	Street Corridor	Dedicated Public R/W	Public	Y
5	Bike Path (Non-Street Corridors)	Per Site Plan	Dedicated Public R/W	Public	Y
6	Transit Plaza	Per Site Plan	Private	Private	Y
7	Water Distribution Mainline Piping	Street Corridor	Public R/W	Public	N/A
8		Non-Street Corridor	Private With Easement	Public	N/A
9	Sewer Collection Mainline Piping	Street Corridor	Public R/W	Public	N/A
10		Non-Street Corridor	Private With Easement	Public	N/A
11	Sewer Lift Station	Off-Street	Dedicated Public Lot	Public	N/A
12	Irrigation Well	The Oval	Private	Private	N/A
13	Irrigation Distribution Mainline Piping	Street Corridor	In Public R/W	Private	N/A
14		Non-Street Corridor	Private	Private	N/A
15	Ag Buffer With Green Space + Ponds/Drainage Channel	Site North & East Perimeter	Private	Private	Y
16	The Oval Mace Ranch IC	Per Site Plan	Private	Private	Y

(Continued on next page)

**Table 3-4
MRIC Infrastructure Ownership and Maintenance**

No.	Infrastructure Facility	MRIC Facility Location	MRIC Land Ownership Proposal	MRIC Facility Ownership/Maintenance Proposal	Public Access Y/N
17	Other Parks/Green Space and Open Space	Various, Per Site Plan	Private	Private	Y
18	Onsite Reach of Mace Channel	Through Site	Private With Easement	Public	N/A
19	Offsite Reaches of Mace Channel	East of Site	Private With Easement	Public	N/A
20	Onsite Detention Storage	Adjacent to Channel, Eastern Quadrant	Private With Easement	Private	N/A
21	Storm Drain Pipes/Inlets	Street Corridor and Public Utilities Easement	N/A	Public	N/A
22	Street Lights	Street Corridor	N/A	Public or Private	N/A
23	Internal Areas Lights	Internal Building Areas/Walkways/ Parking Lots	Private	Private	N/A

Note: Public access will be restricted in the 100 feet adjacent to neighboring agriculture; the remaining 50 feet will be publicly accessible.

Water

Domestic water would be supplied by extending the existing 12-inch diameter City water main located along Mace Boulevard (see Figure 3-16). The main would be looped throughout the MRIC to supply potable water to internal businesses. The loop will provide the site's interior-use service connections for the planned office/R&D/industrial uses, plus fire-fighting. It is expected that the improvements required to tie the proposed site loop to the City's existing water infrastructure at two or three locations on Mace Boulevard will be relatively minor, and can 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 4 million gallon City water tank.

The MRIC applicant proposes to install a new irrigation well in the west-central portion of the site in order to meet approximately 80 percent of the project's non-potable irrigation water needs. A conceptual location for this well is shown on Figure 3-17. The well would be located within the proposed park area adjacent to Mace Boulevard. The irrigation well will serve the proposed park and recreation field area as well as other open-space areas on-site, using a dedicated irrigation distribution piping system. It 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 it proves adequate water supply and pressure for the intended use.

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 WWTP. In order for recycled water to be provided to the MRIC 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 MRIC applicant, the applicant has proposed to install recycled water/purple pipe infrastructure within the MRIC, 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

The project includes installation of a gravity sewer pipe within the internal road rights-of-way. This gravity sewer line would collect wastewater generated on-site, and route said wastewater to the northeastern corner of the MRIC. From this corner, the project includes installation of an off-site wastewater delivery pipe, the alignment of which would run north of the project site, approximately 0.7-mile, where the pipe would connect to an existing manhole along CR 30, near an existing rural residence (see Figure 3-18). Wastewater from the project would then flow east through an existing 42-inch gravity sewer line, along CR 30, to the intersection of CR 30/CR 105, where the pipe extends north along CR 105 to the City's Wastewater Treatment Plant (WWTP).

Figure 3-16
MRIC – Conceptual Domestic Water System

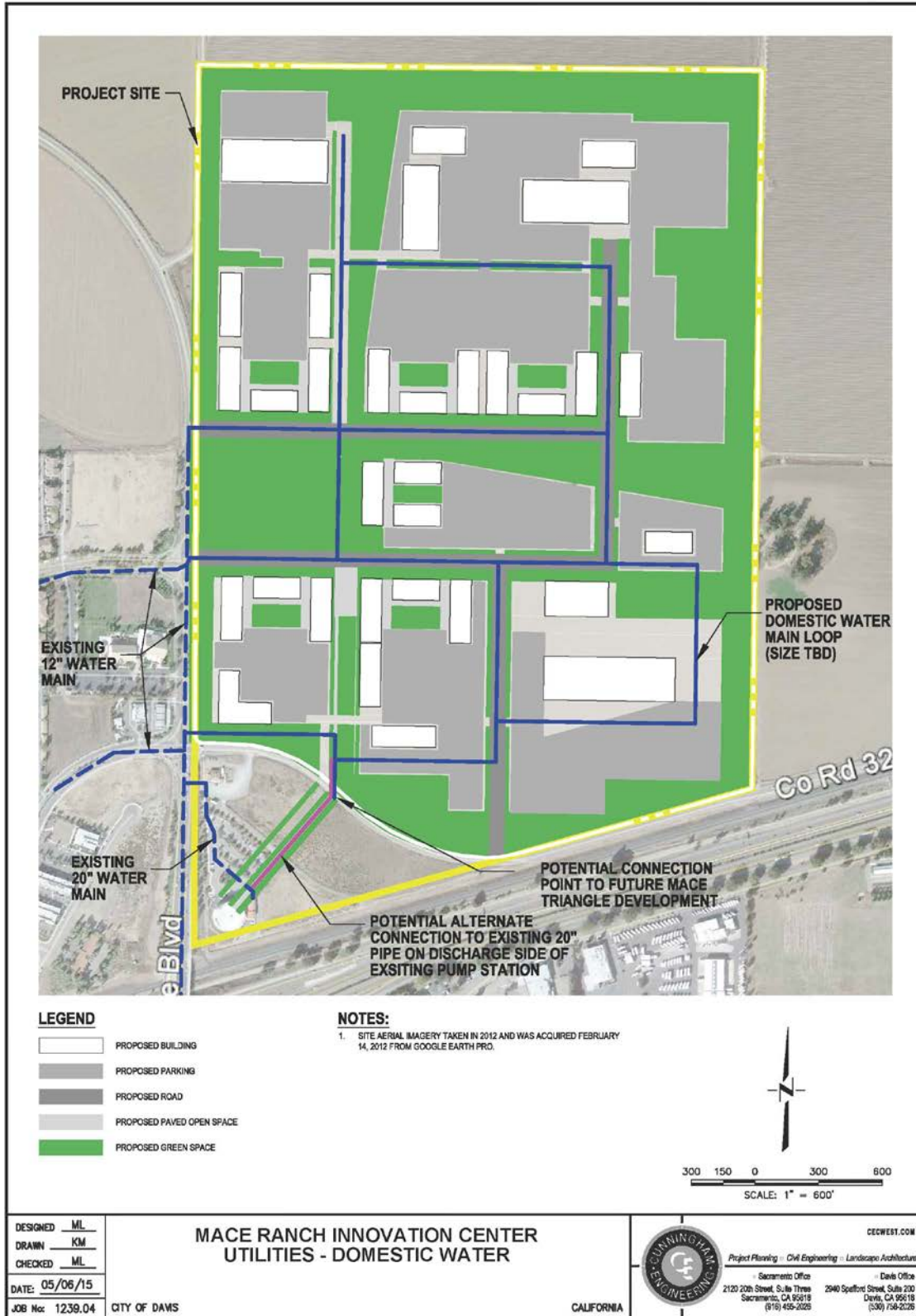
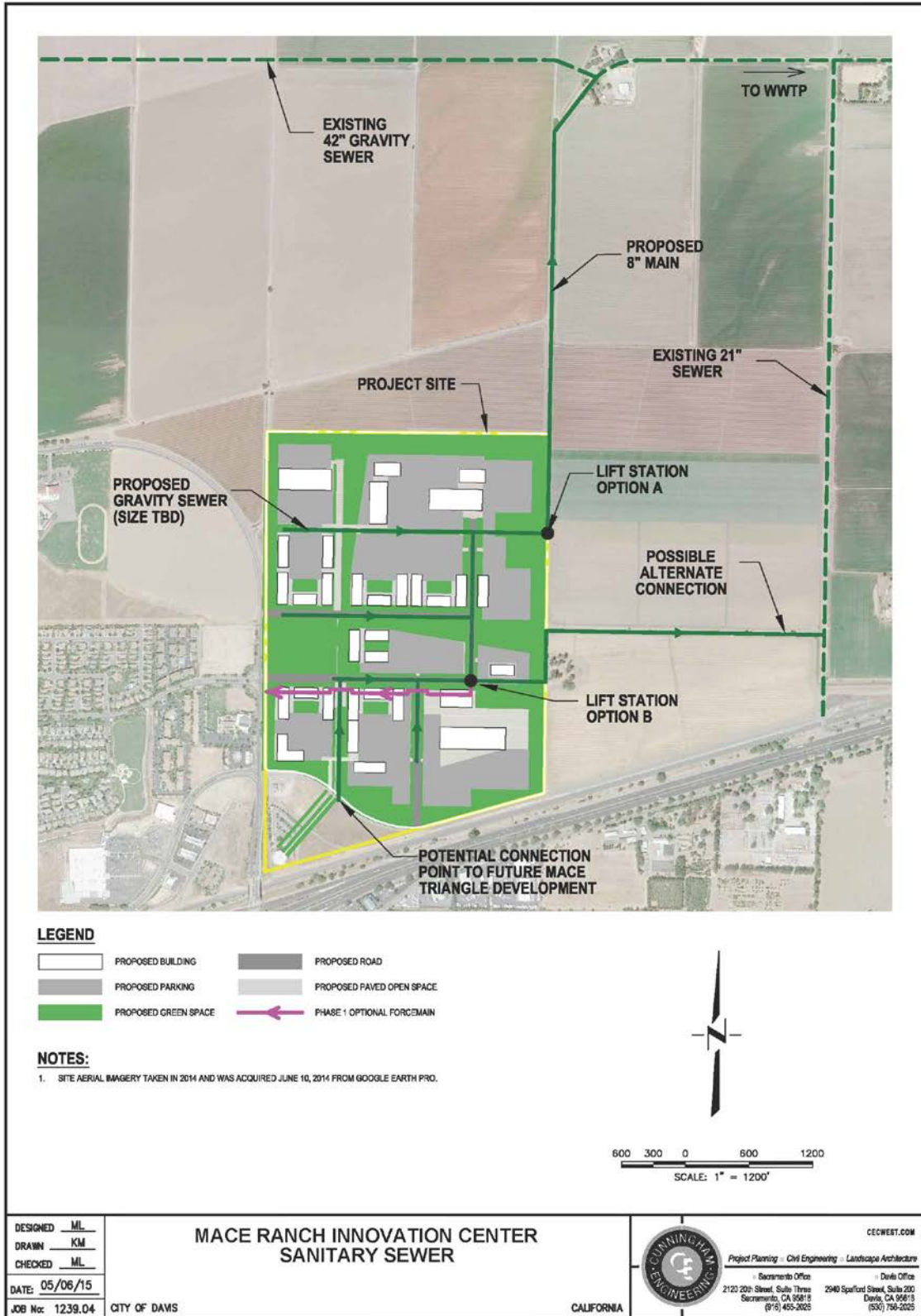


Figure 3-17
MRIC – Conceptual Irrigation Water System



Figure 3-18
MRIC – Conceptual Sewer System



An alternative off-site sewer alignment has also been identified for the MRIC, and is therefore evaluated in this EIR for potential resultant environmental impacts. As shown in Figure 3-17, this alternative sewer alignment would extend east from the site, along the Mace Channel, and would connect to the existing 21-inch sewer pipe in CR 105, from which point the MRIC project's wastewater would flow north to the City's WWTP.

Drainage

The existing City drainage ditch, the Mace Drainage Channel (MDC), which transverses the center of the MRIC site, would predominantly remain in place and continue to serve drainage flows from the MRIC site. However, the westernmost approximately 650 feet would be placed within a storm drainage pipe under the Oval park and the existing in-line detention basin adjacent to the existing drainage channel would be reduced in size and modified in shape and slope. It is expected that both the channel and detention basin will be reconfigured to integrate with the MRIC. 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 and routing said drainage to the existing, centrally-located drainage channel (see Figure 3-19). Treated storm water would then flow off-site, through the existing Mace Drainage Channel, to the east, where the runoff would eventually enter the Yolo Bypass.

Other

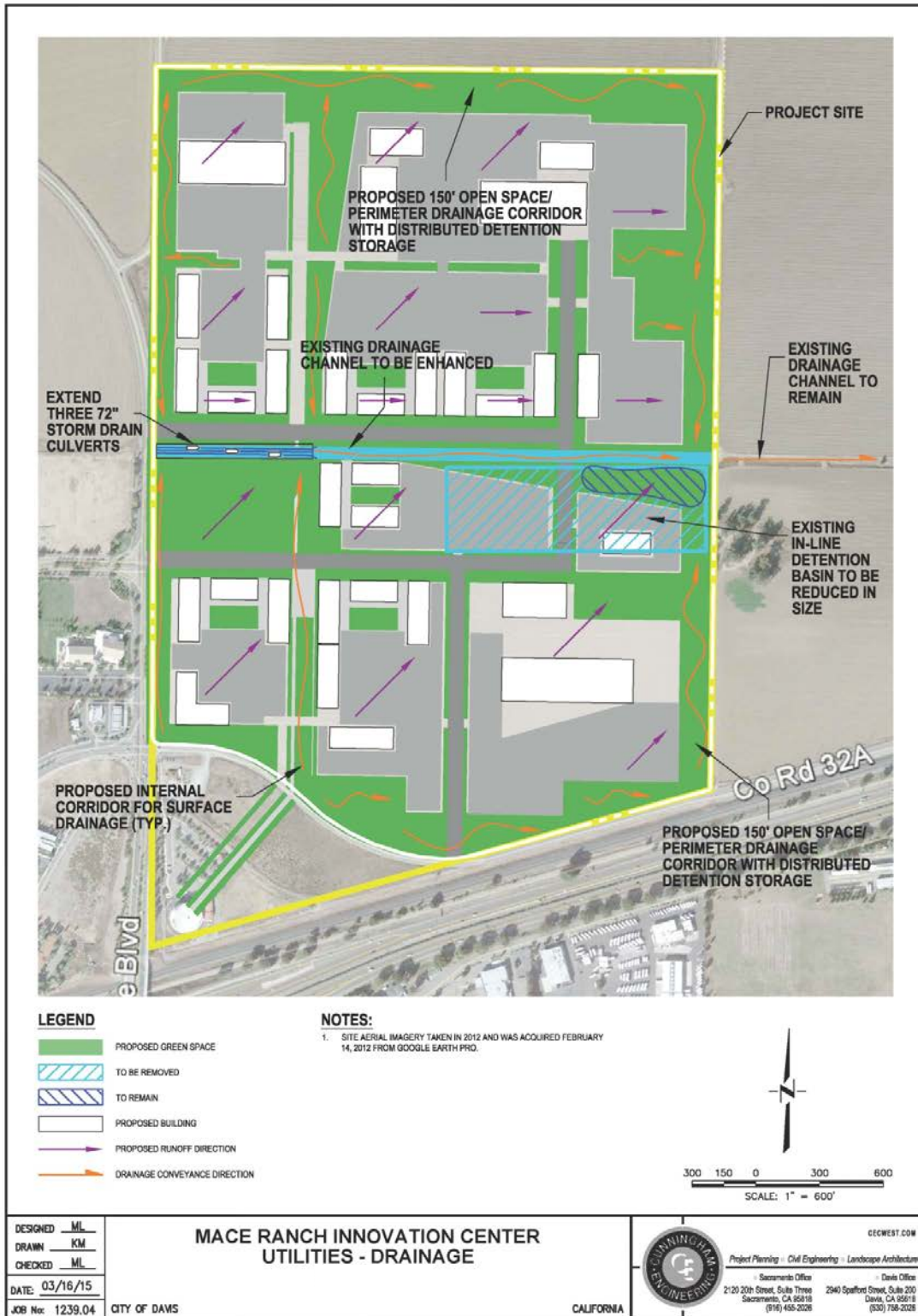
High speed internet capability is also available for immediate extension to the project site. Existing fiber optics infrastructure within Mace Boulevard or the railroad right-of-way would be extended to the MRIC site and would proceed in a manner consistent with overall project phasing. The availability and proximity of existing fiber optics infrastructure will be evaluated in Section 4.15, Utilities, of the EIR.

Phasing

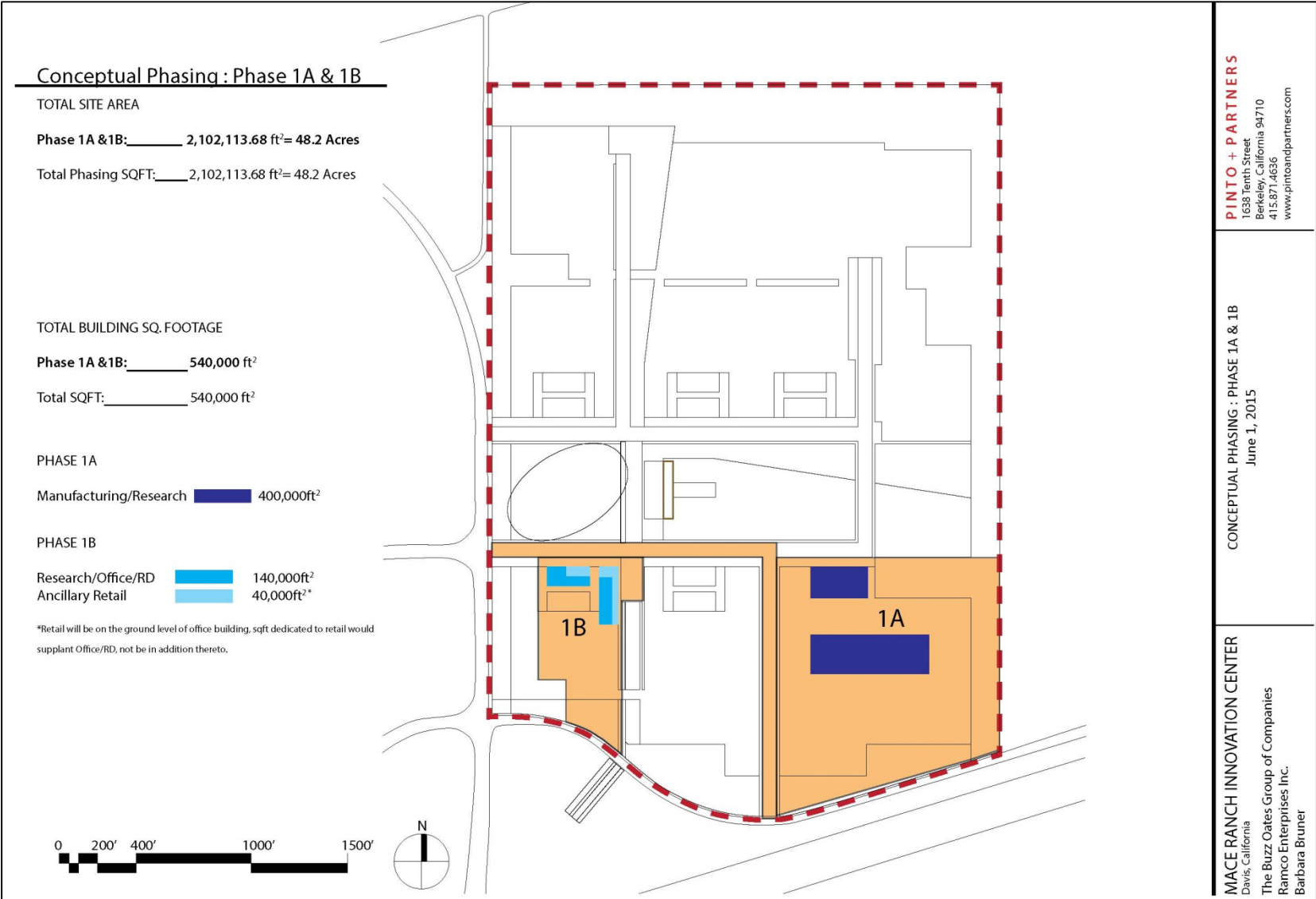
Phase 1

The MRIC is anticipated to build out in four phases. As illustrated in Figure 3-20, MRIC Phase 1 is anticipated to consist of approximately 48 acres in the southern portion of the MRIC site. MRIC Phase 1 is estimated to contain approximately 540,000 square feet, which will include 400,000 square feet of Research/Manufacturing space to accommodate the expansion needs of Schilling Robotics, and 140,000 square feet of research/office/R&D, which may incorporate ground floor ancillary retail of up to 40,000 square feet. Two access points will be provided for MRIC Phase 1: 1) a new intersection at Mace Boulevard and Alhambra Boulevard, and 2) a new southern access point, which will connect to County Road 32A, east of the existing Park-and-Ride lot driveway. These two roadways will connect within the site, thereby linking Phases 1A and 1B, and creating through-site circulation.

Figure 3-19
MRIC – Conceptual Drainage System



**Figure 3-20
 MRIC Phase 1 Exhibit**



Phases 2 thru 4

Future phasing is anticipated to move out to the central core and then north and east, although phasing will be driven by user demand. This anticipated development pattern represents a logical pattern of development with structures gradually extending from the current urbanized areas toward the City's new urban boundary. At this time, Phase 2 is anticipated to comprise approximately 29 acres, south of the Mace Channel (see Figure 3-21). Total building square footage for this phase is projected to be 700,000 square feet, including the proposed hotel/conference center, various research/office/R&D centered around the Oval park, and ancillary retail. An additional 700,000 square feet of building space is projected for Phase 3, including research/office/R&D and manufacturing/research uses. The 29 acres developed in Phase 3 completes development south of the Mace Drainage Channel and along the perimeter of the Oval park. Phase 4 consists of the northerly 86 acres of the MRIC site and is projected to include approximately 714,000 square feet of manufacturing/research and research/office/R&D uses.

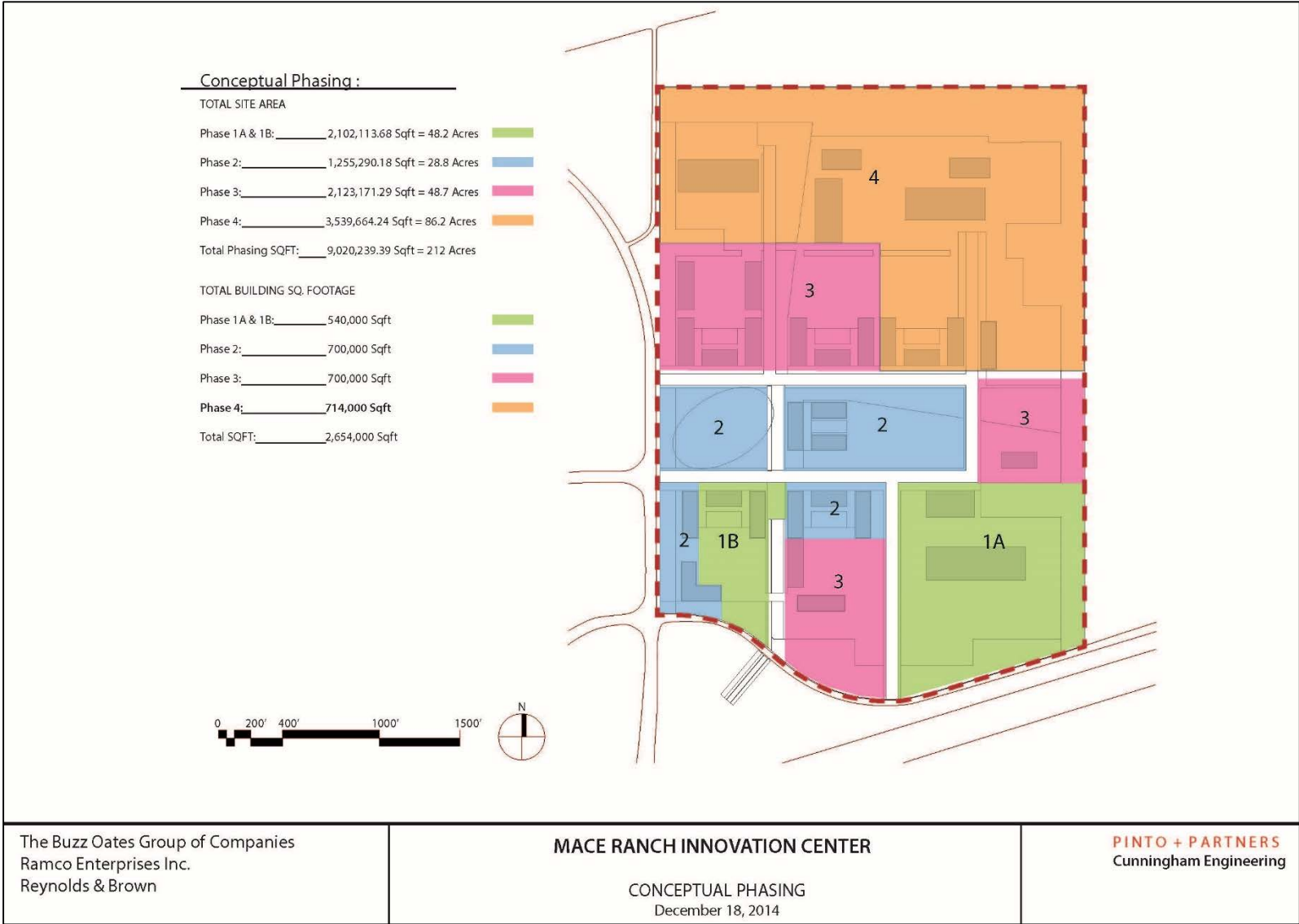
Planned Development Design Guidelines

Consistent with the City's Site Plan and Architectural Review process, the MRIC applicant has prepared Design Guidelines for the MRIC. The purpose of the Design Guidelines is to provide a comprehensive overview of the design criteria and development standards required to implement the desired physical form of the project and its key features, as identified in the MRIC PPD. Generally, the Design Guidelines address land use, site design, sustainability, architectural character, landscaping, circulation, and parking. Given that most of these topics have been addressed above, what follows will be a brief summary of the proposed sustainability features for the MRIC, as outlined in the Design Guidelines.

Proposed Sustainability Features

- Provide electrical energy and/or its functional equivalent using renewable generation resources and advanced technologies. On-site energy generation and energy conversion systems, which may include solar photovoltaic production and heat transfer technologies, shall supply and/or supplant a minimum of 50 percent of the electrical energy requirements of the project.
- Incorporate the use of shading and passive solar techniques to minimize heat gain and the heat island effect. Orient buildings to maximize solar exposure from natural daylight resulting in energy conservation.
- 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.
- Include the necessary infrastructure to utilize to the extent possible solar panels as a means for energy generation on-site and energy exchange throughout the project site including the potential for on-site energy storage.

Figure 3-21
MRIC – Anticipated Phasing



The Buzz Oates Group of Companies
 Ramco Enterprises Inc.
 Reynolds & Brown

MACE RANCH INNOVATION CENTER
 CONCEPTUAL PHASING
 December 18, 2014

PINTO + PARTNERS
 Cunningham Engineering

- Utilize drought tolerant plantings and incorporate native species adapted to the local climate. Include storm water 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. Incorporate Low Impact Development (LID) design elements.
- Incorporate LEED Silver/Gold building standards.
- Utilize the latest building technology mechanical/electrical systems for energy efficiency, including energy reductions on plug-loads and ventilation systems.
- Make use of building orientation and natural daylight to promote overall energy efficiency across the site.
- 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 Project. This includes a specific “Transit Plaza” to help facilitate alternative modes of transportation.
- Support a Transportation Manager who will coordinate transportation options for the site and help to facilitate the use of alternative modes for all workers.
- Install bicycle supportive facilities such as racks, storage lockers, a repair station and showers to encourage and help establish the use of bicycles as a predominant mode of transportation to the site.

Development Agreement

The City is negotiating a development agreement with the MRIC applicant. The development agreement would implement and be consistent with this project description, and negotiated to provide certainty and mutual assurances to the City and the MRIC applicant (Government Code, §65864 et seq.).

Measure R Voter Approval

Should Davis City Council approve the City entitlements discussed in Section 3.6, then pursuant to Chapter 41 of the Davis Municipal Code, *Citizens’ Right to Vote on Future Use of Open Space and Agricultural Lands*, voter approval of the baseline project features will be required. The reason is that the proposed project involves designation of agricultural lands for urban development.

Baseline features are defined in Code Section 41.01.020 as project features and requirements such as recreation facilities, public facilities, significant project design features, sequencing or phasing, or similar features and requirements as shown on project exhibits and plans submitted

for voter approval, which cannot be eliminated, significantly modified or reduced without subsequent voter approval.

YOLO COUNTY LAFCo APPROVALS

Combined Municipal Service Review and Sphere of Influence Amendment

The MRIC site is currently located outside of the City of Davis' adopted Sphere of Influence (see Figure 3-22). As a result, the City of Davis' SOI will need to be amended to include the 212-acre MRIC Site. Amendments to the Davis SOI are subject to approval by the Yolo County Local Agency Formation Commission (LAFCo). Yolo County LAFCo is required to conduct a municipal service review (MSR) before, or in conjunction with, but no later than the time it is considering an action to establish or update a sphere of influence (Government Code Section 56430(e)).⁸ LAFCo is currently conducting a municipal services review for the City of Davis, but is not evaluating the specifics of the MRIC proposal as part of that routine review.

Among the items for which LAFCo must make determinations during its municipal service reviews are the following: present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies; growth and population projections for the affected area; and location and characteristics of any disadvantaged unincorporated communities within or contiguous to the SOI. It is the intent of the City of Davis for this EIR to provide the analysis that Yolo County LAFCo will need to conduct its MSR for the project and make the necessary written determinations per Government Code Section 56430(a).

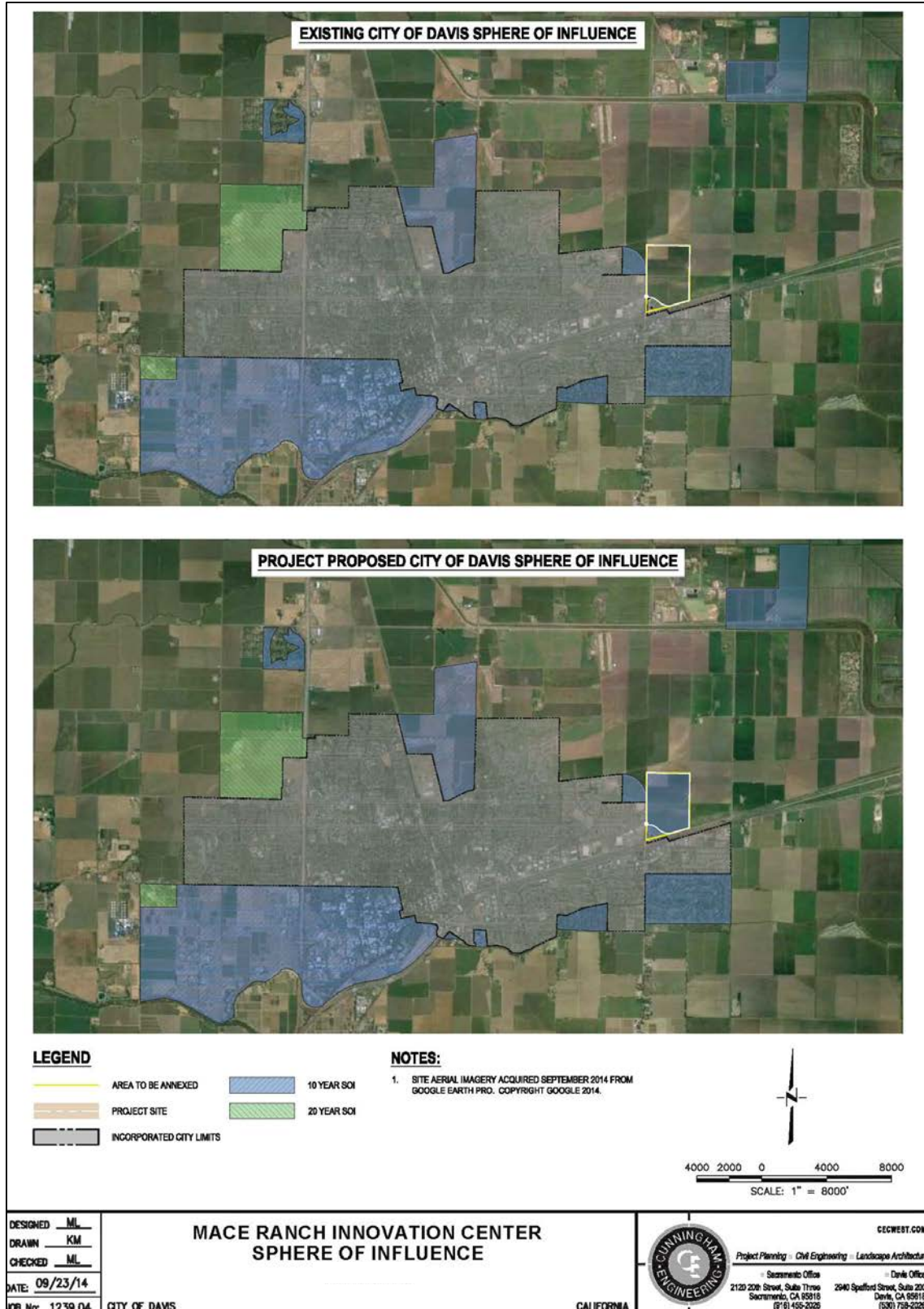
Annexation

The MRIC site is located outside of, but contiguous to, the incorporated limits of the City of Davis. As such, eventual development of the proposed innovation center within the City of Davis would require annexation of the 212-acre MRIC site into the City. Yolo County LAFCo is the agency responsible for approving the addition of territory to a city within the County.

Per Government Code Section 56301, the purposes of a LAFCo are discouraging urban sprawl, preserving open space and prime agricultural lands, efficiently providing government services, and encouraging the orderly formation and development of local agencies based upon local conditions and circumstances. LAFCo, acting as a responsible agency for the proposed project, will rely upon this EIR in considering whether to approve the annexation of the MRIC site to the City of Davis. Accordingly, this EIR will address the items under LAFCo's purview, set forth in Government Code Section 56301.

⁸ See also Yolo County LAFCo, *Methodology Guidelines for the Preparation of Municipal Service Reviews and Determination of Sphere of Influence Reports*, updated June 24, 2002.

Figure 3-22
City of Davis Sphere of Influence (Existing and Proposed)



Detachment from East Davis County Fire Protection District

The 212-acre MRIC site is currently located within the East Davis County Fire Protection District. The East Davis Fire Protection District encompasses an area of approximately 45 square miles in southeastern Yolo County, from the City of Davis on the west to the Deep Water Ship Canal. The District consists of mostly agricultural land uses, but also commercial and industrial establishments that are mainly oriented toward agriculture. Annexation of the MRIC site to the City of Davis would also require Yolo County LAFCo approval of the detachment of the project site from the East Davis County Fire Protection District, as the City of Davis Fire Department would provide fire protection services to the MRIC upon annexation.

3.8 PROJECT DESCRIPTION – MACE TRIANGLE

The Mace Triangle parcels have been included as a part of the MRIC application at the City’s direction to ensure that an agricultural and unincorporated island is not created and to allow the continuation and expansion of existing uses. See Table 3-5 for the existing uses on the Mace Triangle parcels.

Table 3-5 Mace Triangle Existing Conditions		
Existing Use	APN (acres)	Zoning
City water storage tank, Park-and-Ride lot	033-630-006 (3.44 acres)	PQP
Ikedas Market and vacant land	033-630-011 (4.62 acres) ¹	A-C
Agriculture	033-630-012 (8.43 acres) ²	A-N
¹ Includes market, gravel parking lot, fallow land, abandoned road right-of-way.		
² Includes fallow land, abandoned road right-of-way.		

The undeveloped portion of the Mace Triangle is proposed for development separately from the MRIC component of the proposed project (see Figure 3-23). Both the MRIC and the Mace Triangle are anticipated to be built out by 2035.

The Mace Triangle component of the project would be developed in a mix of general commercial uses. This EIR evaluates the potential for expansion of the Ikedas farm stand and additional urban development on the Ikedas parcel and adjacent agricultural parcel consistent with these assumptions. Additional urban development in the future would be subject to further City review in connection with discretionary entitlements. The following entitlements are being sought for the Mace Triangle at this time.

Figure 3-23
Mace Triangle Site



Source: Google Earth, 2015

General Plan Amendment

All three Mace Triangle parcels have Yolo County General Plan land use designations. The City water tank/Park-and-Ride lot is designated Public and Quasi Public (PQ), and the other two parcels are designated Agriculture (AG) (see Figure 3-3). The Mace Triangle site is designated for Agriculture uses in the City of Davis General Plan. Therefore, the City is proposing an amendment to their General Plan Land Use Map to assign the following City General Plan land use designations to this site (see Figure 3-4): PQP for the Park-and-Ride lot, and General Commercial for the other two parcels.

Prezone

As illustrated in Figure 3-5, the Mace Triangle site has current Yolo County zoning designations. The Park-and-Ride lot is zoned Public and Quasi-Public (PQP); the Ikedas parcel is zoned Agricultural Commercial (A-C); and the easternmost parcel is zoned Agricultural Intensive (A-N). The Mace Triangle Site has not been zoned by the City of Davis. According to Government Code Section 56375(a)(4)(C)(7), LAFCo shall require, as a condition to annexation, that a city prezone the territory to be annexed. Accordingly, as illustrated in Figure 3-6, the City proposes to prezone the Mace Triangle site to a new PD zone.

Preliminary Planned Development (PPD)

The City will prepare a proposed Preliminary Planned Development (PPD) Ordinance that would apply only to the three Mace Triangle parcels. It is anticipated that the City property would be designated Public-Semi-Public to allow for the continuation of existing uses. No new uses are proposed on the City property. The Ikedas parcel and other agricultural parcel would be designated General Commercial to allow for the continuation or expansion of the existing agricultural retail (Ikedas market) and/or for the development of up to 71,056 sf of new commercial uses.

Based upon the General Commercial land use designation proposed for the Ikedas parcel and the easternmost agricultural parcel, this EIR analyzes the following future development potential for these parcels, the details of which are set forth in Table 3-6.

Table 3-6	
Mace Triangle Site – Summary of Uses by Type	
Land Use	Size
<i>Research; Office; R&D</i>	<i>45,901 sf</i>
<i>Ancillary Retail</i>	<i>25,155 sf</i>
Total square footage	71,056 sf

Utilities

Water

Existing water facilities adjacent to the Mace Triangle site include a 12-inch City of Davis water main located in Mace Boulevard, and the City's recently constructed 4 million gallon (MG) Southeast Water Tank and booster pumping station, located on the western side of the site. The pumping station discharges to a 20-inch pipe, which traverses adjacent to the Park-and-Ride lot and connects to existing distribution piping in Mace Boulevard, near the intersection of Mace and 2nd Street.

For preliminary planning purposes, future development of the Mace Triangle area would include the installation of an internal domestic water system that could be supplied through a connection to the City's existing 12-inch water main on Mace Boulevard or through a connection to the existing 20-inch water line that connects to the booster pumping station at the City's water tank. Alternatively, as shown in Figure 3-15 above, the Mace Triangle property could connect to the proposed MRIC site looped water system, if said system is in place at such time the Mace Triangle properties develop. The actual location for connection to the City's water system will be determined with final design of the Mace Triangle water system.

Sewer

The nearest existing City sewer main is an 8-inch line, located in Mace Boulevard, which is unlikely to have capacity to support the ultimate development of the proposed project, as discussed in the Utilities Section of this EIR. As discussed above, the MRIC site proposes to connect either to the City's existing 42-inch trunk main, located just over a half-mile north of the MRIC site, or to an existing 21-inch main, located approximately one half mile east of the MRIC project site, in County Road 105. It is expected that the Mace Triangle site would also discharge to the 42-inch main or 21-inch main – doing so via the proposed MRIC site's collection system. If the Mace Triangle develops ahead of the MRIC, then the developer could possibly connect to the existing 8-inch line within Mace Boulevard.

Drainage

Currently, runoff from the Mace Triangle area flows south or southeast to the existing drainage channel located between County Road 32A and the railroad embankment. The collected runoff then flows east along the existing channel that discharges into the Mace Ranch channel east of County Road 105 via a storm drain culvert. The existing railroad channel also conveys runoff from an undetermined relatively small drainage area(s) west of Mace Boulevard via a culvert under the Mace Boulevard overcrossing embankment.

Conceptual design criteria and facilities for the Triangle drainage system have been identified as follows:

1. The increased rate of flow as a result of development will be attenuated to mimic existing conditions.

2. Onsite drainage facilities will be some combination of surface and pipe conveyance to a detention basin at the east end of the Triangle.
3. The outfall pipe from the detention basin is sized to restrict outflow to be equal or less than existing conditions.

The detention basin and storm drain facilities would be designed to meet City design standards in place at the time of development. The railroad channel would be maintained to provide adequate conveyance.

Combined Municipal Service Review and Sphere of Influence Amendment

Like the proposed MRIC site, the Mace Triangle site is located outside of Davis's SOI; therefore, Yolo County LAFCo's MSR for the MRIC site will also need to include the Mace Triangle site. Amendment of Davis' SOI to include the 17-acre Mace Triangle site is subject to approval by the Yolo County Local LAFCo.

Annexation

The 17-acre Mace Triangle site is located outside of, but contiguous to, the incorporated limits of the City of Davis. As previously discussed, the City has initiated the annexation of the Mace Triangle site because, without so doing, annexation of the 212-acre MRIC site would render the Mace Triangle site as a County island property. Per Government Code 56744, annexation of territory to a city shall not create County island properties. Yolo County LAFCo is the agency responsible for approving the addition of territory to a city within the County.

Detachment from East Davis County Fire Protection District

The 17-acre Mace Triangle site is currently located within the East Davis County Fire Protection District. Annexation of the site to the City of Davis would also require Yolo County LAFCo approval of the detachment of the project site from the East Davis County Fire Protection District, as the City of Davis Fire Department would provide fire protection services to the Mace Triangle site upon annexation.