

3 PROJECT DESCRIPTION

3.1 INTRODUCTION

This chapter presents a detailed description of the Nishi Gateway Project (project). The project is comprised of two primary components: 1) annexation from Yolo County and development of the 46.9-acre Nishi site with a mixed-use community that will provide roadway connections to the City of Davis (City) and University of California at Davis (UC Davis), and 2) rezoning of 10.8 acres within the City (hereafter referred to as West Olive Drive) to allow for redevelopment. No new development is currently proposed as part of West Olive Drive; however the rezoning of the parcels within West Olive Drive will allow for redevelopment. This chapter describes the project's location, background, objectives, project components, and anticipated schedule for construction and operation.

3.2 PROJECT LOCATION

The project site is composed of two distinctly separate but adjoining areas, totaling approximately 57.7 acres; 10.8 acres are within the City of Davis and 46.9 acres are immediately west of the city limits. The project site is adjacent to downtown Davis and the UC Davis university campus, but is separated by the existing Union Pacific Railroad (UPRR) track (Figure 3-1). The 46.9-acre area is hereafter referred to as the Nishi site and is evaluated at a project-level within the EIR. The remaining 10.8-acre area is hereafter referred to as West Olive Drive and is evaluated at a program-level.

The Nishi site consists primarily of farmland (approximately 33.5 acres) under dry agricultural production and is bounded by the UPRR track and UC Davis Campus to the northwest, Putah Creek to the northeast, and Interstate 80 (I-80) to the south. The remainder of the Nishi site consists of dirt roads and open space associated with the Putah Creek channel. West Olive Drive is largely developed with commercial uses and is bounded by Richards Boulevard to the northeast, the I-80/Richards Boulevard interchange to the southeast, Putah Creek to the southwest, and the existing railroad to the northwest.

As shown in Figure 3-2, the Nishi site is comprised of a five legal parcels combined into a single Assessor's Parcel Number (APN) (036-170-018) that is zoned A-N (Agricultural Intensive) and designated as Agriculture by the Yolo County General Plan. West Olive Drive is comprised of numerous parcels (APNs 070-270-002 through 070-270-013). Uses within West Olive Drive include a hotel, restaurants, mini-storage, and service commercial (auto-related). Parcels within the West Olive Drive portion of the project site are zoned for Commercial Service uses in the Gateway / Olive Drive Specific Plan. The land use designation for the entire West Olive Drive is Commercial Service with the exception of Putah Creek, which is designated as Parks/Recreation. It should be noted that, for the purposes of this EIR, one parcel (APN 070-270-005) within West Olive Drive is being considered under a separate application that preceded this EIR and is not a part of the proposed project.

Vehicular access to the project site is currently provided via two points: Olive Drive provides access to the West Olive Drive portion of the project site up to Putah Creek, at which point only pedestrian/bicycle/emergency access is provided to the Nishi site; and Arboretum Drive provides access to the Nishi site via an unprotected at-grade crossing of the UPRR track.

In general, the project site is characterized by relatively flat land. Elevations on the project site range from 38 to 60 feet. The general drainage pattern for the Nishi site gently slopes in a southwesterly direction towards the intersection of the existing railroad and I-80 where stormwater currently ponds before evaporation/absorption. Drainage within West Olive Drive flows into the City's existing storm drain system

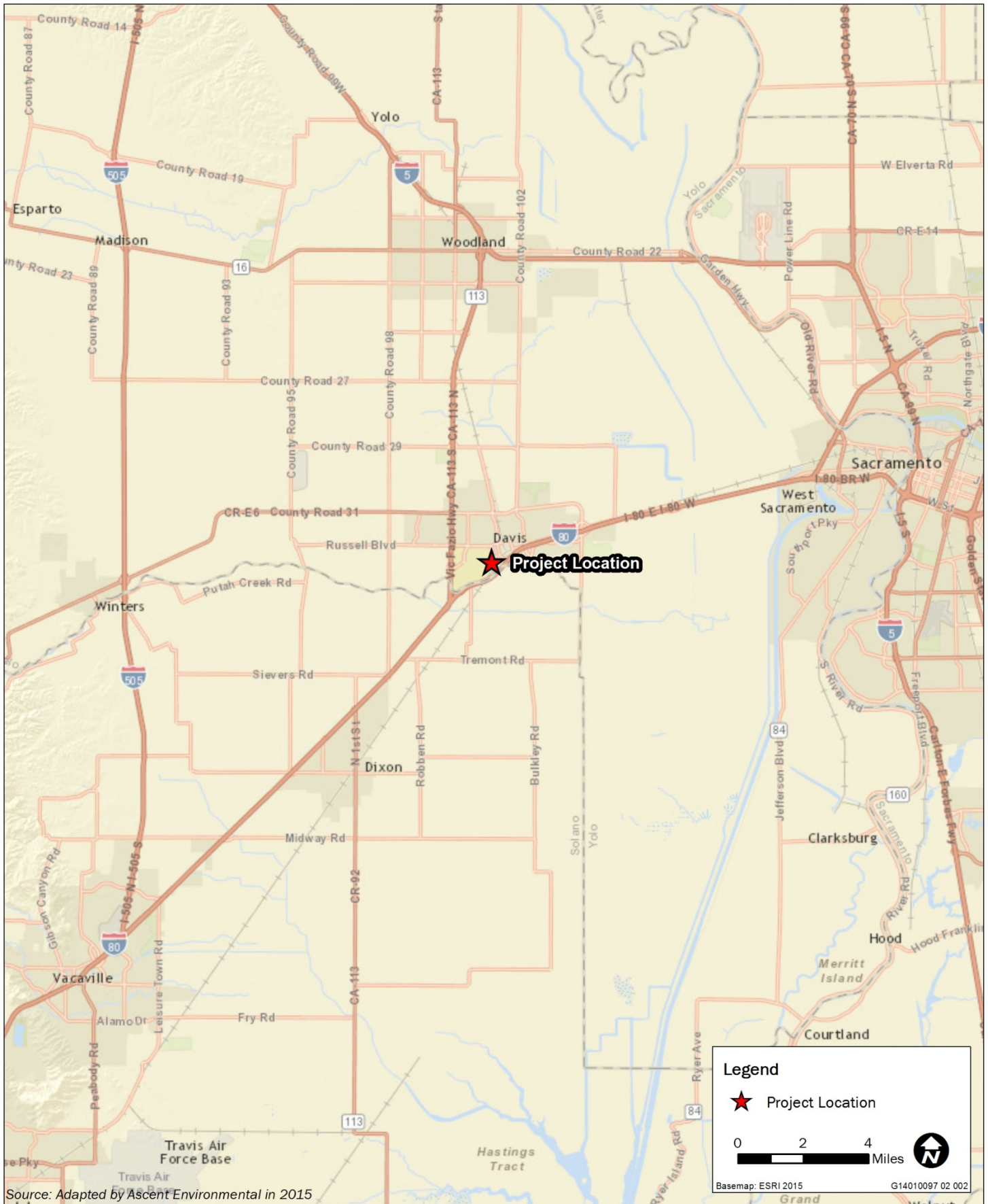


Figure 3-1

Project Location



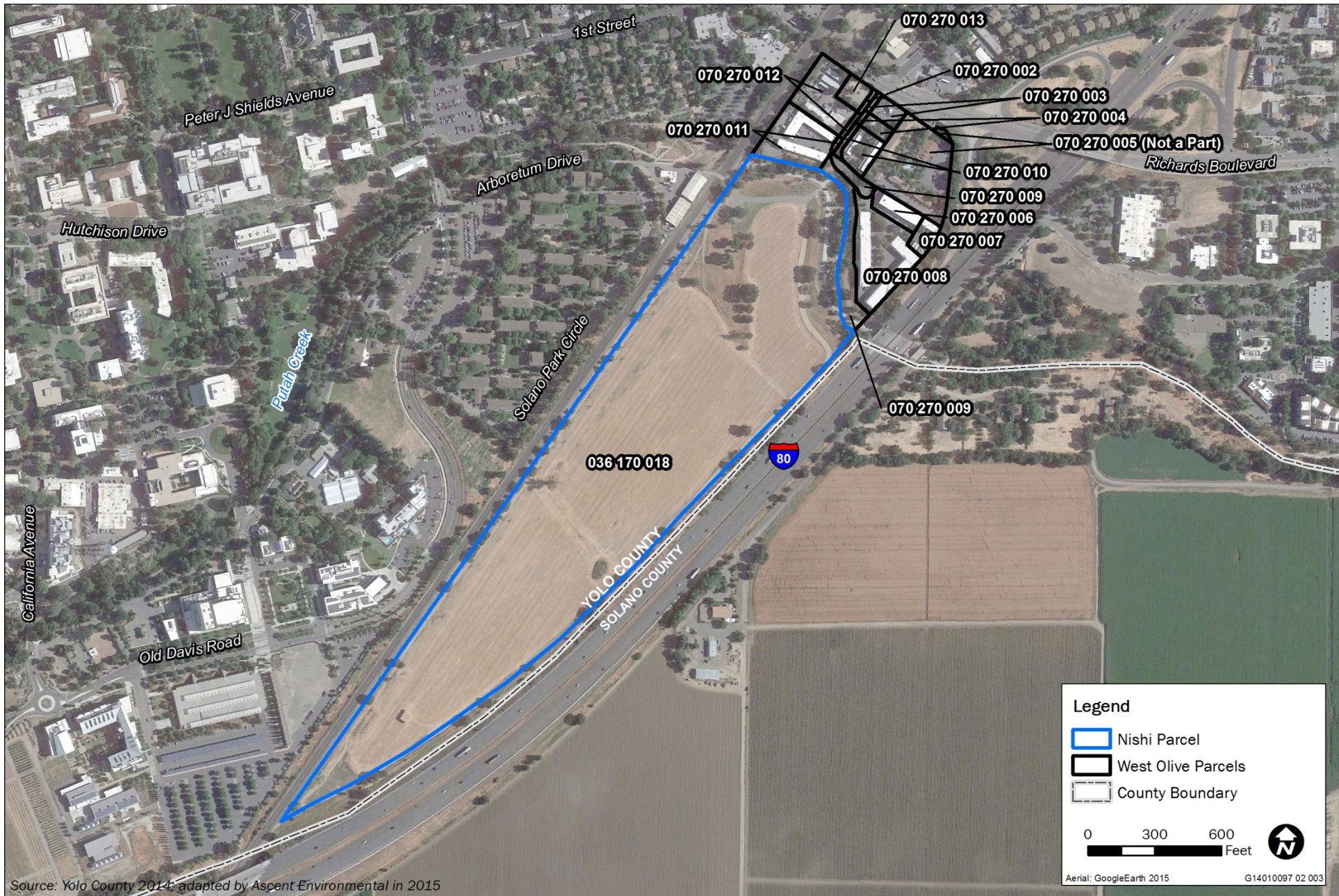


Figure 3-2

Project Site



before releasing flows into one of two existing catch basins before ultimately releasing storm water flows to the Putah Creek basin. Numerous trees, predominantly oak and eucalyptus trees, line the project site, and several additional trees are located in the central portion of the Nishi Development site and adjacent to existing structures and Olive Drive within West Olive Drive.

3.3 PROJECT SETTING AND SURROUNDING LAND USES

As described above, the 57.7-acre project site is bounded to the northeast by Richards Boulevard and the Richards Boulevard/I-80 Interchange; I-80 to the southeast; and the existing railroad to the west and northwest. Agricultural land is located south of the project site on the south side of I-80 with the UC Davis School of Neurosciences located to the east. Commercial and multi-family and mobile home residential uses are located to the northeast across Richards Boulevard, while some retail commercial and student housing opportunities are located to the northwest.

3.4 PROJECT BACKGROUND

With respect to West Olive Drive, the City approved the Gateway/Olive Drive Specific Plan, which addresses the West Olive Drive area, in 1996. The plan was later amended and reprinted in 2002. Under the current plan, the vision for West Olive Drive is to maintain and enhance the existing unique character and mix of needed uses. More specifically, service commercial, restaurant, motel, and similar uses would continue with roadway and landscape improvements to upgrade the visual entrance to the city. The existing plan also acknowledges future development of the Nishi site and potential subsequent redevelopment within West Olive Drive as a result.

The Nishi site has been considered for development by the City for the past 20 years and is reflected within the City's General Plan as being within the Sphere of Influence for the City. However, the site's original use, consistent with historical land uses in the region, was agricultural. The property was originally owned by G.C. Griggs beginning in 1870, as part of a 450-acre orchard operation. By 1929, the property had transferred ownership to the Oeste Family, until 1955 when it was sold to John Nishi and family. The land was acquired from the Nishi family in 2005 by the current owner/applicant (Nishi Gateway LLC). Between 2005 and 2012, the property did not function as active agricultural land. Since 2012, the Nishi site has been used as a dry-farming operation for winter wheat.

Prior to 1992, the Nishi site was located within Solano County, but was then annexed by Yolo County as a single parcel. The City of Davis, through the Gateway/Olive Drive Specific Plan, had approved applications for rezoning, annexation, and subdivision of the Nishi site in 1996; however, no development occurred and the entitlements expired. The site was subsequently redesignated for agricultural use. A farm complex consisting of one residence and six outbuildings on Nishi were demolished for liability reasons with a permit from Yolo County in 2007. In 2008, the City of Davis Housing Element Steering Committee recommended that the Nishi site be developed with high-density residential through a cooperative plan for development with UC Davis. In November 2012, the City Council approved a Pre-Development Cost Funding and Negotiation Agreement for the Nishi site, with the goal of planning the site as a mix of university-related research park development complemented by high density urban housing. This followed the Council's action on the Business Park Land Strategy to pursue (re)development of Downtown and Nishi/Gateway as a dynamic mixed-use innovation district and to initiate planning of the Nishi property as a mix of university-related research park development complemented by high-density urban housing.

At the direction of the City Council, the Department of Community Development and Sustainability engaged in an extensive public outreach effort during summer and fall 2014. Efforts included:

- ▲ stakeholder interviews with West Olive Drive businesses and property owners, Cool Davis and other sustainability representatives, and the business community;

- ▲ two public meetings to present preliminary concepts;
- ▲ presentations to eight community and service groups, including the Sierra Club, Davis Bicycles!, and volunteers at the UC Davis Arboretum;
- ▲ presentations to six City of Davis commissions with subject areas related to the project application; and
- ▲ creation of an interactive on-line comment tool at www.NishiGateway.org. Nearly 200 individuals made comments on the website about possible project design and components. In a first for the City, comments were posted and updated weekly, for others to review.

Based on the responses garnered during the public outreach phase of project planning, the City and the applicant began preparation of a conceptual land plan and various sustainability plans for the Nishi site. Also during this time, the City undertook an evaluation of potential innovation center opportunities, culminating in the 2012 City of Davis Innovation Center Study. This study concluded that the Nishi site represented the best opportunity for a close-in innovation hub, despite its challenging development constraints such as access barriers and narrow site configuration. In December 2014, the City Council adopted guiding principles for continued innovation center planning and design, as summarized below:

Density

- ▲ Maximize density to accommodate long-term business growth
- ▲ Take into account the specific needs of identified tenants
- ▲ Maintain at least 0.5 floor area ratio (FAR)
- ▲ Pursue opportunities for densification over time
- ▲ Implement a mix of building types and heights

Sustainability

- ▲ Apply Low Impact Development Principles
- ▲ Ensure minimal greenhouse gas impacts at the project level
- ▲ 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
- ▲ Comply with the minimum city requirement of the CalGreen Tier 1 energy code for buildings
- ▲ Mitigate with agricultural land on a 2 to 1 acre basis
- ▲ Evaluate budgetary impacts of any proposed City maintenance areas as part of the City's fiscal analysis
- ▲ Utilize energy and resource efficient design, materials, operations and infrastructure
- ▲ Integrate open space and habitat opportunities
- ▲ Maximize the use of trees and native landscaping

Transportation

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

Work Environment

- ▲ Include elements of “work, live, play” that encourage an engaged and inviting workplace

Uses

- ▲ Allow warehouse uses only as auxiliary to research and manufacturing
- ▲ Provide a mix of professional office, high-tech, R&D, industrial flex space, grow labs, commercial services
- ▲ Focus largely on expansion needs of research and technology development
- ▲ Provide some ancillary project-serving retail and services
- ▲ Target hotel/conference spaces to serve the business needs of the center over time
- ▲ Discourage distribution centers, call centers or large-scale food processing plants
- ▲ Minimize and carefully manage heavy truck deliveries
- ▲ Focus on creation of research, technology and advanced manufacturing jobs, and revenue generating uses

Timing and Project Phasing

- ▲ Demonstrate sufficient resources to ensure completion of the project
- ▲ Employ phasing to match anticipated market demand for space and be adaptable to respond to changing market conditions over time
- ▲ Determine building density, project phasing, and total job creation in concert with community growth and CEQA mitigations
- ▲ Employ phasing that is responsive to actual and potential tenants

Fiscal Consideration and Net Community Benefit

- ▲ Achieve fiscal neutrality with regard to city services
- ▲ Provide substantial surplus annual revenue
- ▲ Provide positive economic impacts/multipliers citywide, and net community benefits

Partnerships

- ▲ Facilitate collaborative partnerships
- ▲ Provide opportunities for increased university and research engagement

These principles have been taken into consideration by City staff and the project applicant as part of the project planning thus far and will continue to guide planning/development of the Nishi site.

3.5 PROJECT OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the project shall be discussed. The City and the applicant have identified the following project objectives for the purposes of this EIR:

- ▲ optimize an underutilized infill location within and adjacent to the City of Davis;
- ▲ contribute to the overall character and livability of the surrounding neighborhood and UC Davis by facilitating the reuse of property in a manner that enhances the visibility and aesthetic appeal of the city from Richards Boulevard, UPRR, and I-80 and that enhances circulation within the city and to UC Davis;
- ▲ develop a mixed-use project with an array of dense, efficient, urban housing types, as well as land for business opportunities;
- ▲ provide additional housing near existing mobility infrastructure (i.e., pedestrian and bicycle facilities and transit) to reduce vehicle trips, vehicle miles travelled, and parking demand;

- ▲ provide housing density adjacent to the downtown area of the City of Davis and UC Davis to reduce vehicle trips, vehicle miles travelled, and parking demand within the downtown area;
- ▲ provide alternative access to UC Davis to minimize congestion along Richards Boulevard at the UPRR undercrossing and at the intersection of Richards Boulevard and 1st Street;
- ▲ minimize impacts to on-site environmental resources, including on-site vegetation, potentially historic structures along West Olive Drive, and Putah Creek;
- ▲ accommodate high-skilled technology-related jobs that allow a greater number of Davis residents to live and work in the community;
- ▲ provide energy-efficient building design, low-water use indoor and outdoor design, and high-quality construction by incorporating national and/or local sustainable design practices;
- ▲ promote flexibility in project design and implementation to respond to market demand, through phasing of construction, and offering a variety of building types; and
- ▲ collaborate with UC Davis and others to capture startup businesses and growing mid-to-large size companies, reducing the loss of intellectual capital and revenue through out-migration.

3.6 REQUIRED PUBLIC APPROVALS

The following entitlements/public approvals would be required as part of project implementation for the Nishi site:

1. General Plan Amendment to redesignate the Nishi site from Agriculture to a Mixed Use Innovation District land use designation;
2. Rezoning from County Agriculture-Intensive (A-N) to City Planned Development (P-D);
3. Preliminary Planned Development (PPD) approval (Zoning Code, §40.22.010);
4. Site Plan and Architectural Review to approve project Design Guidelines and Performance Standards;
5. Development Agreement for the Nishi site to provide certainty and mutual assurances to the City and the project applicant (Government Code, §65864 et seq.); and
6. Action by the City Council to call for an election and set the baseline features of the project.

Additionally, the City of Davis is pursuing the following entitlements/public approvals for West Olive Drive:

1. General Plan Amendment to redesignate West Olive Drive from Commercial Service to the City of Davis' existing Neighborhood Mixed Use land use designation, and
2. Redesignation/rezoning and PPD from Gateway / Olive Drive Commercial Service to City Planned Development (P-D) for a mix of uses.

3.6.1 Other Agency Permits and Approvals

The following agencies may be required to issue permits or approve certain aspects of the project:

1. Yolo County Local Agency Formation Commission (LAFCo) – Annexation of the approximately 49.6-acre Nishi Gateway site (APN 036-170-018) from Yolo County into the City of Davis (Government Code, §56737).
2. California Department of Fish and Wildlife (Responsible and Trustee Agency) – Compliance with the California Endangered Species Act (ESA) for potential take of state listed species (if needed).
3. California Department of Transportation (Caltrans) (Responsible Agency) – Permit to provide temporary access for construction within Caltrans rights-of-way.
4. California Public Utilities Commission (CPUC) (Responsible Agency) – Permit to provide a roadway undercrossing of the existing UPRR.
5. Central Valley Regional Water Quality Control Board (Responsible Agency) – Permit related to waste discharge requirements for impacts to waters of the state and stormwater pollution prevention plan for construction/operation.
6. State Water Resource Control Board (Responsible Agency) – Coverage under General Construction and Industrial Storm Water permits.
7. University of California Regents (Responsible Agency) – Approval of a potential roadway connection from the project site to Old Davis Road within the campus of University of California at Davis (UC Davis) and potential water and wastewater connections to UC Davis infrastructure. These connections represent one option for infrastructure/roadway connections evaluated in the EIR.
8. U.S. Fish and Wildlife Service (Responsible Agency) – Compliance with the Federal Endangered Species Act (ESA) for potential take of listed species (if needed).
9. Federal Emergency Management Agency (Responsible Agency) – Revision of existing flood mapping through a (conditional) letter of map revision (if needed).
10. U.S. Army Corps of Engineers – Permit related to discharge of fill material to waters of the United States (if needed).

3.7 PROJECT DESCRIPTION

As noted above, the project is comprised of two primary components:

1. Annexation and development of the Nishi site with a mixed-use innovation district community that will provide roadway connections to the City of Davis and UC Davis.
2. Rezoning of West Olive Drive to allow for redevelopment of parcels within West Olive Drive.

No new development is currently proposed as part of West Olive Drive, however the rezoning of the parcels within West Olive Drive as part of the project would allow for redevelopment.

3.7.1 Development of the Nishi Site

The project would involve the development of a mix of land uses consisting of rental and for-sale, high-density residential uses; research and development (R&D) space; accessory commercial/retail space; on-site stormwater detention; open spaces, including a public park, greenbelts, and private open space for the proposed residential uses; and surface/structure parking with solar panels. The project would include up to 650 residential units (potentially 440 rental and 210 for-sale units), up to 325,000 square feet (sf) of R&D uses, and up to 20,000 sf of accessory retail uses (coffee shop, small café/restaurant, etc.) with a variety of lot sizes and building floor plates (see Table 3-1 and Figure 3-3.) While not proposed at this time, the site could potentially accommodate an extended-stay hotel, which would be subject to subsequent market assessment and discretionary City review and approval with performance standards.

Because the Nishi site is currently under the jurisdiction of Yolo County, Yolo County LAFCo would need to approve the annexation of the Nishi site into the City before development. Upon annexation, the site would receive a new Mixed Use Innovation District General Plan land use designation. According to California Government Code 56375, LAFCo shall require, as a condition of annexation, that a city prezone the territory to be annexed. Consistent with this requirement, the Nishi site would be prezoned by the City to Planned Development (P-D), which allows for project-specific regulations that enable a diverse mix of uses that promote the project vision, goals, and policies.

Table 3-1 Nishi Project Land Use and Site Program Summary

Land Use Type	Acreage	Total Units	Density	Bicycle Parking Spaces	Vehicle Parking Spaces
Residential: Multi-family Rental	6.2	440 units	65-82 du/acre	880	792
Residential: Multi-family For Sale	3.6	210 units	60 du/acre	420	315
Research and Development (R&D)	5.0	325,000 sf	.75-1.8 FAR	650	818
Surface Parking ¹	5.9	-		-	-
Retail ²	-	20,000 sf		-	-
Roads	3.0	-		-	-
Creek/Open Space	3.3	-		-	-
Parks and Greenway	15.9	-		-	-
Stormwater Detention/Open Space	4.0				
Total³	46.9	650 residential units 325,000 sf R&D 20,000 sf retail		1,950	1,925

Source: MIG 2015, prepared by Ascent Environmental 2015.

Notes: FAR = floor area ratio; du = dwelling units; du/acre = dwelling units per acre; sf = square feet.

¹ Surface Parking includes a large parking lot along the northwestern edge of the site, small lots south of the southerly rental housing, and smaller lots east of R&D uses along I-80, partially within an existing utility easement.

² Retail uses to be located within proposed Residential or R&D buildings, and thus separate parking is not assumed to be required.

³ While not proposed at this time, the site could potentially accommodate an extended-stay hotel, which would be subject to subsequent market assessment and discretionary City review and approval with performance standards.



Figure 3-3

PROPOSED LAND USES

Residential

Up to 650 multifamily residential units would be constructed on 9.8 acres, including approximately 210 for-sale condominium units on 3.6 acres, and 440 rental units with up to 1,500 beds on 6.2 acres.¹ Based on the proposed bed count within the rental units and assuming a 2.0 persons-per-household factor for each for-sale residential unit, the on-site residential population is estimated to be 1,920 people.

The condominium units would conceptually be located within two structures up to five stories on top of ground-level parking located in the northern portion of the site. The two condominium unit buildings would be separated by a proposed park and a multi-use trail. The proposed rental units would be located immediately to the southwest of the for-sale units, in one of two structures located across the UPRR right-of-way from the existing Solano Park (UC Davis) housing development. Each rental unit structure would include up to five stories of residential units with ground-level parking and potential accessory retail space. The estimated building height of the residential structures (rental and for-sale) is approximately 70-75 feet. Rooftop patios and additional private greenspace (including courtyards) would also be provided within the building footprint of each residential structure.

All proposed housing products (rental and condominium) could serve as workforce housing in support of on-site or campus-related employment opportunities, with a corresponding range of unit sizes for varying household sizes, incomes, and lifestyles. The rental units would likely serve as student housing because of proximity to campus, and it has been assumed, throughout this EIR, that 85% of the rental units would be occupied by students.

Office and Research and Development

Employment-generating R&D uses would include approximately 325,000 sf in a series of commercial buildings on approximately 5 acres, not including the adjacent surface parking lots. Per the conceptual site plan, these uses would be located in four linear structures within the eastern and southern portions of the Nishi site, proximate to I-80. The largest of these structures would also serve as an on-site parking structure. As currently proposed, these structures would be three stories (up to 45 feet) in height. Their location on the Nishi site would provide a buffer between I-80 and proposed residences.

Proposed office / R&D buildings would be complementary to UC Davis research facilities, and could serve as incubator space for local start-ups, technology-related, or other R&D-related businesses. Within the planned 325,000 sf of office/R&D uses, the following use types would be allowed:

- ▲ high-technology offices (e.g., small incubation spaces, mid-size offices, corporate headquarters);
- ▲ flexible spaces (large floor plate buildings to house large research equipment);
- ▲ research laboratories;
- ▲ support service offices (e.g., paralegal services, financial investor offices); and
- ▲ professional and administrative offices.

Accessory Retail

Up to 20,000 sf of accessory retail and related commercial uses are proposed to serve the proposed residential and R&D space. These uses are not intended to compete with downtown Davis businesses, and may include, but are not limited to:

- ▲ restaurants, cafes, bakeries (including indoor and outdoor seating areas);

¹ The Notice of Preparation (NOP) issued in January 2015 for the project identified up to 990 beds. However, because of the likelihood of UC Davis students renting units associated with the project, the potential bed count within the rental units evaluated within this EIR has been increased from what was stated previously in the NOP.

- ▲ employee service establishments (i.e., printing and copying shops, drycleaners, bicycle sales and repair, beauty salons); and
- ▲ daycare, nursery school, commercial recreation.

As currently proposed, these uses would be located within the bottom floor of the proposed multi-family residential structures.

Parks and Green Space

Proposed green space within the Nishi site would include 15.9 acres of public parks and greenways, as well as 3.3 acres of natural open space and drainage areas along Putah Creek, between the Nishi site and West Olive Drive. Additionally, the project would provide a 4.0-acre stormwater detention area, which is not anticipated to have public access but may provide buffer or habitat benefit to open space areas in addition to its primary purpose of reducing off-site stormwater flows (see Figure 3-3). Altogether, 23.2 acres of public parks, greenways, stormwater detention, and open space would be provided at the Nishi site. With respect to the greenways, these would primarily consist of community pedestrian and bicycle trails and facilities with landscaped gathering spaces. Additionally, as noted above, some private open space would be provided along the rooftops of the proposed structures for on-site residents/employees. Private open space (approximately 3.9 acres) would also be incorporated into the building developments themselves, and could include large green courtyards (to be located above ground-level parking), rooftop vertical aeroponic farming, and community gardens, as well as open plazas for workers in the R&D buildings. The overall green space within the Nishi site, excluding the potential private open space but inclusive of the detention basin would represent approximately 49% of the Nishi site.

No commercial or residential structures would be located within 150 feet of the centerline of Putah Creek. Within the proposed buffer distance, native landscaping, trails, and vehicular access via the extension of West Olive Drive would be provided. On-site vegetation would be preserved to the extent feasible, including a large oak tree that is approximately 89 feet in height and has a 60-inch trunk. This tree would be located within the proposed park area.

SUSTAINABILITY IMPLEMENTATION PLAN

In 2014, the City was awarded a grant from the Strategic Growth Council (SGC) to assist the City and project applicant with the planning and design of the Nishi Gateway Project with a focus on sustainability and green development. As part of the SGC grant, the City and the applicant committed to preparation of technical studies and a sustainability implementation plan that would be incorporated into the project and strive to provide a more sustainable development and model for future development within the City and the region. To that end, the City has incorporated the technical studies and analysis into this EIR where appropriate, and the implementing actions included as part of the sustainability implementation plan have been included herein either as intrinsic project features (e.g., on-site structures would exceed 2013 Title 24 standards by 30%; rooftop and surface-parking solar facilities), because of their connection to and influence on overall project design, or as mitigation measures (e.g., traffic management plans, including educational and incentive programs for alternative transportation).

CIRCULATION NETWORK

The proposed circulation network for the project is based on a grid street system, with a primary central roadway down the center and interconnected pedestrian and bicycle paths throughout the development to promote multimodal transportation choices. Onsite roadways would be one lane in each direction. Proposed access points include a northeasterly access at Richards Boulevard via Olive Drive and westerly access point that would connect with Old Davis Road via an undercrossing at the UPRR line. The northeasterly access point would also involve the improvement of an existing crossing of Putah Creek to allow for vehicular traffic from West Olive Drive to the Nishi site. To accomplish this, the existing earthen crossing (with a 12-inch culvert) that provides for pedestrian and bicycle traffic across the Putah Creek channel would be removed

and replaced with a free-standing crossing (approximately 50 feet in width) with up to two piers extending downward into the channel. The proposed crossing would be elevated to maintain pedestrian and bicycle access along the existing Putah Creek trail located on the channel's western edge. Additionally, the two existing structures (currently associated with Redrum Burger and Third Space Art Collective) along the southern edge of West Olive Drive are assumed to be removed to accommodate improvements (vehicle, bicycle, and pedestrian) to West Olive Drive as it approaches Richards Boulevard.

The existing at-grade crossing of the UPRR line at Arboretum Drive would be closed to through traffic as part of the project. The existing crossing may be maintained during initial construction but would be gated and locked when not in use.

As part of the project evaluated in this EIR, two access scenarios are being evaluated. Under Access Scenario 1, a new potential connection between a new east-west street on the Nishi Property and Old Davis Road on the UC Davis campus would be constructed. This connection, which is preferred by the City, would involve crossing the existing UPRR line. A subterranean undercrossing with a temporary shoe-fly is proposed to prevent potential at-grade crossing conflicts between existing rail operations and vehicles (including buses), bicycles, and pedestrians. The approach for the undercrossing descent would begin approximately 250 feet in either direction from the existing UPRR line; this will be confirmed through future engineering and design. UPRR, UC Davis, and CPUC approval would be required before implementing such an undercrossing. High-quality pedestrian and bicycle access would be provided in both directions along this connection, as noted above. However, because Access Scenario 1 would involve approval by UC Davis, which is beyond the control of the City, consideration/approval of such a connection would not occur until after UC Davis has completed its long range planning process. As a result, this EIR also considers Access Scenario 2, which would involve use of the extension of West Olive Drive as the vehicular access point to the Nishi site.

The circulation framework would integrate various transportation demand management strategies that reduce vehicle miles traveled from single-occupant automobile trips, such as:

- ▲ provide safe, covered bicycle parking areas near building entrances for visitors and inside buildings for residents and employees;
- ▲ provide pedestrian and bicycle amenities (including showers, rentals, repairs) within R&D structures at the site;
- ▲ provide transit passes and rideshare programs for employees;
- ▲ integrate parking management techniques to reduce the number of car spaces required per building;
- ▲ design and incorporate traffic-calming features within the development; and
- ▲ encourage flexible work scheduling to minimize peak-hour traffic.

A network of bike/pedestrian trails that would connect to the existing Putah Creek Trail, Richards Boulevard, and Old Davis Road is proposed throughout the site. These trails would allow employees, patrons, and residents to arrive and depart by bike, foot, or transit. Employees could also choose to park in an on-site location, and subsequently use on-site pedestrian and bicycle paths throughout the work day for transportation purposes.

The project site is located in close proximity to public transit stops for the Yolo Bus, Unitrans, and Amtrak systems, serving Davis and the surrounding area. Adjacent bus stops are located north of the project site at the intersection of 1st and D Streets. Unitrans would have the option of serving the Nishi property from Richards Boulevard or penetrating the site to access Old Davis Road; Unitrans has preliminarily indicated that one of the existing South Davis routes would be modified to utilize the Nishi site as an alternative route around downtown Davis should the project be implemented.

Parking

Parking areas and primary vehicular/loading circulation would be located in one of three areas: 1) along the perimeter of the proposed development within the Nishi site, adjacent to I-80 and along the site's periphery; 2) underneath on-site residences; and 3) within a linear, on-site parking structure. As currently proposed, surface parking for residents (in addition to parking beneath residences) would be located between the UPRR right-of-way and the residential structures, except in the northern portion of the site adjacent to the proposed park. A three-story parking structure (up to 45 ft in height) would be constructed along the eastern portion of the project site with R&D uses located along three of the structures four sides. Additionally, some surface parking would be provided adjacent to the proposed R&D structures, adjacent to I-80.

This allows for a natural extension of the low impact development (LID) strategies, implemented in open space areas, to the parking lots. Parking areas would be designed and located in a manner to discourage automobile use throughout the workday and encourage biking, walking, and transit use on the site and to the downtown area of the City of Davis and to UC Davis. R&D parking would be designed to integrate best management practices that reduce the use of single-occupant automobiles and benefit carpoolers, vanpoolers, and users of low-fuel using vehicles.

Parking areas within the Nishi site would also be designed in a manner to reduce urban heat island effects in comparison to barren surface parking lots. Parking areas may include a combination of one or more of the following features: integrated energy generation systems (such as photovoltaic carports), large canopy shaded trees, and permeable and high-albedo (i.e., reflectivity) paving materials. Parking areas would be located throughout the site to allow for shared facilities among various tenants. The southernmost parking area could potentially be decked or shaded with photovoltaic panels.

INFRASTRUCTURE

Infrastructure would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention.

Water

Public water mains would be located primarily within on-site roadway corridors depicted in the conceptual site plan (Figure 3-3). The on-site water distribution system would include a looped main to provide redundancy of service. As currently proposed, the project site would receive potable water supplies from the City of Davis. The City provides water service to West Olive Drive via two existing water lines (a 6-inch water line and a 10-inch water line). Additionally, a 12-inch water line is located within Richards Boulevard. As part of the project, approximately 3,000 linear feet of 12-inch diameter pipe would be installed within Olive Drive to replace the two existing lines within Olive Drive and connect the project site to the City's infrastructure. The proposed connection from the Nishi site to City infrastructure would be at the same location as the proposed extension of West Olive Drive to the Nishi site. This connection would allow for up to 2,000 gallons per minute of fireflow and potable water service to the site.

Additionally, the proposed development could connect to the existing UC Davis water lines located northwest of the project site. A 6-inch water line is located along the south side of the Solano Park student housing development and a ten-inch water line is located within Old Davis Road. This connection would require UC Davis approval and supplemental CEQA review.

Wastewater

Wastewater would be collected and transported off-site via an on-site collection system and routed to the City's existing infrastructure as part of the project. This would involve connection to the existing eight-inch sewer line located within Olive Drive. Similar to the proposed on-site water distribution system, the on-site wastewater collection infrastructure would be located within the proposed on-site roadway corridors.

Similar to potable water service, the proposed development could connect to the existing UC Davis wastewater treatment plant located southwest of the project site. This option would involve installation of a

wastewater line for approximately 3,500 linear feet, parallel to the existing UPRR line in a southwesterly direction. UC Davis approval and supplemental CEQA review would be required.

Stormwater

The project would provide stormwater storage and conveyance facilities that would likely consist of the following components:

Water Quality

The applicant proposes to integrate LID measures throughout the project to provide storm water quality treatment. These LID measures would include both volume-based (bioretention, infiltration features, pervious pavement, etc.) and flow-based best management practices (vegetated swales, storm water planter, etc.). The use of these features would be dependent upon the location and setting within the project. These treatment measures would be designed in accordance with the City of Davis Storm Water Quality Control Standards.

Detention Basin

Currently, stormwater flows in a generally southwesterly direction across the site before discharging to an existing drainage ditch on the north side of I-80 within Caltrans right-of-way. The ditch then directs runoff back to the existing Putah Creek channel. The project would increase impervious surfaces at the site, leading to a potential increase in peak runoff from the site. This potential increase would be detained within a four-acre area located in the southwestern tip of the project site such that peak runoff conditions are not altered. The existing drainage ditch would not be modified as part of the project.

3.7.2 Redesignation/Rezoning of West Olive Drive

The 10.8-acre West Olive Drive is currently designated as Commercial Service and zoned for Commercial Service and Parks/Recreation uses under the Gateway/Olive Drive Specific Plan, which was adopted by the City of Davis in 1996 and amended in 2002. The project includes redesignation of West Olive Drive to Neighborhood Mixed Use and rezoning to the City zoning designation of Planned Development (P-D) for a mix of uses. Approximately 55,900 net new sf of commercial uses may be developed within West Olive Drive through redevelopment (demolition of some existing buildings, reconstruction and expansion) and may include office, commercial service, and small-scale neighborhood-serving uses. Based on allowable floor-area ratios, structures would likely be two or three stories in height. However, as noted above, no development is currently proposed within West Olive Drive as part of the project and no potential development is anticipated within the near term (i.e., before buildout of the Nishi site). The Embassy Suites development project that is being considered by the City is a separately planned project with its own environmental review and is not included as part of the project, including West Olive Drive, for the purposes of this EIR. This development is considered as part of the cumulative condition evaluated in Chapter 5, "Cumulative Impacts."

3.7.3 Measure R (Nishi site only)

If the project is approved by the City Council, the City Council will be required to hold an election and set the baseline features of the proposed project. Baseline project features are those components that cannot be eliminated or significantly modified without subsequent voter approval. This is required as part of the Measure R citizen vote process. Measure R is a renewal of Measure J, enacted in 2000 to require voter approval for any newly proposed urban or residential development on agricultural land, including at the Nishi site.

3.7.4 Construction

As noted above, no development within West Olive Drive is currently proposed as part of the project, but could happen at property owner discretion. The following discussion of construction phasing pertains to development of the Nishi site and related improvements. Development of the Nishi site would occur roughly within a 5-7 year timeframe and would be divided into the following two phases of development:

PHASE 1

This phase would involve the construction of approximately 130,000 sf of for-sale residential units (~105 units), 231,000 sf of rental units (~220 units), 160,000 sf of R&D space, and the majority of infrastructure for the entire project site. Infrastructure to be constructed would include the northern park; streets (including stormwater conveyance); the extension of West Olive Drive and crossing of the Putah Creek channel; the on-site detention basin; and water/wastewater connections, including any modifications to existing infrastructure identified in Section 4.15, "Utilities." During construction of this phase of construction, a water truck would be operated and maintained at the project site that would water the site at least twice daily. Frontage improvements associated with the residential and R&D uses constructed under this phase would also be constructed as part of Phase 1. For the purposes of the EIR, it is assumed the demolition of up to two structures along the south side of West Olive Drive would also occur as part of this phase. Phase 1 is anticipated to require up to two and a half years of construction, beginning in 2017.

PHASE 2

This phase would involve the construction of approximately 145,000 sf of for-sale residential units (~105 units), 231,000 sf of rental units (~220 units), 20,000 sf of retail, 165,000 sf of R&D space, the southerly parking facility, and the grade-separated crossing to UC Davis campus. During construction of this phase of construction, a water truck would be operated and maintained at the project site that would water the site at least twice daily. Frontage improvements associated with the residential, retail, and office uses constructed under this phase would also be constructed. This phase is anticipated to require up to two and a half years of construction, beginning in 2019.