NRC Agenda
Date: January 26, 2015
Item: 8

Staff Report

January 26, 2015

TO: Natural Resources Commission

FROM: Mike Webb, Director of Community Development and Sustainability
Katherine Hess, Community Development Administrator
Mitch Sears, Sustainability Program Coordinator

SUBJECT: Nishi Gateway Planning Effort

Recommendation

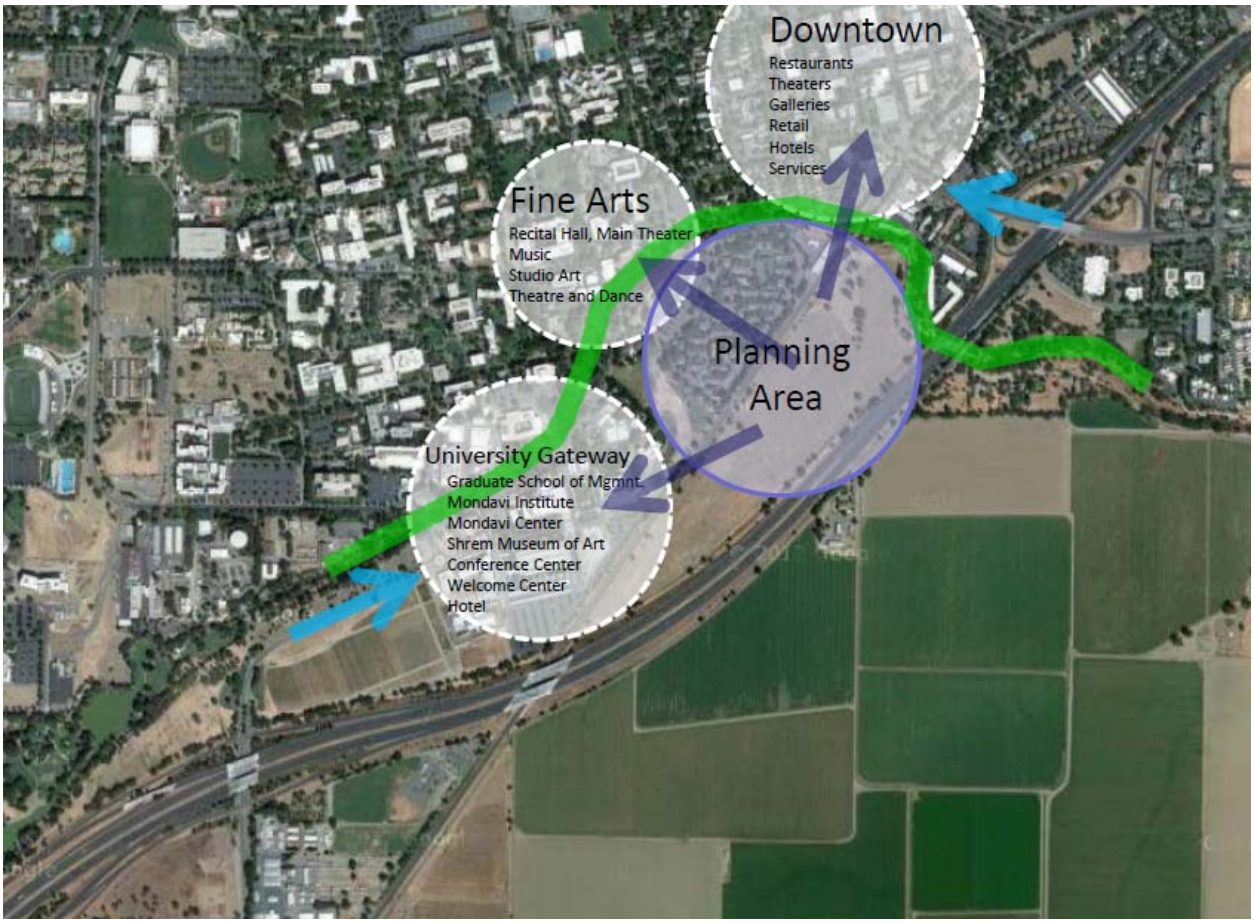
Staff is requesting preliminary comments from the Natural Resources Commission on the sustainability framework (goals, objectives, and recommended actions for future study) for the Nishi Gateway area.

Background

In November 2012, the City Council approved a Pre-Development Cost Funding and Negotiation Agreement for the Nishi Property, 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 direction on the Business Park Land Strategy (BPLS) 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.

On October 1, 2013, the City Council approved the following City-specific goals to plan the Nishi property and nearby UC Davis campus property as a mixed-use innovation district:

a. Jobs for Davis residents, space for Davis businesses, and furtherance of city-wide efforts to position Davis as an innovation hub;
b. High-density urban residential development near downtown and employment centers;
c. Improved appearance and function of the "front door" to Davis;
d. Support for downtown Davis by providing customers for businesses, hotels, arts, and entertainment; and
e. Revenue generation to support city services throughout the community.

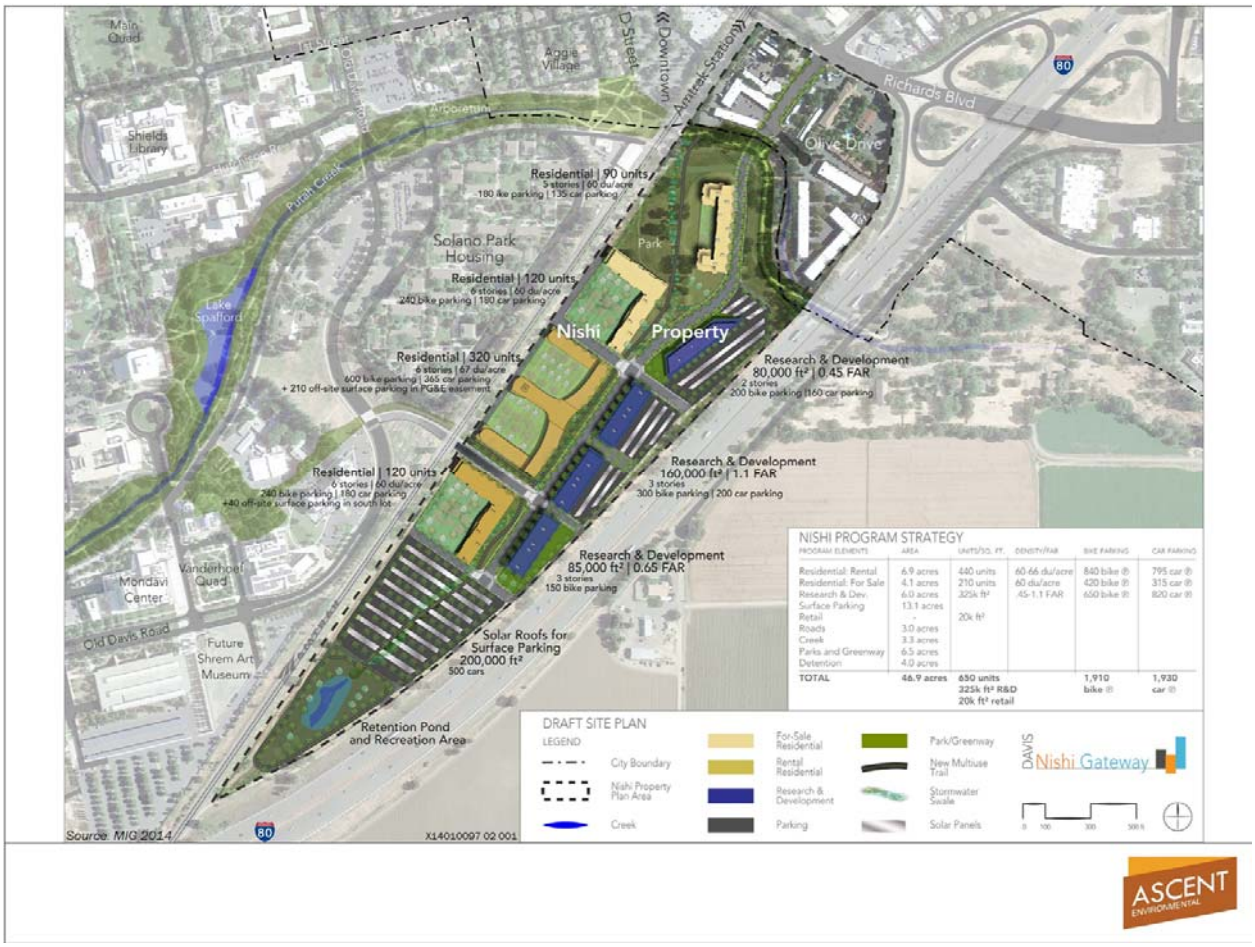


Representatives from the City, UC Davis, the property owner, the county, and LAFCo have been working diligently to get to a starting point for community discussion on planning for the mixed-use innovation district. The City and the campus engaged planning and design firm of Perkins + Will to assist the steering committee to create alternative land plan framework scenarios as a starting point for public "visioning" and ultimate development of a preferred project plan. The focus of the frameworks is on urban fabric, land uses, open space, connections to adjacent areas, neighborhood transitions, and circulation. The alternative frameworks were presented to the City Council in February 2014, at public workshops in May, and through the on-line interactive tool at www.NishiGateway.org. City staff also made presentations to six City commissions, including the Natural Resources Commission, and seven community groups to increase public awareness of the effort. Public comments from the on-line tool relating to sustainability are included as Attachment 2 to this report.

Project Description and EIR

The Nishi Gateway proposal requires review under the California Environmental Quality Act before the Planning Commission and City Council can take action on the land-use entitlements. An Environmental Impact Report is the appropriate level of review for this proposal. On January 13, 2013, the City Council approved a project description, project objectives, and CEQA alternatives for initiation of the Environmental Impact Report for the Nishi Gateway effort.

The Draft Land Plan is illustrated below.



The "project" for the purpose of the EIR includes development of the Nishi property and potential future redevelopment of private properties on West Olive Drive. This redevelopment would occur based upon market decisions by property owners, but impacts will be analyzed in the EIR. The EIR will also anticipate road improvements on West Olive Drive to provide access to the Nishi property. Any land-use decisions affecting campus properties will be made by the UC Regents pending separate environmental review.

The EIR will analyze 650 residential units and 325,000 square feet of office/research development, plus approximately 20,000 square feet of neighborhood-serving retail uses (likely on the ground floor of the residential buildings). Redevelopment of West Olive Drive could provide an increase of approximately 55,000 square feet of office and retail uses.

Project objectives form the basis for evaluating the proposed project and its alternatives. The project objectives to be used in the EIR have been derived from the joint and City-specific goals approved by the City Council in 2013.These are included at the end of the project description. Objectives include land for business opportunities and technology jobs, housing adjacent to downtown and existing mobility infrastructure, enhanced aesthetic appeal of the City, energy-efficiency, and flexibility in project design and implementation. During its discussion on the 13th, the Council expressed interesting in using the guiding principles established for the innovation center applications in evaluating the merits of the Nishi Gateway proposal. They are included as Attachment 3 to this report.

The project schedule assumes public review of the scope of the EIR during February 2015. The Draft Environmental Impact Report is scheduled to be issued for public review in July, along with the draft sustainability plans (see below). This will allow Planning Commission and City Council the capability of holding public hearings and making a decision by the end of the calendar year, thereby allowing the possibility of a Measure R election as soon as March of 2016.

Sustainable Communities Grant / Sustainability Framework

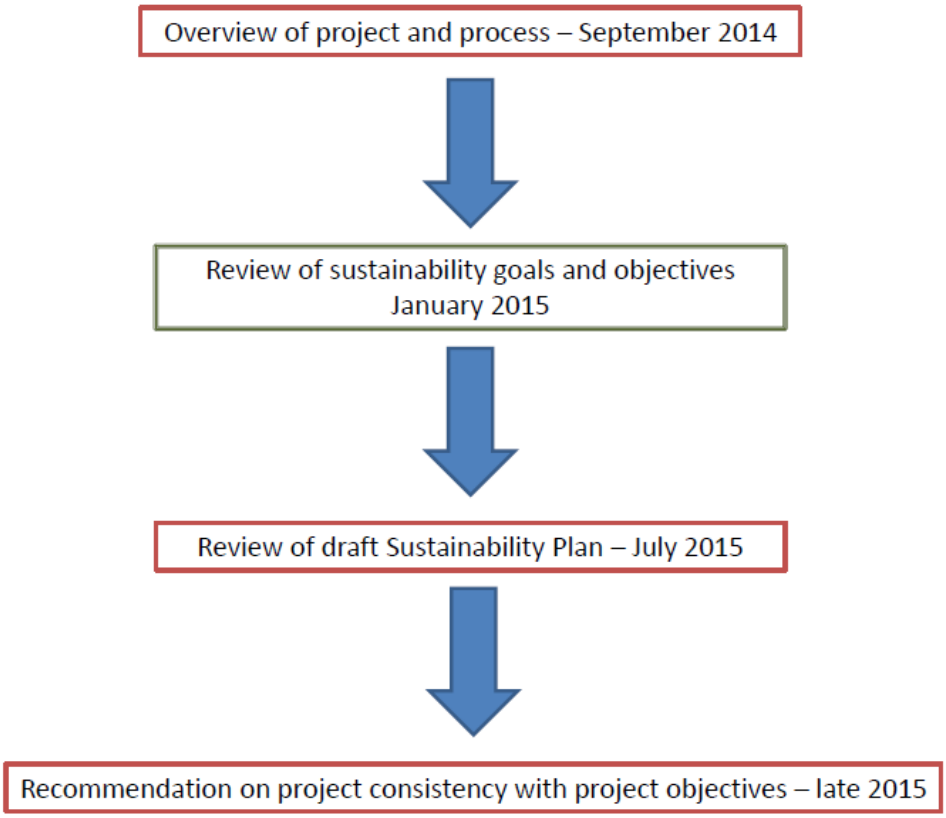
The City, with Yolo County as a co-applicant and UC Davis as an active participant, was awarded nearly $600,000 from the Strategic Growth Council for sustainability and environmental studies for the Nishi Gateway area and adjacent UC Davis property. The City has contracted with Ascent Environmental to prepare both the sustainability plans and the EIR. Ascent's subcontractors include Davis Energy Group (energy), Fehr & Peers (transportation), Cunningham Engineering (water and wastewater) and MIG (land planning).

The Technical Memorandum included as Attachment 1 lays the groundwork for these sustainability analyses. The Memorandum includes background information on City/UCD/County policies, as well as an analysis of opportunities and constraints for development of the Nishi Gateway. Sustainability Framework includes goals, objectives, and recommendations for further study in several goal areas, including transportation choices, high-performance buildings, and synergy with other design goals.

Ascent and City staff are seeking comment from the public, our partner agencies, and the Natural Resources Commission on this Technical Memorandum. The Draft Sustainability Plans are anticipated for public release this summer, concurrently with review of the Draft EIR. This review will include a public hearing before the Planning Commission (on the DEIR) and a Natural Resources Commission meeting to review the Draft Sustainability Plans.

Natural Resources Commission Review

This is the second in a series of NRC reviews of the Nishi Gateway concept.



At this meeting, staff requests the Natural Resources Commission to provide comments on the sustainability framework for the Nishi Gateway area. Are the goals (serve as a model, low-carbon transportation, high-performance development, water efficiency, and synergy) and objectives appropriate? Is anything missing?

Attachments

1. Technical Memorandum for sustainability framework
2. Community comments from www.NishiGateway.org regarding sustainability, based on scan for key words such as sustainability, green, electricity, water, etc. plus all mobility and circulation comments. (All comments are posted at www.NishiGateway.org.)
3. Innovation center guiding principles

Memo

455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444-7301

Date: December 23, 2014

To: Katherine Hess and Mike Webb - City of Davis

From: Erik de Kok and Gary Jakobs

Subject: Nishi-Gateway Project – Revised Task 1 Technical Memorandum

1 INTRODUCTION

The City of Davis, in partnership with Yolo County and in collaboration with University of California (UC) Davis, has been planning for an area within these three jurisdictions known as the Downtown/University Gateway District (District). The planning area consists of three distinct subareas within the District: the Nishi Property (currently undeveloped agricultural land located within the unincorporated county), the West Olive Drive properties (located within the city boundaries), and the adjacent portion of UC Davis' Central Campus.

As part of this effort, the City is considering a development proposal for the Nishi property, along with potential zoning and general plan designation changes that would apply to the West Olive Drive properties. Collectively, these efforts are also known as the "Nishi Gateway" project. Key elements of the planning process in the current phase of work include the establishment of a framework to guide the development of implementation plans for the District, along with a more specific site plan for development of the Nishi Gateway. Implementation plans that will be prepared for the District are intended to emphasize sustainability, meaning that the plans would seek long-term positive and balanced outcomes for people, the environment, and the economy.

This technical memorandum summarizes the results of work performed to date for the Nishi-Gateway project. This memorandum is organized as follows:

- Section 1, Introduction, describes the overall effort and the process for getting to in the current stage of planning for the District and Nishi-Gateway.
- Section 2, Issues and Opportunities, documents findings from the planning team's review of relevant adopted plans and policies, existing studies, physical constraints and opportunities, and public input received to date.
- Section 3, Draft Planning & Sustainability Framework, presents planning and sustainability goals, objectives and performance metrics that are recommended to guide subsequent phases of the planning process.
- Section 4, Preliminary Draft Site Plan and Project Description, summarizes the planning team's preliminary plan for development of the Nishi Gateway, including District-level circulation and open space components.

1.1 PRIOR EFFORTS

In 2008, the City of Davis's Housing Element Steering Committee recognized the unincorporated Nishi property as a potential site for additional high density housing close to the City and close to UC Davis. The Committee recommended that the City should work with UC Davis to develop a plan that would connect the site to the university. The City began to pursue partnerships with Yolo County and with UC Davis to create a plan that would benefit the residents of all three jurisdictions. In July 2012, a class at UC Davis included the District into the *City of Davis Innovation Center Study,* a document which investigated the likely locations for a new innovation center and the benefits and drawbacks of potential candidates. As stated in the study, "The Gateway or Nishi site offers the best opportunity for the close-in/incubator" (UC Davis 2012).

A joint planning committee comprised of representatives from the City of Davis, UC Davis, Yolo County, LAFCo, and the Nishi property owner began to meet two or more times a month. The Davis City Council developed goals for what the City would like to see for the site and confirmed those goals in late 2013. These goals included an emphasis, on jobs, high-density urban housing, improving the "front door" to Davis, and revenue generation. Between 2012 and early 2014, the partners:

- Initiated a traffic analysis to compare connection options (in collaboration with UC Davis Environmental Services)
- Initiated a Cultural Resources Assessment
- Contracted with engineer to evaluate functional and aesthetic improvements to west Olive Drive right-of-way
- Contracted with Perkins + Will to create options for a design framework
- Created a web site and community engagement portal
- Applied for and won a grant to create sustainability plans for the District

The partners developed initial drafts of common goals, design themes, sustainability strategies and objectives and three open space framework alternatives. In May 2014, the partners presented this information to stakeholders and asked for input through the website and other methods (see Section 2.4 for more information). This memo presents further refinements to the concepts developed earlier using input from the public, City commissions, UC Davis, and additional work by the joint planning committee.

1.2 NEXT STEPS

UC Davis will be preparing an update to their Long Range Development Plan (LRDP), which would govern the land uses under UC Davis's jurisdiction. The Nishi-Gateway planning process outlined above will not dictate specific land use decisions with respect to the LRDP, but will establish a framework for connectivity, circulation and open space that would apply to the District as a whole. The City will consider whether to approve a development application for the Nishi Property, along with potential changes in land use and zoning for both Nishi and West Olive subareas.

The City, County, and UC Davis will continue to include the community into the planning effort at strategic points throughout the process to ensure that the plan generally reflects the community's values. One major point that will involve the community will be the Measure J/R process and vote to consider whether the City will annex the Nishi Property and convert the area currently designated for agriculture by the City and County

into non-agricultural uses. This will occur once District framework components have been agreed upon among the three partners and after formal development review and approval (if approved) of the proposed Nishi development application and certification of an EIR by the City. Approval of the proposed annexation by the Yolo County Local Agency Formation Commission (LAFCo) would occur subsequent to the Measure J/R process. The public will also have a chance to be involved in the environmental review process for the District plan.

2 ISSUES AND OPPORTUNITIES

This section provides a summary of issues and opportunities that should be considered when planning land uses for the Nishi and West Olive Drive properties and developing policy guidelines for the District as a whole. Section 1.1 summarizes relevant plans, policies, and guidelines, Section 1.2 presents the policies that the plan must comply with to be consistent with the City's and other agencies' policies, Section 1.3 summarizes physical constraints and opportunities, and Section 1.4 presents a summary of public input.

2.1 RELEVANT PLANS, POLICIES, AND GUIDELINES

A review of existing local and regional plans, policies, and guidelines adopted by the City, UC Davis, Yolo County, and other agencies, is included below. Statewide policies established to address climate change and related planning efforts (e.g., Assembly Bill [AB] 32, Senate Bill [SB] 375, and CALGreen building codes) are relevant to the overall goals and requirements of the Project, but are not discussed in detail in this review.

CITY OF DAVIS

Planning Documents

City of Davis General Plan (2001)

The City of Davis last comprehensively updated the City's General Plan in 2001. The plan, last reprinted in 2007, has amendments through 2014 and has a planning horizon of 2015. The Transportation Element was updated in 2013 and the Housing Element in 2014. The General Plan consists of sections dealing with community form, community facility and services, community resource conservation, and community safety. Within each of these sections, the City breaks the General Plan into topics. Some of these correlate directly to the State's mandated general plan elements while others break the required elements into smaller topic areas. The plan provides extensive policies to address ideas such as maintaining Davis as a university-oriented city surrounded by greenbelts, promoting alternative transportation modes, and strengthening the partnership with the university. The City has jurisdiction over West Olive Drive properties and may annex the Nishi Property from the County. The Nishi Property and the area within UC Davis are within the City's sphere of influence. The General Plan Land Use and Growth Management chapter contains parameters to be integrated in planning for development on the Nishi Property.

City of Davis Beyond Platinum Bicycle Action Plan (2012)

The Beyond Platinum Bicycle Action Plan addresses education, enforcement, encouragement, evaluation/planning, equity and enjoyment throughout the community. The Beyond Platinum plan is designed to employ new and best practices to continue to advance bicycle programs, policies, and infrastructure and to springboard the future of cycling in Davis through 2020. The Plan includes action strategies for receiving Diamond-Level status from the League of American Bicyclists and hosting a Bicycle World's Fair in 2017.

City of Davis Parks and Recreation Facilities Master Plan (2012)

The City of Davis Parks and Recreation Facilities Master Plan was updated in 2012. The plan provides "an overall framework to guide the provision of parks, recreation and related quality of life services in the community" (Davis 2012). The plan provides methods and guidelines to achieve the City's desired level of service for parks and open space. The plan anticipated future development and what open space would be required to meet the City's desired level of service. The Nishi Property was recognized as a secondary housing site and estimated that it would accommodate between 460 and 1,000 residential units. The plan anticipated that there would be 1.3 acres of greenbelt and a new ± 9.6 acre neighborhood park on the Nishi Property, based on an assumed 730 dwelling units, but that the actual park size may vary depending on the appropriate ratio of land dedication/fees at the time of project processing.

Innovation Park Resolution (2012)

In 2011-2012, the Davis City Council convened an Innovation Park Task Force to evaluate needs for innovation center development. The City Council endorsed the Task Force recommendation to pursue a "Dispersed Innovation Center Strategy" offering flexible space to meet the needs of growing and new businesses. The Nishi Gateway and Downtown District option was recognized as offering the best location due to the proximity to University and property owner and University interest, and identified as the City's top innovation center priority.

City of Davis Resolutions Regarding Growth (2008)

Resolution No. 08-019, adopted by City Council on February 12, 2008, directed that an annual average growth guideline of one percent (1%) be implemented after considering internal housing needs and regional fair share housing needs. This resolution established that the guideline is a cap not to be exceeded except for units that are specifically exempted and allowed by City Council as in infill project with extraordinary circumstances and community benefits. Exempted units included permanently affordable housing units, secondary units, and residential units within "vertical" mixed use buildings. (Note: This resolution superseded Resolution No. 05-27 adopted in 2005 regarding growth.)

Resolution No. 11-077, adopted by City Council on June 14th, 2011, directed the implementation of the recommendations of the Housing Element Steering Committee regarding residential growth. The Nishi Property was identified as a "green light" site recommended for housing for which development applications could be processed immediately (with access via UCD only) and as a "yellow light" site for which development applications could be considered for reasons such as housing needs, housing mix, or provision of extraordinary infrastructure improvements (with access via Olive Drive). (Note: This resolution updated Resolution No. 08-158 adopted in 2008. The updated resolution was intended to identify types of housing to be emphasized and pursued including but not limited to for-sale and rental stacked flat condominium units, and for-sale and rental higher density luxury condominium such as mid-rise).

Gateway Olive Drive Specific Plan (1996)

The Gateway/Olive Drive Planning Area encompasses 121 acres, and includes the West Olive Drive area portion of the Project Area. When first adopted in 1996, the 165-acre plan area included the Nishi Property as well as East and West Olive Drives between Interstate 80 and the Union Pacific Railroad tracks. After the General Plan was updated in 2001, the Nishi Property was removed from the plan. The Specific Plan vision for West Olive Drive was to maintain and enhance the existing character while improving the visual entrance to the City. The specific plan documented a range of constraints and opportunities for the site, many of which are still relevant today. Some of the mentioned opportunities included its location to provide convenient access to the university, downtown, and the freeway; good bike and pedestrian access; and arboretum expansion. Constraints identified in 1996 included railroad tracks, freeway and train noise impacts, wildlife habitat, and infrastructure easements. The specific plan reaffirmed the general plan land use for West Olive Drive area for commercial service uses. A bicycle connection from the arboretum under Interstate 80 to South Davis was included in the specific plan and has since been built. The Specific Plan

also included Design Guidelines, which would apply to all new construction and renovation in the Specific Plan Area unless amended.

Sustainability Plans, Policies, and Studies

Davis Climate Action and Adaptation Plan (2010)

Adopted in 2010 by the City of Davis, the Davis Climate Action and Adaptation Plan (D-CAAP) describes actions and objectives to reach the City's greenhouse gas (GHG) emission targets through the year 2050 and to prepare for climate change at the City level. The D-CAAP recommends GHG emission reduction targets and strategies for achieving those targets from both community and municipal operations within the City of Davis. The reduction target and strategies focus on actions and objectives in nine sectors: mobility, energy, land use and buildings, consumption and waste, food and agriculture, community engagement, government operations, advocacy, and climate change preparation (adaptation). A few of the more ambitious goals are to achieve net zero energy use in all new building and homes starting in 2015 and for the city to be carbon neutral by 2050. With respect to adaptation, the D-CAAP includes an action to prepare an assessment of vulnerabilities to climate change associated with local resources, infrastructure, and the public health system. The D-CAAP established objectives and specific actions for 2015, and only established foundations for long-term reductions beyond 2015.

Greenhouse Gas Emission Thresholds and Standards for New Residential Development (2009)

In 2009, the City Council adopted GHG emission reduction standards and mitigation programs for new residential development to meet the GHG reduction targets in the D-CAAP. On a project and CEQA threshold of significance basis, the report recommends that GHG emissions from new residential projects of 12 units or less be considered to have de minimis GHG emission contributions and therefore be considered less than significant, while other projects from 12 to 25 units may opt to either pay GHG mitigation impacts fees or achieve 35% better than 2005 Title 24 standards. The general standard for new residential development with 25 units or more includes either (1) meeting standards for LEED Gold certification, or (2) achieving specified GHG emission reductions compared to 1990 levels based on a table of carbon allowances or specific mitigation measure options included in the report. When the standards were adopted, the City anticipated regular updates to residential standards, and adoption of non-residential standards. These have not been prepared.

Net Zero Davis White Paper (2011)

The UC Davis Energy Institute and the Valley Climate Action Center issued the Net Zero Davis White Paper which outlines and recommends strategies that can help the City of Davis achieve the D-CAAP's goal to be carbon neutral by 2050. The study looked at approaches and metrics to reach carbon neutrality, especially through net zero energy goals. After examining alternate definitions of "net zero," the white paper presented key recommendations for the City and community to reach net zero energy. These include setting net zero conversion targets for existing buildings, developing energy and transportation energy profiles through surveys and other data collection, investing in bio-energy research, and other modeling or collaboration efforts.

City of Davis 2010 Urban Water Management Plan (2014)

The City of Davis Urban Water Management Plan (UWMP), updated every 5 years, addresses the city's projected water use and water supplies, in accordance with the Urban Water Management Act. Per SB X7-7, the City is required to establish a target daily per capita water consumption rate. The UWMP recommends water reduction targets and water conservation strategies to achieve the target required by SB X7-7. Based on this requirement, the City established a target of 167 gallons per capita per day (gpcd) by 2020.

Integrated Water Resources Study (2013)

The Integrated Water Resources Study (IWRS) evaluates water management options for the City of Davis, especially in light of the City's sustainability goals. This study found that the City achieved and improved upon its 2020 per capita daily water consumption target in 2012 with an annual average of 163 gpcd due to both conservation efforts and reduced resource consumption from the economic downturn. The Natural Resources Commission recommended a revised target of 20% below the original 167 gpcd target, or 134 gpcd by 2020. The IWRS provides additional water conservation measures to meet this target.

UNIVERSITY OF CALIFORNIA/UNIVERSITY OF CALIFORNIA – DAVIS

Planning Documents

UC Davis Long Range Development Plan

UC Davis's Long Range Development Plan (LRDP) is the comprehensive policy and land use plan that guides the growth of the campus. It functions much like a city general plan, but is prepared under the direction of the UC Regents. The City of Davis does not have jurisdiction over the LRDP, nor over development on the campus; however, the City could collaborate with UC Davis on mutually beneficial planning concepts that may become part of the LRDP. The current LRDP was completed in 2003 and has a planning horizon to the 2015-16 academic year. UC Davis is in the process of initiating an update to the LRDP. The current LRDP breaks the campus into four campus planning areas: Central Campus, South Campus, West Campus, and Russell Ranch. The Central Campus planning area encompasses the university-owned portion of the District and includes the academic core and supporting uses. Areas within the Project boundaries are designated within the current LRDP for Academic/Administrative High-Density, Student Housing, and Parking.

Sustainability Plans, Policies, and Studies

University of California Policy on Sustainable Practices (Updated in 2011)

First released in 2004 and last updated in 2011, the UC Policy on Sustainable Practices establishes system-wide sustainability goals and policies for all University of California campuses. These goals and policies are divided into nine areas: Green Building, Clean Energy, Transportation, Climate Protection, Sustainable Operations, Waste Reduction and Recycling, Environmentally Preferable Purchasing, Sustainable Foodservice, and Sustainable Water Systems. Since 2004, the expanded policies included Transportation, Sustainable Operations, Sustainable Food Service, and Green Building design.

UC Davis Sustainability: Blueprint for a Green Future (2006)

In tandem with the principles and policies of the UC Davis LRDP (2003), this guidance provides a framework for the UC Davis campus to establish and achieve its sustainability goals. The Blueprint lists High-Priority Recommendations to be implemented in the operation and planning of the UC Davis campus in five categories: Campus Planning and Transportation; Education and Outreach; Energy and Atmosphere; Green Buildings; and Material Management.

UC Davis 2009-2010 Climate Action Plan (2010)

The UC Davis Climate Action Plan (CAP) supports and provides direction for the UC Davis sustainability initiative. The CAP reports the campus' 2010 and projected GHG emissions inventories, states GHG emission reduction goals, evaluates measures to reduce GHG emissions, and provides a blueprint for future action. The timeframe of the CAP was to achieve immediate goals by 2014, intermediate goals by 2020, and net zero impact on the Earth's climate as soon as feasible.

UC Drought Response Action Plan (2014)

In response to the California Governor's declaration of a drought state of emergency in early 2014, UC Davis released a drought response action plan in April 2014 to revise or create campus actions to further reduce

water use. This plan established a new goal of achieving a 20% water use reduction from 2013 levels. These actions included both short-term and long-term actions for water conservation, including actions related to low-flow fixtures and new construction.

YOLO COUNTY AND THE SACOG REGION

Planning Documents

Yolo County General Plan (2009)

The County General Plan was adopted in 2009 with the vision to remain an "area of active and productive farmland and open space." Although the university is not subject to local regulations, because it's located in the unincorporated county, the plan factors the student population and on-campus housing into its policies. The Nishi property is also currently within unincorporated County area. Under this plan, the Nishi Property is designated for agricultural uses.

Yolo County Climate Action Plan

The Yolo County Climate Action Plan (CAP) was drafted in response to the policies in the Yolo County General Plan. The CAP focuses on reducing emissions from the unincorporated area and mainly from the agricultural sector, which made up 46% of total unincorporated emissions in 2008. Yolo County has an overall GHG reduction goal to reduce emissions to 80% below 1990 levels by 2050.

Sustainability Plans, Policies, and Studies

Sacramento Area Council of Governments 2012-2035 MTP/SCS

Yolo County and the City of Davis are included within the Sacramento Area Council of Governments (SACOG) Planning Region. The SACOG 2012-2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) helps meet the sustainability goals of SB 375. The goals and plans included in the MTP/SCS expect to reduce per capita transportation emissions by 9% by 2020 and 16% by 2035 from 2008 levels. The strategies include investing in active transportation (bicycling and walking) and transit-oriented mixed-use developments, providing opportunities for more small-lot and attached housing, and considering infill opportunities. The Nishi Property was assumed to be part of the development forecast in the Davis Center and Corridor Community within the MTP/SCS. The MTP/SCS acknowledges that the Property has been envisioned by the City Council as a mixed-use development with high-density housing and light commercial uses, although a transformation from the current agricultural land use designation would require voter approval.

2.2 RELEVANT POLICIES

Based on a review of the plans, policies, and guidelines relevant to the Downtown/University Gateway District noted in Section 1.1, relevant adopted policies were selected and are summarized below to help inform the framework in which sustainable planning for the District must take place.

Key policies from the adopted plans are grouped by topical area, and also according to whether they are "mandatory policies" or "guiding policies." In general, city-wide goals are characterized as guiding policies, while those that apply standards for individual properties are mandatory, unless amended or determined otherwise (such as through a Development Agreement). Mandatory policies are those adopted policies which use words such as "must," "shall," or other directive language, and represent policies for which planning for the Nishi and West Olive areas of the District must comply. Guiding policies are those adopted policies which use the words "should" or "strive to," and can help shape planning for Nishi and West Olive areas but are not necessarily applied in a mandatory fashion. In some cases, the City has provided additional guidelines

for how mandatory policies may be carried out (e.g., whether the developer may pay a fee or dedicate land in-lieu of providing required open space on the project site). Because some of the guidelines are lengthy, not all methods of achieving a requirement are included within the summarized policy.

Residential Development and Housing Affordability

Mandatory Policies

- Planning for development on the Nishi Property shall be university related uses such as student housing and high technology research uses, as determined by a development potential study. (Davis GP)
- Residential development projects shall provide affordable housing through on-site construction, payment of in-lieu fees, or a project individualized program. Vertical mixed-use and condominium developments are exempt from this requirement. (City of Davis Municipal Code)

Guiding Policies

- Encourage a variety of housing types that meet the housing needs of an economically and socially diverse Davis. (Davis GP)
- Strive to maintain an adequate supply of rental housing in Davis to meet the needs of all renters, including students. (Davis GP)
- Provide housing opportunities for the local workforce in the Davis area. (Davis GP)
- Encourage community design throughout the City that helps to build community, encourage human interaction and support non-automobile transportation. (Davis GP)
- Maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city's social, cultural and entertainment center and primary, but not exclusive, retail and business district. (Davis GP)
- Retain existing businesses and encourage new ones as a means to increase higher paying jobs, create greater job diversification, and create a more balanced economy for all economic segments of the community, while also maintaining the City's fiscal and environmental integrity (Davis GP).
- Orient at least 80 percent of all residential lots so that buildings have long axes within 22.5 degrees east/west. (Davis GP)

Open Space

Mandatory Policies

- New residential development areas must include greenbelts. (Davis GP)
- Ten percent of the land within residential developments must be designated for open space/greenbelt. (Davis GP)
- Developers shall dedicate either land and/or pay an In Lieu Fee equivalent to 5 acres of parkland for every 1,000 people that result from residential development. (City of Davis Parks and Recreation Facilities Master Plan)

Guiding Policies

- Greenbelts are encouraged for nonresidential development, with the intent of providing bicycle access. (Davis GP)

Health

Mandatory Policies

No mandatory requirements were found that pertained to this topic.

Guiding Policies

- Promote a clean, safe, healthy, livable and ecologically sound environment for today and the future. (GP Vision)

- Use good design to promote safety for residents, employees, and visitors to the City. (Davis GP)
- Make all parks, greenbelts, open space areas and recreation facilities attractive, safe, and easy to maintain.
- Children's play areas and other appropriate park areas should have adequate shade and wind protection provided through landscaping and constructed elements. (Davis GP)
- Strive to meet targeted interior and exterior noise levels in future development areas. (Davis GP)
- Davis will develop and maintain a community of safe, confident, and comfortable cyclists. (Bicycle Action Plan)
- Site and design developments to prevent flood damage. (Davis GP)
- Provide for the safety and protection of citizens from natural and environmental hazards. (Davis GP)
- The Davis transportation system will evolve to improve air quality, reduce carbon emissions, and improve public health by encouraging usage of clean, energy-efficient, active (i.e. human powered), and economically sustainable means of travel. (Davis GP)
- Davis will provide a safe and convenient Complete Street network that meets the needs of all users, including children, families, older adults, and people with disabilities. (Davis GP)

Overall Sustainability

Mandatory Policies

- Meet or exceed 2013 CALGreen Tier 1 standards (City of Davis Municipal Code. Section 8.01.065)
- Nishi Property project design shall incorporate and implement state-of-the-art ecological and new urbanism planning and design principles. (Davis GP)

Guiding Policies

- Promote a clean, safe, healthy, livable and ecologically sound environment for today and the future. (Davis GP)
- Strive to achieve carbon neutrality by 2050 within the City of Davis. (D-CAAP)
- Achieve carbon neutrality as soon as feasible after achieving the 2020 targets. (UC Davis CAP, UC Sustainability Policy)
- Encourage site and building design that encourages a healthy and interconnected natural and built environment, conserves natural resources, and promotes equitable and efficient communities. (Yolo GP, UC Davis LRDP)
- Adopt development and construction standards that contribute to resource conservation through the use of sustainable materials and incorporation of cost-effective energy conservation features (e.g. water, electricity, gas, etc.). (Yolo GP)
- Reduce carbon emissions to 28% below 1990 levels by 2020. (D-CAAP).
- Minimum state goal of reducing GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. (AB 32, Executive Order S-3-05)

Building Energy

Mandatory Policies

- Require 2013 CALGreen Tier 1 building standards in all new development. (City of Davis Municipal Code)
- Require solar photovoltaic systems for all new single-family homes and duplexes. (Davis Municipal Code)

Guiding Policies

- Offer incentives to developers for projects that result in energy savings of at least 20 percent when compared to the energy consumption that would occur under similar projects built to meet the minimum standards of the energy code. (Davis GP)
- Outperform CALGreen energy-efficiency standards by at least 20%. (UC Sustainability Policy)

- Strive to achieve LEED Gold certification in all new buildings (except acute care facilities) within budget and program constraints. (UC Sustainability Policy)
- Consider utilizing the reuse of waste heat generated by UC Davis' Central Heating and Cooling Plant. If reused, campus could recover up to 70% of discharged heat to meet 50% of campus heating demands. (UC Davis CAP)
- Shade buildings with trees. (UC Davis CAP)
- Have buildings share walls in order to take advantage of the temperature-moderating effects of building mass. (UC Davis CAP)
- Achieve 41% reduction in GHG emissions in all new buildings and homes from 2010 levels by 2015. (D-CAAP)
- Achieve net zero energy use in all new buildings and homes by 2015. (D-CAAP)

Renewable Energy

Mandatory Policies

- Provide for solar access in site and building design. (Davis GP, UC Davis CAP)

Guiding Policies

- Produce 5% of the total electricity used in Davis from renewable on-site and/or local sources. (D-CAAP)
- Achieve net zero energy use in all new buildings and homes by 2015. (D-CAAP)
- Consider installation of solar photovoltaic systems capable of providing 10% or more of the development's total projected electricity consumption. (Yolo GP)
- Consider installation of solar thermal systems on new developments that would take place of water heaters otherwise powered by electricity or natural gas. (Net Zero Davis White Paper, Yolo GP)
- Incorporate local renewable power measures for new facilities and green power purchases from the electrical grid. (UC Sustainability Policy)

Transportation Energy/Fuels

Mandatory Policies

- Develop a continuous trails and bikeway network for both recreation and transportation that serves the Core, neighborhoods, neighborhood shopping centers, employment centers, schools and other institutions; minimize conflicts between pedestrians, bicyclists, equestrians, and automobiles; and minimize impacts on wildlife. Greenbelts and separated bike paths on arterials should serve as the backbone of much of this network. (Davis GP)
- Apply best practices in livable street design that equitably allocate road space to all users. (Davis BAP)
- Any university related use [on the Nishi Property] shall provide primary motor vehicle access from the UC Davis campus and not from Richards. Access via the Richards Boulevard corridor is anticipated to [be] limited to pedestrians, bicycles and emergency vehicles. (Davis GP)

Guiding Policies

- Reduce per capita transportation emissions by 9% and 16%, respectively, by 2020 and 2035 from 2008 levels in the SACOG region. (SB375)
- Reduce transportation carbon emissions from the Davis community 61% by 2035 compared to 2010. (Davis GP)
- Strive for carbon neutral transportation from new residential developments. (Davis GP)
- Offer a complete and integrated bikeway network on and off street that is accessible to and comfortable for people of all ages and abilities (Davis BAP)
- Apply best practices in designing sustainable/green streets, transit oriented development, and other circulation improvements to minimize travel. (Davis GP, D-CAAP, UC Davis CAP, SACOG MTP/SCS)

- Encourage Davis resident passenger vehicles to use local biofuels. (D-CAAP)
- Provide incentives and facilities for car and bike sharing programs. (D-CAAP)
- Provide incentives for fuel efficient or alternative fuel vehicles (e.g. parking incentives). (D-CAAP)
- Support electric vehicle infrastructure. (Davis GP)
- Consider establishing biofuels production facility. (D-CAAP)
- Reduce VMT
  - 10% below 2010 by 2015 from households. (D-CAAP)
  - 39% below 2010 by 2035 city wide. (Davis GP)

- Achieve a minimum of 50% non-vehicular mode share by 2035 city-wide. (Davis GP)
  - 10% of trips by walking.
  - 10% of trips by public transportation.
  - 30% of trips by bicycle.

Water Use

Mandatory Policies

- Require water conserving landscape. (Davis GP, UC Drought Response Action Plan)
- Install automated irrigation for landscaping based on weather or soil moisture. (2013 CALGreen, Yolo County)

Guiding Policies

- Reduce per capita water consumption to 134 gpcd by 2020. This is 20% lower than the original UWMP goal of 167 gpcd by 2020, which was already achieved in 2012. (IWMS)
- Minimize impacts on Davis' land, water, air and biological resources and seek to enhance and restore Davis' environment, through such projects as wetlands and multifunctional drainage ponds. (Davis GP)
- Require new development to be designed such that nitrates, lawn chemicals, oil, and other pollutants of concern do not impair groundwater quality. (Yolo GP)
- Strive for "water-neutral" development with new water demand offset by efficiency improvements elsewhere in the system. Require all new developments to offset new water demands to the greatest extent feasible. (Yolo GP)
- Reduce water use.
  - 10% below 2010 levels by 2015. (D-CAAP)
  - 20% below 2010 levels by 2020 (167 gpcd). (Davis UWMP, UC Sustainability Policy, SBX7-7)

- Reduce per capita water consumption by 20% from historical use/baseline. (Davis GP, 2013 CALgreen)

Wastewater

Mandatory Policies

- Each building shall reduce wastewater by 20 percent by using one of the following methods (2013 CALGreen):
  - The installation of water-conserving fixtures (water closets, urinals) meeting the criteria established in sections 5.303.2 or 5.303.3, or
  - Utilizing non-potable water systems [captured rainwater, graywater, and municipally treated wastewater (recycled water) complying with the current edition of the California Plumbing Code or other methods described in Section A5.304.
- Remain within the capacity of the City wastewater treatment plant. (Davis GP)
- Evaluate the wastewater production of new large scale development prior to approval to ensure that it will fall within the capacity of the plant. (Davis GP)

- Require installation of recycled water piping (i.e., "purple pipe") in addition to potable water piping. Installation of purple pipe could be required even though the recycled water supply may not be made available until a later date.[1] (IWMS)

Guiding Policies

- Strive for a greater percentage of gray and recycled water use. (D-CAAP, IWMS)
- Require new developments to treat and use reclaimed wastewater, where feasible, to augment water supplies and to conserve potable water for domestic purposes. (Yolo GP, D-CAAP)

Habitat and Natural Resource Conservation

Mandatory Policies

- Protect existing natural habitat areas, including designated Natural Habitat Areas. (Davis GP)
  - Heritage oak trees and City-designated signature trees shall be protected. Sensitive biological resources should be protected.
  - New developments shall incorporate setbacks from creeks and channels.
  - Restoration plans are required for all habitats that are to be restored in new development areas.
  - The City shall require a biological survey be prepared by a qualified biologist for proposed development areas that may contain sensitive resources as defined by the City or appropriate state or federal regulatory agencies.
- Conserve soil resources within the planning area. (Davis GP)
  - Tree rows or other windbreaks shall be required in buffers on the edges of urban development and in other areas as appropriate to reduce soil erosion.
- Drainage facilities shall be designed to control runoff and minimize erosion.Prohibit development within a minimum of 100 feet from the top of banks for all lakes, perennial ponds, rivers, creeks, sloughs, and perennial streams. Protect riparian areas to maintain and balance wildlife values. (Yolo GP)
- Projects that would impact Swainson's hawk foraging habitat shall participate in the Agreement Regarding Mitigation for Impacts to Swainson's Hawk Foraging Habitat in Yolo County entered into by the CDFG and the Yolo County HIP/NCCP Joint Powers Agency, or satisfy other subsequent adopted mitigation requirements consistent with applicable local, State, and federal requirements. (Yolo GP)

Guiding Policies

- Provide gardening space for new apartment complexes. (Davis GP)
- Enhance and restore natural areas and create new wildlife habitat areas. Native plants should be used wherever possible in public and private landscaping. (Davis GP)
  - Storm-retention ponds, drainage ponds, groundwater recharge areas, channels, and other similar areas should be designated and managed as wildlife habitats when appropriate and environmentally sound.
  - Landscaping should provide wildlife habitat where appropriate.
  - Hedgerows and other features to provide habitat for beneficial insects and wildlife are encouraged within the Urban Agricultural Transition Area and other agricultural areas.
  - As a means to promote safety of habitat areas from toxic materials, new habitat areas should be designated on non-agricultural lands or on agricultural lands that are in organic production.
- Consider and maintain the ecological function of landscapes, connecting features, watersheds, and wildlife movement corridors. (Yolo GP)

[1] AB 2282 was signed into law by Governor Brown on Sept. 26, 2014, and requires the development of mandatory building standards to be adopted for installing dual water piping or systems both indoors and outdoors in newly constructed commercial, and public buildings, and single- and multifamily homes that are near enough to existing or planned water-recycling facilities to be "feasible and cost-effective". The bill becomes effective Jan. 1, 2015, with expected building standards to become "mandatory" on July 1, 2018.

- Promote the use of oak woodlands conservation banks to mitigate for losses due to development impacts and to provide carbon sequestration for GHG emissions under applicable State programs. (Yolo GP)
- Avoid adverse impacts to wildlife movement corridors and nursery sites (e.g., nest sites, dens, spawning areas, breeding ponds). Preserve the functional value of movement corridors to ensure that essential habitat areas do not become isolated from one another due to the placement of either temporary or permanent barriers within the corridors. (Yolo GP)
- Encourage streamside property owners and appropriate public agencies to participate in fishery enhancement projects. (Yolo GP)
- Encourage the restoration of native habitat. (Yolo GP)
- Protect and enhance streams, channels, seasonal and permanent marshland, wetlands, sloughs, riparian habitat and vernal pools in land planning and community design. (Yolo GP)

2.3 SITE CONSTRAINTS AND OPPORTUNITIES

OVERVIEW

The following is a summary of major physical site constraints and opportunities related to future development on the Nishi Property. Given the Nishi Property's location, many of these constraints and opportunities also relate to the other two portions of the District (i.e., UC Davis campus and the West Olive subareas) as well as Downtown Davis. The specific locations of many of these features are labeled with their identification number (e.g., P1, A5, M2) and are shown on the attached Site Constraints and Opportunities Diagram (see Figure 1).

PHYSICAL BARRIERS

P1: Union Pacific Railroad Tracks

The Union Pacific Railroad (UPRR) tracks border the northern/western boundary of the Nishi Property. As the major east-west rail line connecting the San Francisco Bay Area to Sacramento, the tracks are heavily used by both freight and Amtrak California's Capitol Corridor commuter rail service. The tracks create both a physical and safety barrier. There is currently a below-grade bicycle and pedestrian connection under the rail line at the northern portion of the Nishi Property (part of the Putah Creek Parkway trail) and an at-grade automobile crossing that connects the northern portion of the Nishi Property to the Jury Property and UC Davis. As future development occurs, there will be a need to ensure safe access between UC Davis/Downtown and the Nishi Property. This would include linking to the existing Putah Creek bike trail and creating a new grade-separated crossing that provides safe auto, bike and pedestrian travel between the two sites (see **A2** below).

P2: Interstate 80

Interstate 80 (I-80) is located adjacent to the southern/eastern boundary of the Nishi Property. The freeway creates a very strong physical barrier for the site and UC Davis property/farmland to the south. It also provides substantial visibility to the site, and future buildings and features that may be developed. Key considerations for the site design related to the freeway include protecting visibility while reducing noise and toxic air contaminant exposure impacts. There is also a 50 foot easement adjacent to I-80 that will limit building placement on the Nishi Property; however, it could be used as either a buffer or area for surface parking.

P3: Easements and Utilities

The Nishi Property includes several easements, most of which are located along the perimeter of the property parallel to either I-80 or the UPRR. Each of these easements will need to be taken into consideration during the site design process. The following is a summary of these easements:

- PG&E has a 60 to 80 foot electrical transmission easement that parallels the UPRR on the Nishi Property. Due to its size and function, this transmission line cannot be placed underground.
- The City of Davis has an easement for the Putah Creek bicycle path that runs from the center of Putah Creek to the fence line on the Nishi property. This easement covers approximately 2.09 acres. This area is also part of the recently-improved Putah Creek bike path, which was funded by a Proposition 84 grant project.
- UC Davis has a 12 foot wide fiber optic easement that parallels I-80 along the Nishi property line.
- PG&E has a gas transmission easement that parallels UC Davis' fiber optic easement along I-80. This easement eventually connects to Olive Drive along the City of Davis Putah Creek easement.
- The Nishi property has a vehicular access easement with an at-grade crossing of the UPRR in the northern portion of the site. This easement continues through UC Davis and eventually to A Street.
- PG&E has overhead electric transmission lines that run across the future extension of Olive Drive. There may be a possibility to place these transmission lines underground.
- PG&E has an electrical distribution easement to a well that is shared with the property owner south of I-80. There is a possibility that the well will be abandoned, which would allow for the removal of the related PG&E power lines across the Nishi Property.
- PG&E has a gas pipeline/easement that runs across the center of the Nishi Property. PG&E has since relocated this pipeline, and the easement is scheduled to be abandoned sometime in 2015. As such, the easement is not shown on the Opportunities and Constraints Diagram since it will be removed.

CONNECTION POINTS AND ACCESS

A1: Olive Drive Access

The Nishi Property, by virtue of its location, has the potential for good access to Downtown Davis. Olive Drive currently terminates in a cul-de-sac north of Putah Creek. An existing pedestrian and bike bridge connects Olive Drive with the Putah Creek bikeway south of the creek channel. Olive Drive will need to be improved to provide vehicle access to the Nishi Property. This may include street widening or removal of on-street parking, signal improvements to the Richards Boulevard/Olive Drive intersection, and improved bicycle and pedestrian features. These enhancements would help to improve access to Downtown Davis and other areas to the north of the Nishi Property.

A2: UC Davis Access

A secondary access point will be needed to connect the Nishi Property directly to UC Davis. This access point will most likely be a below grade crossing of the UPRR tracks to connect with Old Davis Road. A key design consideration is determining the approach lengths for the undercrossing and how it will tie in to Old Davis Road. This undercrossing will need to include bicycle and pedestrian access. This access could allow Unitrans double-decker buses to pass through – which could improve their ability to provide service to South Davis via potential expanded transit service on a new roadway on the Nishi Property and an improved Olive Drive connection to Richards Boulevard. Currently, the double-decker buses cannot go through the Richards Boulevard undercrossing because the clearance height is too low.

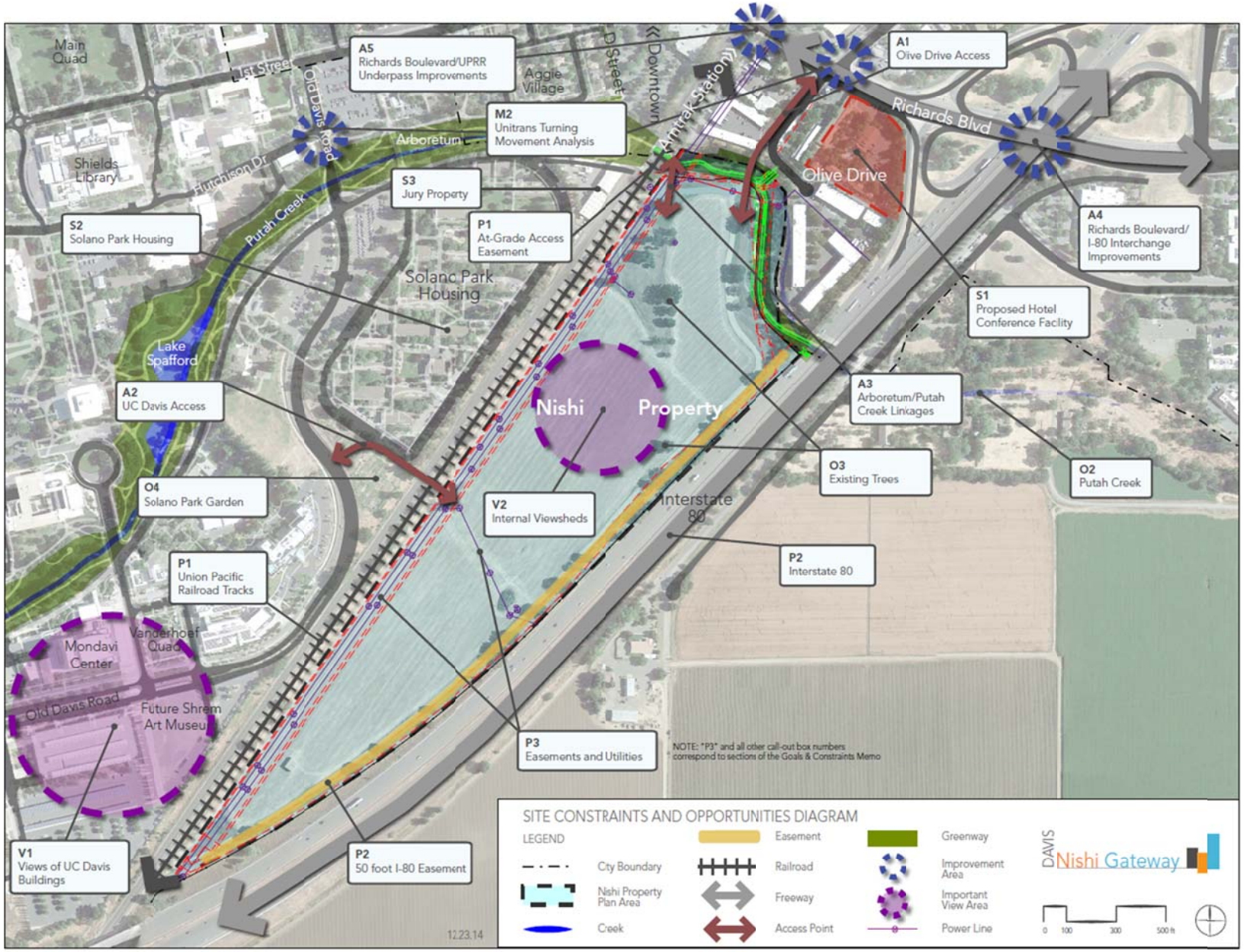


Figure 1 **Site Constraints and Opportunities Diagram**

Memo

455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444-7301

A3: Arboretum/Putah Creek Linkages

A key opportunity for the Nishi Property is to create direct linkages to the UC Davis Arboretum and the Putah Creek trail. This regional open space and circulation network, which lies on a portion of the Nishi Property, allows for completely separated Class I bicycle access directly from the UC Davis campus to the site, with connections to South Davis via the Putah Creek trail's I-80 undercrossing and Downtown Davis via on-street connections north of the site.

A4: Richards Boulevard/I-80 Interchange Improvements

The City of Davis and Caltrans have had recent discussions on alternatives for improving the Richards Boulevard freeway interchange. The current design of the interchange is outdated, results in high car speeds, and is generally unsafe for bicyclists and pedestrians. One possible design solution is reconfiguring the north side of the Richards Boulevard interchange into a "tight diamond" configuration. This would include a new signalized intersection with enhanced bicycle and pedestrian facilities. Currently this is a longer-term project that will undergo further study by both agencies.

A5: Richards Boulevard Underpass Improvements

The Richards Boulevard underpass includes two narrow driving lanes and a separate bicycle and pedestrian tunnel. The City has developed concept drawings for improvements to Olive Drive and Richards Boulevard, including a second bicycle and pedestrian tunnel (on the north side) and an "Arch" that provides a grade-separated crossing of Richards Boulevard for Olive Drive bicyclists. Currently this is a conceptual project that is undergoing further study by the City.

MOBILITY AND PARKING

M1: Bicycle and Pedestrian Mobility

A key focus of this project is to create a sustainable innovation district that includes housing and employment uses, with some small support commercial. As such, there is a desire to move away from automobile focused circulation. Given the City of Davis' national prominence as a bike-friendly city, there is a tremendous opportunity to create a truly innovative bike and pedestrian circulation system that fully links to UC Davis, Downtown Davis, the Arboretum and the existing Class I bike trail along Putah Creek that links to South Davis. The site plan should include an extensive internal bicycle and pedestrian network that is separated from car and bus travel.

M2: Unitrans Bus Service

Unitrans has expressed interest in providing bus transit service to the Nishi Property. There is a key opportunity to allow double-decker buses via the new underpass of the UPRR, provided that adequate height clearance is provided (see A2). In order for bus service to be provided, it is anticipated that intersection turning radii at Hutchinson Drive/Old Davis Road and West Olive/Richards Boulevard may need to be redesigned to ensure buses can safely move through the area. These changes could also apply to YoloBus operations along Richards Boulevard.

M3: Parking

Adequate and appropriately sited parking is an important design criterion for the Nishi Property. Having parking placed close to residences is important for both safety and convenience. Having easily assessable and available parking is important for successful office and employment uses. However, the Nishi Property is envisioned to become a sustainable community where single-occupancy and frequent automobile travel is discouraged. As such, the site could provide ample space for car storage, rather than just dedicated parking for specific uses, along with potential for structured parking and a second deck on peripheral storage areas..

OPEN SPACE

O1: Internal Open Space Network

There is a tremendous opportunity to create a truly innovative open space network throughout the Nishi Property, with strong linkages with the existing UC Davis Arboretum and the Putah Creek greenway east of the UPRR tracks (see A3). The Nishi Property should feature new park areas designed around existing trees (see O3), and an overall network of internal parks and green spaces. The internal open space network will be defined during the site planning process.

O2: PUTAH CREEK

Putah Creek is adjacent to the northern/eastern boundary of the Nishi Property. The creek and trail system is a major open space and circulation feature that connects UC Davis, Downtown Davis and South Davis. Key considerations for the site design include linking the internal bicycle and pedestrian network to the Putah Creek trail in order to expand non-motorized mobility throughout Davis.

O3: EXISTING TREES

A number of large trees are located on the Nishi Property that should be protected and enhanced during the site design and construction processes. Groupings of trees are located in four areas on the site:

- Group of larger trees in the north east portion of the site. This grouping of larger heritage trees should remain in place and be protected. The size and composition of these trees lends to creating a unique open space feature at the entrance to the Nishi Property from West Olive Drive. This area should play a key role in the internal open space network (see O2).
- Trees within the bike and pedestrian pathway along Putah Creek: Most of these trees should remain in place and be protected. Some trees may need to be removed, however, in order to extend West Olive Drive onto the Nishi Property. Reducing this impact will be further explored as the detailed site plan is developed.
- Trees adjacent to the railroad tracks: These trees could remain as they provide a beneficial buffer to the railroad tracks. However, some trees may require removal for the construction of a new undercrossing to UC Davis (see A2). There may be opportunities to expand tree planting in this area in order to provide a green buffer, provide a carbon sequestration benefit and possible shade surface parking adjacent to the railroad tracks. However, new trees would not be able to be planted under the PG&E power lines.
- Trees adjacent to I-80: These trees should remain as they provide a beneficial buffer to the freeway. There may be opportunities to expand tree planting in this areas in order to provide a green buffer and provide a carbon sequestration benefit.

O4: Solano Park Garden

Solano Park Garden is a community garden located just south of Solano Park Housing. The garden is located at the anticipated access point between UC Davis and the Nishi Property (see A2). If an undercrossing

roadway connection was created, the garden would need to be relocated/replaced either within Solano Park Housing or somewhere else on the UC Davis campus.

VIEWSHEDS AND GATEWAYS

V1: Views of UC Davis Buildings

Protecting views of the Mondavi Center and Shrem Art Museum from I-80 is a key objective for UC Davis. As part of the previous design effort, a LIDAR viewshed analysis was created to analyze views toward a 36 feet Shrem Art Museum. There seems to be enough height along I-80 to allow for two story buildings within the southern portion of the Nishi Property without obstructing views of these key UC Davis buildings. However, ensuring that these views are protected will be a design consideration as the detailed site plan for Nishi develops.

V2: Internal Viewsheds

There is an opportunity to establish strong views from within the Nishi Property to recognizable buildings/features on the UC Davis campus (e.g., Mondavi Center, Shrem Art Museum, water tower) and natural features (e.g., Coastal Range, Sierra Nevada, the signature oak tree and other larger trees on site). Creating a central greenway/parkway, with regular east-west roadway connections between blocks, would be a key opportunity to protect viewsheds towards the campus. Capitalizing on these views will help visually connect the Nishi Property to UC Davis.

V3: Gateway Features

The Nishi Property is uniquely located in an area that makes it an ideal gateway to both the City of Davis and UC Davis. Given its prominent location adjacent to I-80, any future development will become a recognizable focal point for the entire Davis area. Landmark building designs, as well as innovative vertical agriculture or sustainable energy facilities, will create a “face” to both UC Davis and the City of Davis. Ensuring that these development projects highlight sustainability, agriculture and innovation are key design themes for the Nishi project.

OTHER SITES OR PROJECTS

S1: Hotel Conference Facility

The owner of the University Park Inn and Suites has submitted an application with the City of Davis to construct a 125 to 132 room hotel with conference space and a small restaurant within the West Olive area. The site currently includes the University Park Inn and Caffe Italia. The application requires General Plan and Specific Plan amendments (including zoning changes), a conditional use permit and design review. The project applicant is hoping for Planning Commission and City Council hearings in early 2015. The City has prepared an Initial Study leading to a Negative Declaration , which will be circulated for public review prior to hearings. Plans for the Nishi Property will need to coordinate access and circulation needs with this planned project.

S2: Solano Park Housing

Solano Park Housing has provided low-cost, family-friendly housing since the 1960s on the UC Davis campus adjacent to the Nishi Property. The age of the buildings in Solano Park poses significant costs for health and safety and building code updates. The University is currently exploring strategies for supplying updated, affordable, family-friendly housing at Solano Park (and at Orchard Park across campus along Russell Boulevard).. For the purposes of the Nishi project analysis, it is assumed that the current Solano Park Housing will remain in place.

S3: Jury Property

The Jury Property is a small, triangular shaped property that is located between UC Davis, the UPRR tracks and the City of Davis near the northern portion of the Nishi Property. Uses include a mix of commercial service businesses. The property is currently part of unincorporated Yolo County. The property is unique because of its location within the broader gateway district. It has a history as an industrial site, including once being a location for fuel tanks that supported railroad operations.

2.4 COMMUNITY INPUT

In May 2014, the City of Davis and UC Davis held two public meetings to present preliminary conceptual ideas for the District that were made available on the project website: http://nishigateway.org/. Starting on August 1, 2014, the public was invited to participate in an online activity to provide comments on the concepts and other elements of the Nishi Gateway project.

The Nishi online community engagement tool served as a forum for Davis community members to contribute their thoughts, ideas, and questions regarding the Nishi Gateway Plan. The online engagement tool was intended to involve the public early in the planning process in order to integrate the community's core values and goals into the project. The engagement tool focused on several key elements, including open space, community character, economic development, housing, and mobility.

The online engagement tool received over 190 responses from community members. The website was publicized to community members through a variety of methods:

- E-blast to project contact list;
- Announcement via City of Davis website, email, and Facebook page;
- Posters and informational postcards in key locations through the City;Signage and access on the Nishi property; and
- Articles in: Davis Enterprise, Sacramento Business Journal, Davis Vanguard, UC Davis News.

In addition to the online engagement tool, the joint planning committee also:

- Presented to a variety of community organizations (Rotary, Davis Bicycles!, Sierra Club, etc…)
- Held stakeholder meetings with West Olive Drive businesses, environmental community groups, and the business community. Discussion topics included traffic and other impacts on existing businesses and property owners; potential benefits and synergies for downtown and other business owners, and opportunities for sustainability in project construction and operation.

The information presented below is a summarized version of the community comments received through the website from August and September, 2014. The complete and unedited comments are available on the project website at: http://nishigateway.org/open-space-framework-comments/the-courtyards-comments/. Some commenters did not want to see any changes. The comments below are those which could be summarized in a format that translates the wide variety of comments into key themes or guidelines that could inform the goals and objectives for the proposed Project.

COMMERCIAL USES

- Encourage businesses which may collaborate with the university or have some connection to agriculture.
- Don't compete with downtown businesses.

RESIDENTIAL USES

- Provide work/live lofts.
- Consider the health of residents when locating housing near the freeway and railroad.
- Housing should be for a wide range of ages and family types.

OPEN SPACE

- Open space should be connected to greenways and other open spaces.
- Provide green buffers from main roadways.
- Preserve mature/signature trees and make them part of the development.
- Trees and shade are important elements for open space.
- Create open space that does not have high water demands.
- Provide functional outdoor spaces that support community gatherings and a healthy lifestyle.

TRANSPORTATION/CIRCULATION

- This area should be connected to UC Davis and to downtown.
- Provide a network for pedestrian and bicycle access.
- Encourage non-motorized forms of transportation.
- Provide more crossings across the rail line.
- Improve connections for bicycles and cars to get from South Davis to downtown and UC Davis.

INFRASTRUCTURE

- Provide green infrastructure (low-water, low-energy, energy generation, electric vehicle charging stations, water recycling)

3 PLANNING AND SUSTAINABILITY FRAMEWORK

In view of the existing policy context and issues and opportunities noted in Section 1 above, Section 2 contains a recommended policy framework, including project goals, objectives, and key performance metrics that will inform and guide both District-wide and Nishi property planning towards sustainable outcomes.

Certain elements of the recommended framework (e.g., transportation, connectivity, and open space) may be applicable to the District as a whole, whereas other elements (e.g., energy, housing), are applicable only to the Nishi Property subarea and/or the Nishi Property in combination with the West Olive subarea.

3.1 COMMON GOALS

The following goals were developed for the District-wide planning effort based on planning efforts and public outreach in the last several years. The goals presented to City Council in February 2014 have been further refined through discussions with the joint planning committee and further study.

- Strengthen campus and community connections
- Create a new gateway to Davis, linking and building upon existing Downtown, West Olive Drive and UC Davis assets

- Improve mobility and connectivity for all users (cars, trucks, transit riders, bicyclists and pedestrians) while reducing traffic congestion
- Achieve balance between cultural, entertainment, visitor accommodation and recreational assets
- Achieve synergy with UC Davis and Downtown in order to complement, and not compete with, existing uses
- Create a pedestrian-oriented community within easy walking, biking and transit distance to UC Davis and Downtown
- Create a viable district that includes a mix of uses that meet the needs of UC Davis and the City of Davis
- Create a balance between residential and employment uses

3.2 COMMON DESIGN THEMES

The following common design themes for the District are based on the February 2014 presentation to City Council and further refined through discussions with the joint planning committee and further study.

- Incorporate energy efficient and sustainable building/site design principles
- Promote accessibility and open space as key design frameworks
- Maximize connectivity with UC Davis, Downtown, and Olive Drive
- Reduce automobile dependency
- Create walkable streets and a robust bicycle network
- Focus on compact development that maximizes housing and employment
- Focus on a mix of uses with housing closer to the Arboretum and Downtown and non-residential uses nearer I-80.
- Protect views from Interstate 80 of the Mondavi Center, Robert Mondavi Institute and Teaching Vineyard, and pending Shrem Art Museum.

3.3 SUSTAINABILITY FRAMEWORK

The draft sustainability framework consists of a series of goals, objectives and recommended actions that will guide the development of plans for District and Nishi Property development. Key performance metrics are also cited that will help to determine whether planning and implementation will achieve the goals and objectives outlined. In all cases, cost-effectiveness will be considered when evaluating the potential future outcomes of plans in achieving these goals and objectives. In addition, as implementation plans are developed in subsequent phases of the project, design features and implementing actions should remain adaptable and flexible as buildout occurs, such that the latest innovative technologies and design solutions can be incorporated into final plans for specific buildings and infrastructure projects.

This draft framework will be refined based on City, County, UC Davis and stakeholder feedback, and will be informed by subsequent technical studies, modeling, and preparation of an EIR and detailed sustainability implementation plans in subsequent phases of the planning process.

- **Goal 1: Serve as a model for low-carbon, climate-resilient development that also enhances the fiscal and equitable sustainability of the broader community.**
  - Objective 1.1 – Achieve substantially lower GHG emissions per capita for both residents and employees of the District compared to baseline levels, in support of the City of Davis' and UC Davis' long-term goals to achieve carbon neutrality by 2050.

- Objective 1.2 – Encourage innovative site and building design that encourages a healthy and interconnected natural and built environment, conserves natural resources, and promotes equitable and efficient communities.
- Objective 1.3 – Contribute to resource conservation during construction through the use of sustainable materials and cost-effective resource conservation methods.
- Objective 1.4 – Promote and demonstrate resiliency to the effects of climate change and other challenges through project design.

Recommended Actions for Further Study:

- Develop a site-wide emissions tracking tool to measure the annual emissions generated and off-set in the various emissions sectors and make results available to the public, as feasible. (Note: this tool will be developed in Task 4 of the consultant scope of work.)
- Seek funding sources to support investment in zero net energy (ZNE) or carbon neutral construction, technology, and development, as applicable.
- Study cost-effective pathways to achieving the objectives while also achieving best outcomes for the fiscal health of the City and the local economy, and ensuring project development can finance necessary infrastructure.
- Study project design elements that would address and reduce the urban heat island effect (e.g., use of cool pavement, cool roofs, green streets, etc.)

Sample Goal 1 Performance Metrics:

- Annual GHG emissions (metric tons of carbon dioxide equivalent [$MTCO_2e$])
- Annual $MTCO_2e$ per resident / per employee / per service population (residents + employees)
- Cost per MTCO2e avoided, reduced or offset

Goal 2: Provide low-carbon transportation choices and enhance mobility and connectivity through the use of innovative designs, technologies, and programs.

- Objective 2.1: Reduce automobile dependency and reduce vehicle trips generated within the District, working towards the communitywide goal of achieving 50 percent non-single-occupancy-vehicle (SOV) mode share for residential and commercial development by 2035.
- Objective 2.2: Achieve substantial reductions in vehicle miles traveled (VMT) compared to existing conditions by 2020 and 2035.
- Objective 2.3: Achieve maximum connectivity and safety for pedestrians, bicycles, and transit users.
- Objective 2.4: Provide ample support for future residents or employees who may choose to own alternative fuel or "zero emission" vehicles, such as electric vehicles and fuel cell vehicles

Recommended Actions for Further Study:

- Consider the challenges and opportunities associated with limited access points to the Nishi Property
- Consider design and demand management strategies that will encourage the use of non-SOV modes of transport (e.g. walking, biking, transit, ridesharing)
    - Connected sidewalks and bike trails to the Greenbelt and UC Davis paths.
    - New or additional transit service routes and frequency to and from the site.
    - Parking preference for alternative fuel, carpool and ridesharing vehicles
    - Strategically planned parking availability and parking cost
- Promote non-automotive recreational modes (walking, biking) by connecting to local and adjacent trails
- Accommodate alternative fuel vehicles in site design and infrastructure:

    - Provide charging infrastructure for electric vehicles
    - Consider feasibility of providing infrastructure for fuel cell vehicles as market matures
  - Integrate "live-work" opportunities to take advantage of mix of uses proposed for the Nishi Property, as well proximity to UC Davis campus and Downtown Davis.

Sample Goal 2 Performance Metrics:

- Percent of vehicle trips by mode (walk, bike, transit, carpool, drive alone, others)
- VMT per capita, employee, or service population
- Travel times (i.e., commute, shopping, etc.).
- Number of charging/refueling stations for electric vehicles or other zero-emission vehicles.
- Annual criteria pollutant and GHG emissions from transportation demands generated by the project

- **Goal 3: Design and construct high-performance buildings, public lighting, and on-site renewable energy systems that work towards achieving zero net energy (ZNE) usage.**
  - Objective 3.1: Design the project to work towards achieving zero net energy (ZNE) upon buildout. For purposes of this project, ZNE is defined as offsetting all building-related energy use with renewable energy on an annual basis[2]. To the extent possible, on-site generation will be used to meet this objective; however, off-site generation and purchase of renewable energy offsets will also be considered. ZNE will include all street and area site lighting, and other community related energy uses such as pools and community buildings. This does not include transportation-related energy use.
  - Objective 3.2: Buildings will achieve minimum 30% or greater energy efficiency than the 2013 Title 24 Energy Code, or equivalent based on likely future updates to building and energy codes.
  - Objective 3.3: Buildings will be designed to be "ZNE Ready" by meeting the energy efficiency goals stated in Objective 3.2. In addition, the buildings' other energy end uses will be high efficiency, (i.e. 100% high efficiency lighting, EnergySTAR appliances and equipment), and lighting will be adaptive where practicable.

Recommended Actions for Further Study:

- Design and site buildings optimally for passive elements. Examples include:
  - Minimize cooling loads due to direct solar gains in windows and optimize for passive solar heating in the winter using exterior shade structures and high performance glazing.
  - Optimize floor plans for efficient distribution of space conditioning and water heating
  - Use of cool or green roofs to reduce heat gain and minimize the urban heat island effect.
- Design buildings to prioritize energy efficiency in order to reduce the amount of renewables or conventional energy sources required to offset building energy use.
  - Explore creative solutions for miscellaneous and appliance energy reductions
  - Harmonize benefits between rooftop gardens, tree shading and providing for solar photovoltaic (PV) installations.

[2] To align with California's ZNE goals, the zero net energy metric used will be that the societal value of the amount of energy provided by renewable energy sources over the course of a typical year is equal to the value of the energy consumed annually, measured using the California Energy Commission's Time Dependent Valuation (TDV) metric. This is referred to as ZNE-TDV.

- Design buildings and site configurations to allow for installations or expansions of on-site renewable energy, such as PV solar panels.
- Consider innovative on-site energy reuse or generation potential, such as on-site waste-to-energy systems, waste-heat-to-power technologies, or integration with bio-digestion capabilities on the UC Davis campus.
- Consider the use of off-site renewable energy or emission credit options, as appropriate.
- Consider creative solutions or alternatives to using street or area lighting
    - E.g. Using glow-in-the-dark pavement on pathways to reduce street lighting, utilizing lighting designs that light the most area with the least amount of energy
- Utilize LED or more efficient lighting technologies and designs to minimize energy loads from both building and outdoor lighting.
- Consider on-site or other renewable energy sources to power street or area lighting.

Sample Goal 3 Performance Metrics:

- Annual electricity (kWh) consumed per square foot of building area (end use intensity, or EUI) by building type
- Annual natural gas (therms) consumed per square foot of building area (EUI) by land use type
- Annual on-site renewable electricity (kWh) or bio-gas (therms) produced

- **Goal 4: Maximize water and wastewater efficiency through the use of conservation, reuse and integrated landscaping and stormwater management strategies.**
    - Objective 4.1: Meet or exceed 2013 CALGreen Tier 1 water use efficiency requirements for indoor water use.
    - Objective 4.2: Minimize use of potable water in outdoor landscaping.
    - Objective 4.3: Work towards achieving zero net water usage through use of best management practices and innovative technologies
    - Objective 4.4 – Incorporate creative low-impact development (LID) solutions to meet stormwater treatment requirements.

Recommended Actions for Further Study:

- Explore site design strategies that include water efficient landscapes
- Consider extensive use of drought-tolerant landscaping, in consideration of other sustainable design elements such as edible landscaping, community gardens, rainwater harvesting, etc.
- Consider the installation of a non-potable/recycled water system from municipal utilities or UC Davis either for immediate or future use, depending on available supply.
- Explore dual-plumbing and landscaping designs that allow for reuse of gray water effluent in toilet flushing, irrigation, or other similar uses.
- Consider incorporation of bio-swales and other LID strategies to capture pollutants from surface runoff water.

Sample Goal 4 Performance Metrics:

- Gallons of water used per capita per day
- Annual gallons of potable water used
- Annual gallons of wastewater produced
- Annual gallons of recycled water imported from regional wastewater treatment
- Annual gallons of storm drain water carried off site

- **Goal 5: Create synergy with other project design goals and existing community sustainability initiatives.**

  - Objective 5.1: Preserve and promote the health of future project occupants and the local ecosystem
  - Objective 5.2: Ensure appropriately sited and programmed public spaces and open spaces, in order to maximize habit connectivity, public health, connectivity, and stormwater management.
  - Objective 5.3: Provide for access to local agriculture, including on-site agriculture in the form of community gardens, rooftop gardens, vertical aeroponic[3] farming, and other options.
  - Objective 5.4: Identify sustainable architectural and site design options for new buildings and infrastructure on the Nishi Property that will enhance and establish synergy with new development in the UC Davis campus.
  - Objective 5.5: Reduce landfilled waste by maximizing on-site opportunities for waste reduction, reuse and recycling.
  - Objective 5.6: Incorporate opportunities to educate and empower future residents and employees in the District to increase awareness of resource consumption and their carbon footprint.
  - Objective 5.7 – Provide housing and employment-serving land uses that will positively contribute to the region's jobs-housing balance.

  Recommended Actions for Further Study:

  - Explore opportunities to create partnerships with Cool Davis or other local organizations that will leverage existing community momentum towards achieving sustainability.
  - Consider best practices for incorporating agriculture into project designs, such as high-performance vertical aeroponic farming and edible landscaping in appropriate public spaces or privately-maintained spaces
  - Explore innovative on-site applications for waste reuse and recycling, especially green waste for composting and energy generation.
  - Consider an on-site food waste composting program or one that is integrated with the UC Davis campus.
  - Consider strategies to harmonize sustainable design features with public art and design of public spaces.
  - Consider innovative mechanisms to attract and retain high quality workers, including employer assisted housing programs.
  - Consider existing and future habitat for important local and regional species (special status species, bees, bats, barn owls, native plants, etc.)
  - Consider zoning overlays or other tools like 'special assessment district' or 'benefit assessment district' that may have tax advantages and/or other innovative alternative financing aspects.

  Sample Goal 5 Performance Metrics:

  - Area of preserved open space/density of development
  - Area of displaced or restored riparian or other natural habitat
  - Gallons of rainwater treated by bio-swales
  - Annual tons of edible crops grown
  - Tons of waste diverted from landfills
  - Annual energy generated from waste
  - Tons of compost generated and used
  - Walkability index
  - Weight and activity-related disease incidences

[3] Aeroponics is the process of growing plants in an air or mist environment without the use of soil.

- Pulmonary disease incidences
- Pedestrian-Auto Collisions

4 DRAFT SITE PLAN AND PROJECT DESCRIPTION

This section describes a draft site plan prepared for development of the Nishi Property, along with proposed framework plan elements for the District as a whole. The draft site plan was developed by the consultant team based on preliminary conceptual work done by Perkins + Will, two years of discussions with the joint planning committee, and initial discussions and working sessions between the joint planning committee and the current consultant team lead by Ascent Environmental. The draft site plan is shown in Figure 2.

It should be noted that the draft project description included in this memo will be expanded and refined for purposes of the EIR to be prepared for the proposed Nishi development project and related actions proposed by the City for the West Olive Drive subarea.

4.1 NISHI DEVELOPMENT PROJECT

The proposed plan for development of the Nishi Property ("Nishi Project" or "Project") includes a horizontal mix of land uses, including residential, employment and open space, on approximately 46.9 acres with new roadways, bicycle and pedestrian paths, and other infrastructure to support these uses. The Nishi Project is envisioned to be the focal point of a new "gateway" to the City of Davis and a vibrant hub for innovation and sustainability, with strong visual and functional ties with the UC Davis campus to the northwest. The Nishi Project would also provide access to and support commercial businesses and other uses in Downtown Davis to the north, and would enhance connectivity with South Davis and points east and south of I-80.

4.1.1 Land Use

A summary of proposed land uses for the Nishi Project are shown in Table 3-1 and are described below.

RESIDENTIAL

The plan includes approximately 650 multifamily residential units on 11.0 net acres, including approximately 210 for-sale multi-family building units on 4.1 net acres, and 440 rental units with approximately 990 beds on 6.9 net acres. Residential buildings would range in height from four to six stories. The for-sale units are proposed to be located within the northern portion of the site.

Rental units would be located in blocks along the central portion of the site, across from the existing Solano Park housing development. The rental units could potentially serve as student housing.

All housing products proposed 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.

RESEARCH & DEVELOPMENT

Employment-generating Research & Development (R&D) uses would include approximately 325,000 square feet in a series of commercial buildings on approximately 11.1 total acres, including 5.1 acres of adjacent

surface parking lots, or 6.0 net acres, not including the adjacent surface parking lots. These uses would be located on blocks within the eastern and southern portions of the site, closer to I-80. Building heights would range from two to three stories.

Proposed research and development buildings would be complementary to UC Davis research facilities, and could serve as incubator space for local start-ups, tech transfer, or other related R&D businesses.

Recreational amenities within proposed research and development uses could include a basketball court, exercise areas, dance/gym or similar indoor activities. The City could provide park credit with assurance the use would remain over time (such as through the Development Agreement).

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	6.9	440 units	60-66 du/acre	840	795
Residential: Multi-family For Sale	4.1	210 units	60 du/acre	420	315
Research and Development (R&D)	6.0	325,000 sq ft.	.45-1.1 FAR	650	820
Surface Parking[1]	13.1	-		-	-
Retail[2]	-	20,000 sq. ft.		-	-
Roads	3.0	-		-	-
Creek	3.3	-		-	-
Parks and Greenway	6.5	-		-	-
Stormwater Detention	4.0				
Total[3]	46.9	650 residential units 325,000 sq. ft. R&D 20,000 sq. ft. retail		1,910	1,930

Source: MIG 2014, prepared by Ascent Environmental 2014.

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

[1] Surface Parking includes a large parking lot at the southern end of the site, small lots northwest of housing within an existing utility easement bordering the Amtrak line, 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.

RETAIL

Up to 20,000 square feet of support retail would be included within either the multifamily or the R&D buildings. Typical retail uses would be expected to include coffee shops, convenience stores, or businesses primarily designed to support everyday needs of on-site residents and employees and would be determined based on tenant interest. Due to the site's proximity to Downtown Davis, an expanded selection of retail and service amenities would be within walking or biking distance of the site. Previous briefings with the community and City Council/Planning Commission informed the planning and degree of this use type on-site. 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 review with performance standards.

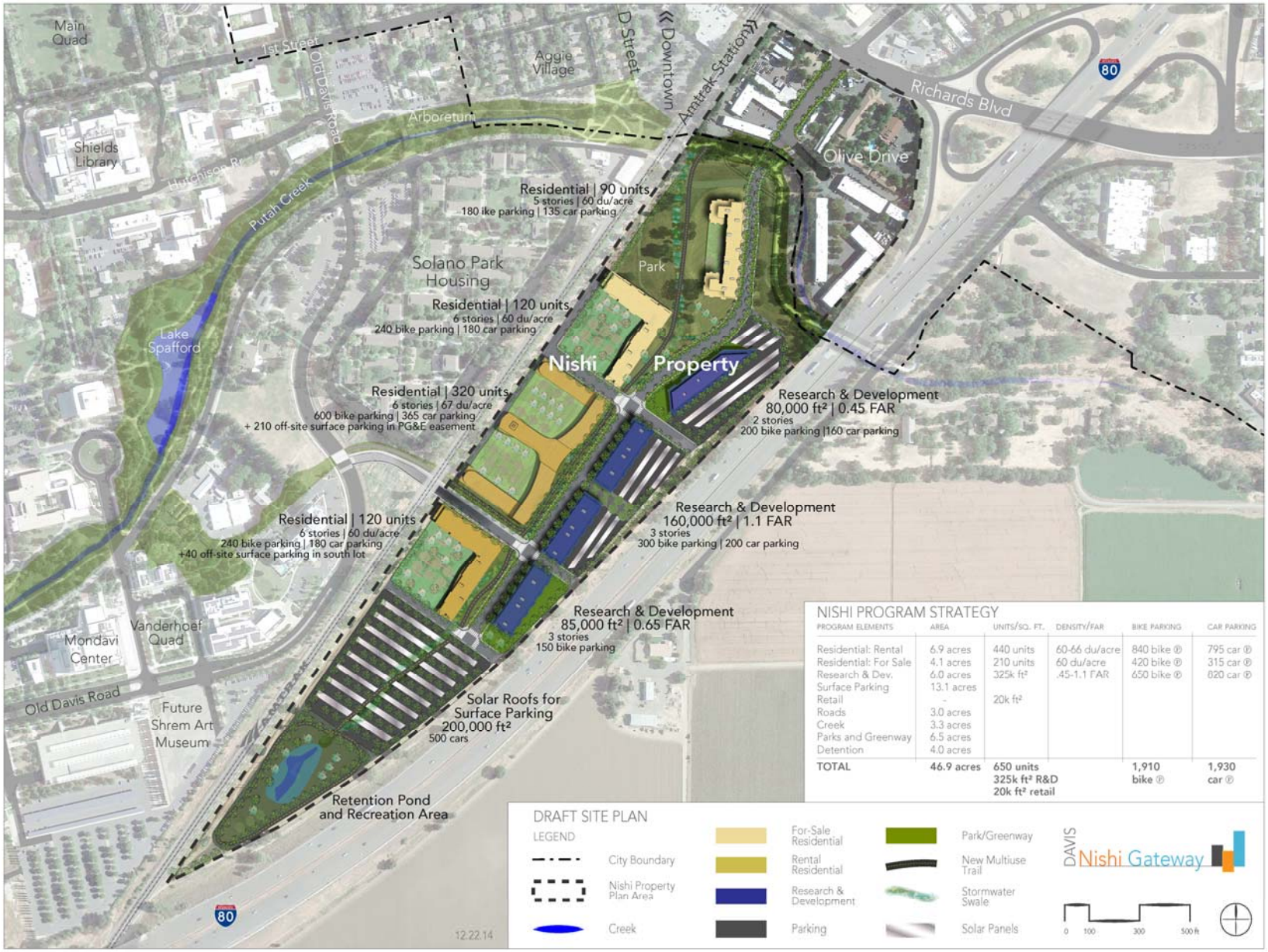


Figure 2 **Draft Site Plan**

PARKING

Approximately 1,930 vehicle parking space and 1,910 bicycle parking facilities would be provided for residential and R&D uses on the site. Vehicle parking for the two for-sale residential buildings would be included in on-site podium parking within the buildings themselves. Vehicle parking for rental buildings would be located both in on-site podium parking within the buildings as well as in surface parking lots, either behind the buildings in easements or, in the case of the southernmost rental building, within the large surface parking lot to the south. R&D parking would be accommodated primarily through on-site surface parking, in lots directly east of proposed buildings adjacent to the I-80 buffer. Additional "satellite" surface parking would be available in the large lot at the southern end of the site. This additional parking could be phased to serve either residential or non-residential uses on the site, and could be decked depending on market demand and other site programming and design considerations.

Total surface area dedicated to surface parking would be approximately 13.1 acres. This includes the large 5.5-acre lot at the southern end of the site; 2.5 acres of surface lots behind residential buildings in an easement bordering the UPRR line; and 5.1 acres of surface parking lots behind R&D buildings along I-80. These surface parking lots present an opportunity to incorporate a number of sustainable design element, including shade canopies that can also accommodate solar PV panels, which would help to off-set project energy demands and reduce the urban heat island effect; as well as bio-swales and other LID features to manage stormwater on site, which could also contribute to reduction of the urban heat island effect.

Parking needs will need to be balanced with the sustainability goals and objectives identified for the project, along with transportation demand management measures to be developed in subsequent phases of the planning effort.

OPEN SPACE

A total of 9.8 acres would be designated for use as public open space, including creeks, parks and greenways. This includes a 3.3 acre portion of the existing Putah Creek channel located on the site, along with approximately 6.5 acres of dedicated parks and greenways, including both the existing Putah Creek greenway and new greenways connecting the central and northern portions of site. The proposed open space and park areas south of the creek would preserve several existing mature trees (including a large signature heritage oak tree) and maximize connectivity with the creek corridor and existing greenways. The provided open space would offer areas for both passive and active open space, and potential uses could include space for Frisbee Golf, improved seating and picnic areas in the riparian corridor, an off-leash dog run area, planting areas including pollinators, community garden space, and public art installations. The retention pond at the southern tip of the site, while not formally considered open space, would also provide some recreational opportunities and open space benefits.

The parks and open space plan for the Nishi Project would be tied into a "green loop" open space plan for the District as a whole that would connect with the existing Arboretum on the UC Davis campus along the Putah Creek corridor west of the site, using a system of greenways that run through the Nishi Project and connect back to the corridor via a proposed UPRR undercrossing.

Private open space would be incorporated into the building developments themselves, and could include large green courtyards, rooftop vertical aeroponic farming, and community gardens, as well as open plazas for workers in the R&D buildings.

4.1.2 Infrastructure

ROADWAYS AND CIRCULATION

The proposed circulation system consists of new local streets, along with a system of pedestrian and bicycle "greenways" that would connect the site with the West Olive Drive subarea to the northeast and the UC Davis campus to the west. This system would provide enhanced connectivity for pedestrians, bicyclists, transit riders, and automobiles via new multi-modal roadway connections and linkages to existing greenways along Putah Creek.

The backbone of the project's circulation system would be the extension of West Olive Drive across Putah Creek and a new connection to the UC Davis campus, which would open up onto a complete, multi-modal "green street" in the center of the site. The new central street right-of-way would be approximately 100 feet in width, consisting of a two-lane, two-way street for vehicles with ample sidewalks and connections to small plazas and public spaces. The street would be designed to accommodate Unitrans buses, in addition to vehicle and pedestrian and bicycle traffic.

Additionally, a series of three local east-west streets connecting with the new central street, would frame a series of blocks and connections to both residential uses within the central and northern portions of the site and commercial uses in the blocks to the south and east. The center-most of these east-west streets would connect with a proposed undercrossing of the UPRR track to Old Davis Road on the UC Davis campus (see further discussion under UPRR Crossing below).

A new greenway, featuring an off-street Class I multi-use pathway, would be located within the northwestern edge of the new central street right-of-way, to maximize sunlight, maximize path contiguity by minimizing road crossings, and provide the greatest benefit to resident families. This new greenway would connect to Old Davis Road and UC Davis along the northern side of the UPRR undercrossing. The new greenway would also connect with the Putah Creek greenway on the northern perimeter of the site.

UPRR UNDERCROSSING

Pending further coordination and approval by UC Davis, the Nishi Project would provide a new connection between a new east-west street on the Nishi Property and Old Davis Road on the UC Davis campus. This new connection would involve a subterranean undercrossing of the existing UPRR line to prevent potential at-grade crossing conflicts between existing rail operations and vehicles, bicycles, and pedestrians that may use the proposed connection. Such a connection would also prevent the need for trains along the rail line to use their signal horn as they approach from either direction. The approach for the undercrossing descent would begin approximately 250 feet in either direction from the existing UPRR line; this will be confirmed pending outcomes of a separate study. UPRR approval would also be required prior to implementing such an undercrossing. High-quality pedestrian and bicycle access would be provided in both directions along this connection, as noted above.

Depending on phasing and emergency access requirement during initial phases of the project, implementation of a new UPRR undercrossing could result in a longer-term opportunity to eliminate the existing at-grade crossing near the Jury Property, thereby reducing train horn noise and improving safety. Before the undercrossing is completed, the existing at-grade crossing and access via Olive Drive could be used to facilitate emergency access on an interim basis.

WATER, WASTEWATER AND DRAINAGE FACILITIES

The Nishi Project would include water mains under the proposed streets that would connect to existing City of Davis water mains in West Olive Drive. The Project would feature a loop system that would require additional points of connection to existing City water distribution system, which will be identified through additional technical studies in subsequent phases of the planning effort.

The Nishi Project would require both stormwater and wastewater collection systems. A detention basin approximately 4.0 acres in size would be located at the southern end of the site. A series of interconnected storm drains, bio-swales and other low-impact development features along the new central street and within buffer areas on the edge of the site would serve to manage and convey stormwater. This system would also provide linkages with open space and other green features on the site, with the potential for a recreational path circling the site. Wastewater could be routed north across the UPRR right-of-way and westward towards the UC Davis wastewater treatment plant (WWTP) via a new line and direct connection to the WWTP. Another option would be to connect to existing City of Davis wastewater system located in West Olive Drive or other connecting points. A third option on the north end of the site would be to convey some stormwater to Putah Creek, which is no longer a seasonal creek and may have capacity to accommodate drainage. Any connection to the UC Davis WWTP would require further coordination and an agreement between the City and UC Davis. Further study will be performed in the next phase of the planning process to develop technical implementation plans for all wet utilities serving the Project.

In keeping with the sustainability goals and objectives noted in Section 2, further technical studies will also be conducted to determine the extent and application of on-site graywater reuse, future imported recycled water, and other features to maximize water and wastewater efficiency.

4.2 WEST OLIVE DRIVE

As part of the District planning effort, the City is proposing modifications to both Olive Drive and to the land use and zoning designations for parcels located in the West Olive Drive subarea. This subarea is bounded by I-80 and the I-80 interchange ramps to the east, Richards Boulevard on the north, UPRR tracks to the west, and Putah Creek to the south. Potential changes in this area are envisioned to further enhance the “gateway” to the city in this vicinity of the Richards Boulevard corridor and the I-80 interchange, as well as support and achieve synergy with proposed elements of the Nishi Project and connections to UC Davis campus and include bike/pedestrian improvements to serve existing and future uses,.

4.2.1 Land Use

Existing land uses within the West Olive Drive subarea include a mix of retail and service commercial businesses. Proposed increases in development intensity using an assumed floor area ratio (FAR) of 0.5 would result in a net increase of approximately 55,900 square feet of development, compared to existing development intensities on parcels in this area. No specific changes in use or development proposals are included in the proposed City actions, and precise changes in zoning or general plan land use applicable to this subarea will be determined in subsequent phases of the planning process. However, the City is considering a Neighborhood Mixed Use land use designation for the West Olive Drive subarea.

A separate development application has been filed with the City for development of a proposed Embassy Suites hotel and conference facility at the northeastern corner of the subarea near the I-80 interchange. As such, any proposed actions by the City to rezone or redesignate land are not anticipated to apply to this parcel.

4.2.2 Infrastructure

ROADWAYS AND CIRCULATION

As noted in Section 1, Olive Drive would need to be improved to provide primary access to the Nishi Property. This may include street widening or removal of on-street parking, signal improvements to the Richards Boulevard/Olive Drive intersection, and improved bicycle and pedestrian features. Currently, the street forms an "elbow" that terminates in a cul-de-sac near the creek, but could be realigned to provide a more direct connection to a potential new crossing of Putah Creek and the new central street proposed as part of the Nishi Project. Realignment could require potential right-of-way acquisition and reconfiguration of existing land uses along Olive Drive. The precise alignment and degree of change to existing uses from proposed Olive Drive improvement within this subarea will be subject to additional study in future phases of the project.

Improvements to Olive Drive and the extension of this street as part of the Nishi Project would provide a critical link to enhance circulation and connectivity between the Nishi Property, existing and future development on the UC Davis campus, and Downtown Davis and South Davis. Olive Drive improvements would also need to be coordinated with potential future improvements to the I-80 interchange and existing Richards Boulevard underpass, which are currently under study by the City.

COMMUNITY CHARACTER

Please provide your thoughts on each of the open space framework alternatives:

The Courtyards

• Grass isn't water efficient, and a lot of people don't even sit on it because it makes them itchy. This is my least favorite option. If it incorporated water, like the arboretum does, that would provide more aesthetic value in my opinion.
•Project will increase traffic and lower the quality of life in Davis. It will increase the amount of water needed, and increase demands to build more housing. Bad idea.
• (A) When I "Click(ed) to enlarge," your program required me to start over again. Takes still more time! (B) So far, I see no acknowledgement of the busy railroad forming the north edge of the wedge. Noise at night? Issue of increasing rail shipments of dangerous crude oil? (C) Those large green areas on your diagram: Do you mean for them to become grass-turf for play and new watering use?

Green Fingers
• Again, I think this area environment is too toxic for human residences. Noise pollution and polluted air quality would negate any benefits of housing development. A nice dog park would work. And if a major part of the landscaping budget were used to put mature trees in place, picnic areas would work if there was enough canopy shade. I think waste management and water supply need to be CAREFULLY considered if this area is to be developed in any way.
•Project will increase traffic and lower the quality of life in Davis. It will increase the amount of water needed, and increase demands to build more housing. Bad idea.

Green Loop
•Project will increase traffic and lower the quality of life in Davis. It will increase the amount of water needed, and increase demands to build more housing. Bad idea.
• Sorry! Your narrative plus diagram leave me stupefied! Try again? Again, does "residential open space" mean "turf, play-romp area"? Water! Water!

Other Ideas:

- Outdoor spaces and housing are not appropriate next to an adjacent 8-lane freeway. A community characteristic not reflected is Davis' interest in alternative energy sources. This site is well-oriented for a photovoltaic facility of significant proportions.
- I emphasize green infrastructure. This should be a Zero Net Energy project, exploring advanced technologies such as microgrids, ground source heat pumps, solar photovoltaic. It should produce more energy than it uses. Putah Creek needs to be enhanced, beautified.
- Project will increase traffic and lower the quality of life in Davis. It will increase the amount of water needed, and increase demands to build more housing. Bad idea.
- Wildlife habitat. Water harvesting.
- Passive solar will decrease energy usage and provide nice indoor light. Doesn't cost extra if it's

- I'm a retired environmental design professor, researcher, author, and planner who has lived in Davis since 1973. Here are some ideas: (1) Without a second (and possibly third) vehicular access to the site across (or under) the railroad right of way from the University, the project is infeasible. If Olive Drive is to be the only vehicular access, the project will fail. Work with the railroad, University, and City to assure a second (or third) off-grade crossing of the railroad tracks. Union Pacific is notoriously recalcitrant, but without a vehicular RR crossing deal, fold your tent and consider less intensive land uses. (2) It makes no sense to designate single-land-use photovoltaics (as shown in several of your alternatives). Require photovoltaic electrical production on ALL roof surfaces of all buildings, and over parking lots. Generate excess electricity if need be. (3) Obviously, bicycle (and perhaps some kind of small e-vehicle) traffic must be provided in, around, throughout, into, and out of, the site. This is no doubt being adequately considered already, however. (4) Housing which does not allow "owners" to build equity won't work well as "attractors" for potential faculty and research professionals. It remains to be seen if the single housing debacle at West Village will ever work, so don't try it here unless some kind of ownership/equity is built in. If the housing is just rental, fine, but expect some blow-back from private rentals in town if the City's vacancy rate goes up at all. Some mix of small, equity-building, micro-units would go a long way to allow people a low-cost entry into the Davis housing market. (5) Each additional housing development by (or associated with) the University along the Arboretum and Putah Creek will add recreation demand for use of the creek corridor (I use this corridor for much of my recreation). Adding housing such as the Nishi Gateway or West Village without enhancing or developing a master plan for increased Arboretum and Putah Creek recreation would be very short-sighted.
- Consider the pedestrian experience. It's more interesting to walk in a space that provides visual variety and expresses the individuality of residents. Avoid the homogeneity that is often part of large scale buildings and multi-family housing. Highlight green infrastructure for beauty and storm water quality benefits.
- It is hard not to check all the boxes. This thing should have everything. It needs rainwater catchment and solar on every building. It needs a balance of public and private areas. It needs to naturally promote walking and cycling.

Please provide any additional community character considerations.

- Locations such as this (between a major freeway and a railroad) really shouldn't have any people living here due to the high particulate emissions from vehicles (combustion, tires, brakes), noise, spills, potentials for accidents, etc. The fewer the people living and working here, the better. Proper uses for this space would be: a concrete plant, agricultural field or orchard, an equestrian center, car dealership, manufacturer outlet stores, wastewater tertiary treatment plant, wilderness, etc. FMC said they couldn't find enough space to grow in Davis; this would be fine for a manufacturing operation like theirs. Especially: don't put anything which would encourage people to exercise here -it will just kill them.

ECONOMIC DEVELOPMENT

Please provide any additional economic development considerations.

• The best businesses would be those that had collaborative efforts with the univerisity including student employees and interns. This would reduce driving and increase sustainability.

Other Ideas Page:

- An alternative to consider is making this a center for sustainable energy production and waste management technologies. Its general character -- located between a freeway and a railroad -- is essentially industrial. It could be accommodate research/development facilities for composting, anaerobic waste treatment, aquaponics, and photovoltaics. A test section could be set aside for research on growing trees to sequester carbon dioxide. The campus treatment plant could provide the water.
- Davis doesn't need fancy office space and social networking can already be done without building being devoted to it. Industrial spaces for collaborative innovation utilizing energy efficient technologies would be niche that other high density population areas like the bay area cannot duplicate.
- This space seems best suited to high-density work and housing options. My biggest concern is the increased traffic, parking, and connections to Highway 80. This space should be required to have their own on-ramp and off-ramp as the current highway access is used to the max during the morning and evening commute hours (especially when UCD is in session). I would like to see plenty of plug-in areas for electric vehicles and incentives to bike.
- Require and build in water recycling.
- Build in electric vehicle charging in each unit.
-

HOUSING

Other:

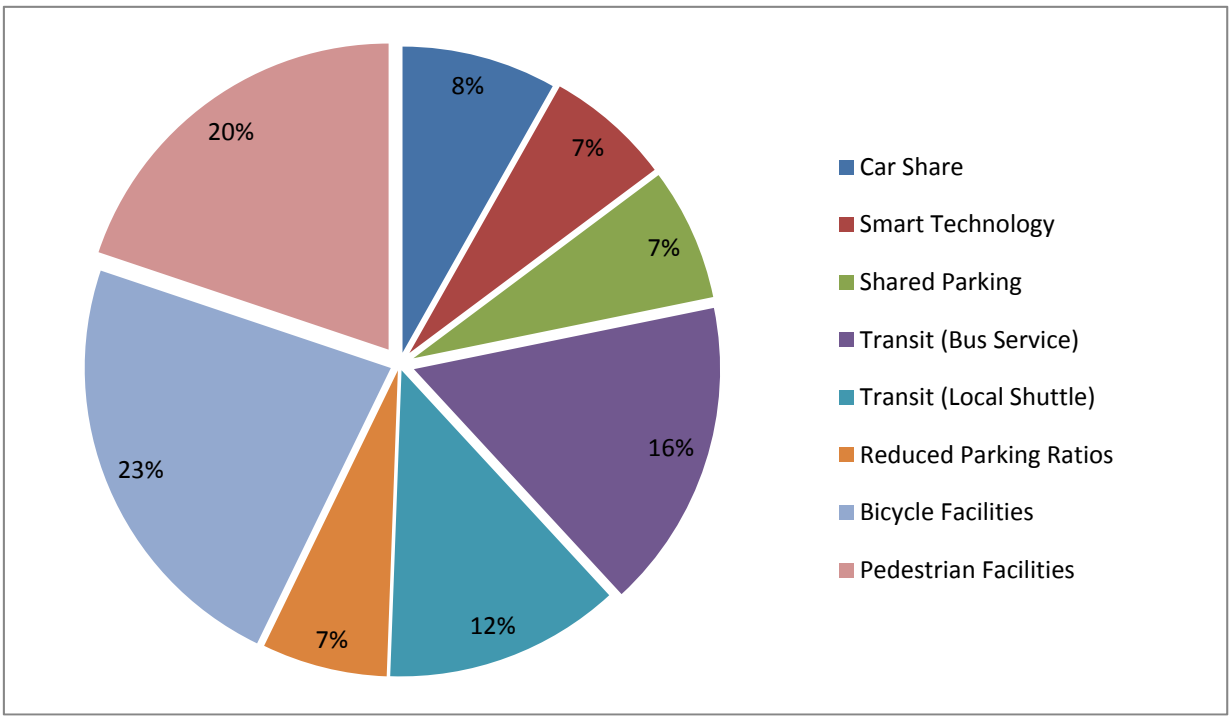
- None. But all the business park units should feature green design and construction and be zero net energy.
- The use of green construction as much as possible
- Green roofs

Please provide any additional housing considerations.

- I hope the "Green design and construction" is a foregone conclusion and should not have to be listed as an "extra" in any sense. I have the general feeling that any family housing (which should be lower density) would be north of the tracks and away from I-80. I don't particularly favor the highest density housing. I think good quality housing should allow people to walk out of their home with no more than three flights and not have to rely on an elevator.

MOBILITY

Please select the top 3 strategies you think would have the largest impact and should be applied to the Davis Nishi Gateway Plan



- **Car Share**
  - Sounds good but not reflective of people's real life patterns and habits. Perhaps attempting social re-engineering of this type is a worthy goal but I think it could very well end up as a failed attempt.
  - Good idea in principle, very little impact in practice. Car sharing is not in the American psyche and Davis is no exception, regardless of what we'd like to think.
  - This will help reduce the total number of vehicles needed at the Nishi Gateway - a lot of people these days are opting to go carless or are thinking about it - this would really help!
  - Hell no
  - Require that each household have no more than one vehicle with size limits.
  - Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
  - This is my 5th priority. Car sharing has some appeal, though in a city like Davis that is somewhat isolated from urban centers -- at least in terms of transit -- few people will be willing to forgo car ownership entirely.
  - Great idea. Would be good if there was also a nearby car rental company. Seems like they recently relocated from Olive Dr. to Chiles.
  - I lived in SF for 5 years without a car and this type of resource made that totally possible.
  - Sure, why not? This would probably be most workable and valuable for higher density housing.
  - Already heavily used in Davis, but a problem for groups meeting to pile into single rental vehicle. Create a "rental park and ride?"

- Good idea
- There should be a carshare program located on the edge of the project

- **Smart Technology**
  - If adequate parking is provided, these technologies would be great.
  - Sounds great, could reduce the number of cars driving around looking for parking.
  - Absolutely! This is 2014 and these homes should be in the 21st century.
  - Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
  - This is nice where cars are the central form of transportation, but I hope that's not going to be the focus of the Nishi development.
  - Car parking should be minimal. People will complain loudly, but then figure out other forms of transportation. For those who can't figure it out, perhaps this isn't the right location for them.
  - Sure, why not?
  - NO - WASTE of money and needless
  - Davis is not busy enough most of the time to need this. Don't design for peak times or weekends (graduation)
- **Shared Parking**
  - Great
  - Park once strategies for the District. People walk/cycle to lunch, not drive.
  - Sounds like an efficient way to manage a limited resource.
  - Umm no. How would this work.
  - How about not charging staff to park on campus. We shouldn't have to pay to park where we work.
  - Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
  - Same as for Smart Technology.
  - Car parking should be minimal. People will complain loudly, but then figure out other forms of transportation. For those who can't figure it out, perhaps this isn't the right location for them.
  - Charge for parking spaces and give an incentive for those who don't have cars. Allow housing units to not have car parking spots allotted to them and let the residents/workers save money. Make those with cars pay significantly more.
  - Definitely! Shared parking tends to be used by different groups throughout the day, making the structure more efficient. Walking to Mondavi at night from shared parking would be great.
- **Transit (Bus Service)**
  - Bus service is underutilized. This option could be a key strategy to making the downtown and university accessible at low cost. education and ease of use will be important.
  - Work with Yolobus for commuters into the Gateway District.
  - Unitrans is great.
  - These buses are often late and are not convenient for staff off site for meetings.
  - Make this option available using small electric vans/shuttles to minimize noise.
  - Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?

- Might be overkill, and smaller shuttle options might be more appropriate. Some sort of motorized public transit would be good though. Busses from S. Davis routes could enter campus via Olive and boulevards in Green Loop plan.
- Bus service is familiar to most, and is very workable within a small city as long as service is scheduled frequently and reaches all important destination zones. They can accommodate people with restricted mobility, and are more practical than walking, biking or shuttles in servicing medium-distance (1+ miles) locations. This is my 3rd priority.
- Yes.
- The more residential development, the more the need for some kind of bus service. Bus access for the community to points of interest and after hours activities during the rainy months makes a lot of sense.
- Will work if free, and frequent.
- Not a substitute for a second vehicular rail crossing to campus.
- No, bus stops should be pushed to the perimeter of Nishi Gateway.
- Essential
- Why duplicate bus service, increasing cost and segmenting ridership?

- **Transit (Local Shuttle)**
  - Non-stop point-to-point shuttles can be very popular. Having multiple stops appears to diminish ridership.
  - You will need little personal shuttles to get people on and off that property with the dramatically reduced parking ratios required to develop this property.
  - Could be critical to making this neighborhood work.
  - Local shuttle from central parking facility
  - Yes more shuttles so staff can go between building and places for meetings. I work off campus and can only use my car to get to meetings. I'm disabled and can't ride a bike.
  - YES PLEASE! YES PLEASE! YES PLEASE!
  - Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
  - Difficult to see what needs will emerge. Might be useful to have some sort of campus loop shuttle service that would integrate this area.
  - This is my 4th priority. Very frequent no- or very-low-cost shuttles with service to downtown and campus locations will attract a lot of riders, including those who can't or won't walk or bike.
  - Yes.
  - Would be nice, but the UCD shuttle that we had a few years ago fizzled out.
  - I think this is a good option when linking to low cost parking lots on the periphery.
  - Will work if free, and frequent. Not a substitute for a second vehicular rail crossing to campus.
  - Not large enough to need this, unless you have senior citizens or mobility challenged
  - No, Davis is not big enough to need this, and a trolley circling Nishi Gateway would be silly.
  - Good idea
- **Reduced Parking Ratios**
  - Start a revolution and make it a car-free community! Local shuttles and emergency vehicles only!

- Providing inadequate parking at this development site will put even greater pressure on drivers to use limited parking spaces in downtown Davis.
- Parking is impacted enough already, I don't think this is a great solution.
- the needs of automobiles should not drive design; storage of automobiles should get the lowest priority
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- A good way to maximize beneficial space while discouraging car use, but not very high on my priority list.
- Build parking in multi-tiered garages instead of taking up space with lots. Apply green technology and energy efficient technology to these also with electric charge stations for electric cars.
- Car parking should be minimal. People will complain loudly, but then figure out other forms of transportation. For those who can't figure it out, perhaps this isn't the right location for them.
- Is a good idea if used judiciously based on the land use.
- Good. Vehicle access is necessary but lowering the parking ratio (cars per unit or per square foot) will make for a walkable neighborhood and discourage excess auto ownership.
- Build a parking garage and minimize surface parking to save green space.
- No, too focused. Look at a comprehensive parking plan for Nishi Gateway.
- People will be likely to own cars and keep them near their homes; those cars need to be accounted for, no matter the public transit options
- Avoid surface parking. It's an inefficient use of this high value space
- Parking must be provided!! Underground is preferable but expensive
- This needs to change. Reduced for sure... we need a MAXIMUM number of parking spots, not a minimum.

- **Bicycle facilities**
  - Great!
  - This is a given, but I still had to vote for it... hopefully the bicycle facilities would be a little nicer the trail on this photograph...
  - All paths should have grade-separated connections to campus and city
  - Including robust bikeshare
  - Bike paths are one of the best things about Davis.
  - This is a MUST, especially in Davis!
  - This should be done regardless of what choices are made.
  - Please add lots of bike only pathways...other areas for pedestrians.
  - Make the bike paths safe for pedestrians. Downtown now has green colored markings for bike paths, use a different color for pedestrian spaces.
  - Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
  - My second priority. Bikes are very useful for short to medium trip lengths. Less appealing than walking for me, but still very functional without the enormous infrastructure requirements of cars (wide streets, massive parking areas) and the associated environmental and financial costs.
  - Yes.
  - Essential, and a "no-brainer".

- Maximize these, and also allow for small electric vehicles under similar conditions. The latter will become evermore popular in the life of the project.
- There is already a bike path. We do not need more. I am a bike-only commuter so I am not anti-bike. I just think out paths are sufficient
- No avoiding it.
- This is the single most important transportation item. Make cycling easy and inviting. Do the opposite for automobiles.
- The City has adopted ambitious goals for bicycling, and it is critical that every new development contribute to making bicycling safer, more convenient, and more 'normal' to help the city achieve these goals
- Must have excellent connectivity to Mondavi area and be above all SAFE.

- **Pedestrian Facilities**
  - Great!
  - Need multiple grade-separated crossings of RR.
  - Why not just have mixed bike/pedestrian facilities?
  - By making the Gateway accessible to pedestrians, you'll help make it a more friendly and welcoming place.
  - Streetlights and night life features and lights, to encourage people to walk around at night.
  - This should be done regardless of what choices are made.
  - Adding WIDE walkways are best. One walkway not 2 sidewalks for each road.
  - Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
  - This is my first priority. Given the proximity of Nishi to campus and the downtown, many Nishi residents and workers will be able to conduct personal business on foot. Bikes are great for reaching medium intracity distances quickly, but for short excursions they're a hassle -- helmet, locks, parking racks have to be dealt with. I live a few blocks from downtown, and I very rarely bike there -- I'm almost always on foot. Walking is also way better than biking in bad weather.
  - From your illustration, I gather that you assume more lawn-turf and hence more water demand.
  - Yes.
  - Essential and a "no-brainer".
  - Obvious, essential, and necessary.
  - Yes, and uphold laws regarding pedestrian right of way
  - Let this develop spontaneously like on E Street corridor, parcel by parcel. "Street furniture" looks too fake and institutional.
- **Other Ideas:**
  - With housing on campus instead of at Nishi, there will be fewer problems with traffic.
  - See earlier comments about facilitating movement of cars to the underused Mondavi parking lots.
  - Put all parking on the edges of the project and allow no personal cars/commercial trucks in it -- just as it is on campus. Local shuttle buses is a good idea. Otherwise, design for maximum bicycle and pedestrian convenience.
  - I'm very concerned about vehicle access to this property. As we all know, the Richards undercrossing is a mess. Ingress/egress via Old Davis Road should be developed to provide

relatively easier access to Interstate 80. As well, as many ingress/egress routes as possible should be developed to provide alternatives for motorists during periods of heavy congestion.

- I think the only way this parcel is going to work is to discourage the use of cars and encourage public transit, bicycling or walking. Because of its proximity to campus, and because it is bounded by a freeway and railroad, it would seem transportation by car is the most problematic mode.
- Don't develop this property. We should spend our money on much more important things, like education.
- All are great ideas and there is no way around developing a project in Davis w/out bike facilities.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- Due to connectivity issues the Nishi Gateway should incorporate the absolute best in bicycle/transit options in order to provide people with a choice not to drive.
- People good, cars bad.
- I would hate to limit parking too much, or charge too much, especially if some of the employees have to live out of town and have to commute. Provide some things like UCD does, i.e. Go Club, that promotes carpooling, etc.
- Orient the residential and office building to people who don't need to drive as much and don't need multiple cars.
- All great ideas. I would actually like to see some of these ideas extended to the rest of Davis.
- Reduce the need for paved space for vehicles and parking as much as possible. Use permeable paving for parking and ped zones, with paved ped zones for mobility impaired. There has been NO mention of how to address needs of mobility impaired in this survey - why not?
- Do not "pothole" with parking lots like in Downtown, painfully obvious where a business campaigned for parking right in front of its doors. A street based system is easier to understand and maintain.
- The concepts shown of removing I-80 ramps and replacing with a traffic light is new and very good, as is the Richards avenues pedestrian Arch. both together will go a ways toward addressing the "Tunnel problem" but there will remain severe congestion at that site.
- I'd prefer to see the individual vehicle infrastructure built to complement the other modes, rather than the alternative modes included as an afterthought.

CYCLING, TRANSIT AND PEDESTRIAN OPTIONS

What barriers or constraints currently exist that would discourage walking or bicycle trips to these destinations?

- 1. Railroad tracks. 2. Inconvenient bike routes and unsafe bike/car interactions throughout the downtown.
- Lack of signage. Heat in summer.
- Safety in relation to the access issues, tracks, etc.
- Obviously the freeway and the train tracks... The fact that Olive Drive leads to nowhere. That 5-10 minute radius map is horribly inaccurate
- Shuttle service would be needed to link the new development site to the main campus areas and downtown.
- Railroad tracks and congestion at Richards and Olive Drive.
- Connections from the main bike path through Davis Commons across 1st street / Richards. RR tracks between Nishi and Campus.
- Railroad tracks, automobile congestion
- Small pathways
- Poorly lit bike paths for night time, having to cross busy streets, and bad weather discourages biking and walking.
- If you widen West Olive Drive and make it the main access road to the project area, I am sure you will discourage/inconvenience walking and bicycle trips out of the project area. Why not make walkers and bike riders the first priority?
- There's no way into the tunnel from southbound E Street or Westbound 1st Street. Richards and Olive should probably have a ped scramble so people can make left turns.
- The Safeway center is too far to walk in my opinion, but relatively easy to access via bike. Otherwise I would say all of these destinations are easily accessible without a car.
- The area under the train tracks, next to the Whole Foods (Richards Blvd?) could have a larger and nicer area for bikes. I know that the tunnel is small, so I'm not sure how to approach such a change. Also, that same intersection, in general, is only pedestrian/bike friendly on one side of the street on the downtown end. And not too friendly on the other side of the tunnel. In general, access for pedestrians and bikes should be made a higher priority on both sides of the tunnel.
- The Research Park Dr detour on the bike loop is a bummer - if you can straighten the connection that would be awesome!
- The railroad tracks are a definite problem. There has to be at least one or two safe crossing places across the tracks, preferably a tunnel or over crossing rather than at grade.
- The railroad tracks and the Richards drive entrance into Davis. Air pollution would also be a deterrent at times.
- Richards Blvd/I80 overcrossing feels congested and unsafe for walking and biking. Bikes must weave, cars have free right turns. A seven-story hotel will increase congestion and turning movements.
- The overpass of I-80.
- The hot, shade-less summer sun. Poor way-finding signs. Lack of clear routes.
- What about handicapped that cannot walk or ride a bike?
- Lack of a separate bike-way...people always clogging the bike path. have pedestrian walkways separate.

- The bus service to the Mondavi center is minimal, and is not available after most performances. Lack of lighting and safe walking path from downtown to the Mondavi.
- None of which I am aware aside from the train tracks.
- Railroad tracks impede access; high traffic next to bike lane over I-80 to south Davis
- Traffic around the University. Olive and Russell roads congestion.
- The bike path that runs parallel to Richards is scary, not a place I would bike on alone after dark. Even some places on campus don't feel safe, either because the paths are in bad condition AND poorly lit or just remote feeling.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- The intersection of Richards and Olive is extremely unfriendly towards bicycles and pedestrians. Despite significant amounts of housing east of Richards boulevard there is no safe route downtown without significant amounts of cars when riding a bicycle.
- Richards underpass would be a major pedestrian/cyclist bottleneck. Navigating through Davis Commons (parking lots) would create major frustrations for all parties.
- The railroad currently presents the most significant barrier to good circulation between Nishi and the downtown. I assume that at least 1 undercrossing will be build as part of the development. Richards Boulevard is a also a huge obstacle. The volume of cars is intimidating, and the lane patterns are extremely poor for biking. Adding a second bike tunnel on the east side would be helpful, but wouldn't directly benefit Nishi. Note that under no circumstances I can envision would I support widening the Richards undercrossing. I believe the current 2-lane configuration constitutes an important psychological barrier to flooding the downtown with even more car traffic than we have now.
- Rain
- Weather related. Traffic lights with long wait times like at Richard's and First St as well as multiple stop signs that slow movement of bike traffic especially at peak traffic hours.
- Parking spaces. Can't we design this without parking lots and garages?
- Heat or rain. Some traffic downtown. Inability to easily get to campus. The bike path through the (older) family student housing is poorly designed as it stands (is it a road? is it a path?). The train crossing will be very dangerous, as I see most people will try to take that instead of going to the bike undercrossing. I do not see where the cars will enter the property.
- All of the stop signs in Downtown deter me from biking here, not sure there is a solution for that. Richards blvd, especially the underpass is completely un bike friendly.
- Well folks who have to pick up kids for activities more often drive. Seniors may be less inclined to walk or bicycle. There is a need for well lighted level paths that are well marked and don't conflict with vehicle traffic.
- It isn't easy to get from the Nishii Property to D St past the shopping center. Lots of traffic there.
- Some people have physical problems which limit their ability to walk or bicycle. Your cute little graphic does NOT show hardware stores, banks, grocery stores, etc. Sometimes people go to those places...and sometimes if you're buyin a ladder or other large item, or full bags of groceries, walking or biking just isn't feasible, so there need to be other options readily & conveniently available.
- (1) The Rail Line of death, obviously, for the campus destinations. (2) Why would anyone want to shop at Safeway? Okay, so you might need toner. So, some people might feel a little intimidated riding their bike down Cowell. (3) Access downtown look pretty decent to me with the existing path. (4) Expanding on my first point

above, you really must provide pedestrian/bike access near the southwest corner of the Nishi property. The pins on the map don't include much of the campus, the Mondavi Center, the new modern art museum, Hutchinson drive to visit your friends on the other side of 113 and I could go on and on. Integrate to the west.

- The railroad tracks. The bicycle mess from south Davis across Richards Overpass. Idea: Buy the R.O.W. hold-out property (which requires bicycles to move up to surface streets prior to going under the freeway) now for sale to complete the old North Fork of Putah Creek bicycle path from south Davis under the freeway.
- NONE. There is a good paved route for users of all mobility levels
- Rail line
- The railroad crossings and crazy congestion situation at Olive and Richards.
- Auto traffic. Keep cars and autos separate.
- Downtown is pretty tight these days--cars and pedestrians seem to be competing for space on the streets
- None
- Crossing the tracks
- The railroad tracks pose a major barrier. Are multiple crossings possible?
- The Olive Dr/Richards Blvd intersection is very difficult to navigate currently, as is the downtown access through the Arboretum. Added traffic by any mode at these two access points will only make it worse. The development would have to include significant re-design and improvements to at least one of these access points.
- From the NISHI site the railroad is the first obstacle. There needs to be a corridor for bikes, people and vehicles that allows traffic to flow freely from NISHI to the Vanderhouef Quad
- The railroad tracks and Richards Blvd
- Busy roads. Cars. Ignorant drivers. Railroad tracks. Terrible bike path quality. Bike lanes in the door zones
- Crossing 1st Street: Provide a bicycle/pedestrian path along the rail lines and across the Richards tunnel. Richards/Olive intersection: route bicycle/pedestrian traffic to paths around the intersection and across the tunnel per above. Add roundabouts at Olive and 1st Street. Need alternate auto access to Nishi via extension of A or B Streets

What amenities or facilities could enhance bicycle or walking trips to these destinations?

- 1. Tunnels 2. Better connection between the bike path under the freeway and D street. The narrow outlet from the Whole Foods parking lot is uncomfortable to ride in a bike. It is a narrow space for both cars and bikes.
- Signs. lighting, shade, etc.
- Separated access to avoid tracks and Richards.
- Several additional tunnels, bridges, and/or at-grade crossings at Solano Park, Old Davis Rd, and at L St.
- Bike/pedestrian bridges and/or tunnels to traverse the tracks.
- Grade-separated crossing(s) of RR to south of current one. Bridge over Richards parallel to RR. Separated path through Davis Commons.
- Tunnels, shaded and structured walking paths
- Larger pathways to accommodate bikes and pedestrians
- More street lamps for night time, good bicycle traffic areas
- Keeping all cars and commercial vehicles out of the project area (parking on the edges; no free access). Also, making the main car/truck access road to the project area one that connects to Old Davis Road, and not through

West Olive Drive, would greatly enhance bicycle and walking trips to these destinations.

- Shade, sidewalks, cycletracks, lighting, ped scrambles.
- Direct bike bath access to Old Davis Road near Mondavi would facilitate visits to it.
- Bike lane on the street (with some kind of a barrier)
- The Richards Blvd. underpass and bike tunnel need enhancement. A second tunnel is needed.
- Bicycle and pedestrian paths that connect to already existing paths on campus and downtown.
- Safe crossing on RR tracks and into town.
- More separated bike/pedestrian facilities. Slow freeway exiting vehicles before they reach Richards.
- Good bicycle and pedestrian paths.
- Lots of trees, shade. Places to repair bicycles and air/water stations along the route.
- Shaded routes for walking. way-finding signs for all. separate paths for cyclist and pedestrians when possible. signs with area maps showing location of the pedestrian "you are here ->"
- A small shuttle service would be nice.
- Night time bus/shuttle service to the Mondavi Center, from South Davis. Evening buses that would allow one to put their bike on the bus after the performance, i.e. one could bike to the event and take the bus home.
- The area is already pretty friendly to pedestrians and bicycles. I live on 3rd street and am on the board of a non-profit on olive drive. The existing infrastructure is adequate. Would be nice for the development to plug into existing infrastructure
- Bike path separated from car traffic over I-80; another passage under the RR tracks
- Better bike paths and bike/walking education
- Emergency call boxes for instant access to 911 Dispatch.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- More on street bicycle parking should be included in the core of Davis, such as at the farmers market. Separated bike lanes (with parking on the outside of the bike lane) should be considered where possible in the downtown area.
- Ample bicycle parking within Nishi would encourage bicycle travel more generally. An overpass for non-motorized use from North corner of Nishi that would simultaneously cross train tracks and Richards into the parking lot between 1st and train tracks across from F street would be the feature that would most efficiently move cyclists pedestrians from Nishi to downtown core. On/offramp could easily be integrated into 1st and F intersection.
- Railroad undercrossing(s)! A bike tunnel on the east side of Richards Boulevard, which would go a long way toward fixing the dismal bike circulation pattern at First and E -- there's currently no safe way to get between the east side of that intersection and the current bike undercrossing without enduring two cycles of what seems like the longest traffic signal in Davis.
- Exercise, fun and being outdoors in a somewhat natural setting. More public bathrooms would help.
- Underpasses to separate bike traffic from vehicular traffic at gateway locations into downtown and into main campus. Designating car-only traffic patterns at peak travel times. Park and ride options should be more fully embraced by UC instead of building more parking lots on campus. All areas serviced or accessed by the Loop could be included and significant incentives given to students, staff and faculty that utilize Park 'N Ride, walking and biking only travel.
- Car-free zone. Roads and parking increase distances for pedestrians and cyclists. Cars are the primary safety

concern. Summer shade on paths. Convenient bike parking.

- Another bike path that goes over or under the train tracks.
- More green belt like paths in the down town area...
- Well-lit bike paths, benches.
- Lovely gardens; REI; Michael's; clothing for men & women over 40;...
- I know it's expensive, but the more points of access across the rail, the better and I believe these will pay for themselves financially in terms of attracting visitors. I note that there is a prejudice in all of the pictures and maps to discount pedestrian and bicycle access to the far southwest end where a new museum is planned. Already there is the Hyatt Hotel and Mondavi Center that is cutoff from pedestrian access. Open it up down there! You'll be glad you did. The Nishi property, if developed in an interesting way will become an attractive alternative route between downtown and the Mondavi/Modern Art Museum/Hyatt Hotel locations.
- Multiple off-grade crossings of the railroad tracks. Buying the property to streamline the Putah Creek bikeway R.O.W. onto the site from south Davis.
- More drinking fountains, benches, rest rooms and bike parking.
- Bike parking is all that we need.
- A clear, multi use corridor with minimal start and stops, timed lights, etc. The numerous four-way stop signs for pedestrians, bikes and cars in downtown leads to chaos and dangerous confrontations. Example, could a simplified D street corridor lead people to/from central park?
- Bike racks in convenient locations (there are very few places to stash a bike in downtown).
- Trees and ample safe spaces
- Overpasses or underpasses
- Safe and convenient connections that don't require too much interaction with cars
- Limited capacity for cars and car parking would force people working or living there to rely on walking and biking
- Pedestrian and bicycle only facilities – bridges, tunnels, off-grade paths
- Grade separation crossings
- Narrower vehicle lanes, expanded bike lanes
- Connect the bike loop

Please provide your thoughts on the Richard Boulevard Interchange Improvements.

- The weaving on the overpass is currently dangerous. The merge lanes on 80 are also short and uncomfortable. The proposed arrangement would be preferable if you can get adequate storage on the 80 exit ramp. What is proposed for the Olive Dr intersection? That appears to be small for the traffic that might be generated by the development.
- Do something abut the train tunnel. It is the big bottleneck and will only be exacerbated by this project.
- Although this would be an improvement over existing conditions, it will not reduce the amount of traffic going into downtown, especially with another high-speed off ramp on Olive Dr. Creating an additional on/off-ramp at Pole Line Rd. would reduce more traffic than these traffic calming measures. Widening the tunnel under the railroad tracks to allow for 4 lanes of automobile traffic and a bike/ped tunnel would allow for better circulation in and out of downtown, and is the only option if the Nishi property is to be developed with high-density housing.

- Much more radical changes to the interchange are needed, I fear, so that traffic exiting the freeway from the east can bypass Richards Blvd. altogether and go directly into the Nishi-Gateway site. Probably not cheap.
- The options above seem inadequate to solve the problem, although traffic modeling could prove me wrong . But I am thinking a more radical reconfiguration of the interchange is needed so that traffic headed for the Nishi-Gateway site coming off the freeway can bypass Richards Blvd. altogether. This would probably not be cheap.
- Good luck on this one.
- I'm having a hard time visualsing what this idea is so I can't comment on it.
- Richards Blvd. Interchange must be the most poorly designed interchange in all America! What your graphic suggests here seems a great improvement. But, who pays for it? The Nishi developers?
- Needs to include cycletracks on Richards from tunnels to Cowell.
- That sounds like a great idea. The only problem would be backup from the undercrossing impacting the set of lights.
- This is necessary.
- Sure, these all sound good. Is there any way to separate local and non-local traffic around Olive Dr. and the other side of the current overpass? There's already an overpass there, but is there some way to shunt folks headed toward 80 on a different path than those looking to stay within Davis?
- Circulation should this area is a major constraint on this project
- Anything you do will simply clog the area with a crazy amount of traffic.
- Putting stop lights on the north off ramps will probably increase accidents along I-80 as they backup. Merging with others coming onto Richards from businesses on both sides will also make it harder.
- Badly needed!
- I sure wish this graphic was more clear! Harummpphhhh! Yes--something must be done here, especially with the large hotel proposal.
- YES! I drive this everyday to work and I love this idea and it should be done immediately. I know multiple people that have gotten into accidents in these "weave" areas. Davis has gotten a lot more car traffic in the last couple of years and this will help greatly!
- No idea.
- Those seem like very good ideas.
- I think this would back up traffic even more but it would be safer for bike traffic. It is best simple to have a separate bike tunnel.
- Looks good.
- Get bikes OFF of Richards south of Olive! Use existing bike tunnel or add a new one.
- Traffic under the train track is my only concern- bottlenecks the entire downtown area. Whatever can be done to improve that gets my vote.
- SOUTH DAVIS PEOPLE WILL NOT BE ABLE TO HAVE DECENT ACESS TO OUR TOWN. WE ARE SUPPORTING DAVIS WITH ALL OF THE SALES AND BUSINESS TAXES. THE UNDERPASS WILL BECOME A NIGHTMARE.WHEN PEOPLE IN WEST DAVIS COMPLAINED ABOUT A SMALL INCREASE; THE CITY CHANGED DOESN'T LET THE UNIVERSTY USE RUSSELL. I have been in A LONG LINE coming in from South Davis. People coming in from the highway go to the front of the line.
- Please get a clue, you need to widen Richards Blvd. going into downtown Davis

- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- While it would decrease trip speeds by car it would significantly reduce congestion. This should be implemented.
- I strongly support this idea of changing the ramp structure. The weave is a nightmare and only get worse with people trying to exit westbound freeway and immediately make left-hand turns from northbound Richards into Nishi.
- Seems like a much safer option
- Switching over to a Richards/ramp intersection like the one a Mace would seem to be the preferred long-term solution, though it would seem to be very expensive. Are state monies available for this improvement?
- This will not totally solve the "weave" issue as I-80 traffic still merges to the right after the Richard's exit if travelers are going to Old Davis Rd. or CA-113. Add additional merge distance for the westbound I-80 traffic off Richard's Blvd. Better signage for through traffic on Westbound I-80 east of Richards to allow trucks to stay in the middle lanes rather than the far right lane.
- Who will pay for this?
- Yes! Much better, that on ramp coming from the south side is terrible, only one onramp should be necessary.
- Richards still too narrow. Need another access point for this property
- Anyway to get a pedestrian/bike tunnel under the railroad tracks on the east side of Richards so the residents along east Olive drive don't have to cross over the streets to get to the down town? Oh, I see from the photo below, you do have this as an idea. Don't eliminate the right turn lane onto 1st street.
- Your project's choice of using Olive Drive as the main access point to your project and to I-80 is FLAWED in my opinion. The main access point should on the other end of the development and use 113. Using 113 benefits the further development of the university and the city in the area south of the Downtown area.
- It'll always be a bottleneck, unfortunately. Should have been widened years ago.
- Expensive, but necessary if you really want to improve bicycle traffic from South Davis. I've made this trip and I consider myself intrepid on the bike and I was a little nervous going north over the freeway toward Richards. I can't help wondering what the cost comparison would be another bike tunnel or two, but this might be good for auto traffic as well. I like it.
- I think the access to the property is the problem. At least three access points will be necessary including at least one to the south.
- Seems fine.
- Good ideas.
- I do not see why these changes are needed.
- Widen Richards Blvd. under railroad
- The statement above indicates: Congestion at the entry into the City of Davis on Richards Blvd. and Olive Drive could be impacted by the Davis Nishi Gateway. The "could" above should be changed to "will".
- Too many driveways and intrusions into this area that was clearly designed long before the current traffic flows. Can any of them be closed or redesigned? Also, could a loop be created for industrial park surrounding Redrum Burger?
- Good idea. Also sets traffic back from the tunnel entrance.
- Yes
- Reduce traffic on Richards/Olive by more crossing into UCD and Downtown.

- This looks like a much safer configuration. It appears that cars will be more subject to stopping at lights. Bike travel on the Richards overpass looks like it would be safer.
- I don't think this will improve anything - it will only maintain the status quo with added traffic.
- This is a good idea if it successfully separates vehicular, pedestrian and bike traffic into their own lanes without cross traffic or co-mingling in lanes. All users will be affected by the new hotel. Hotel guests will most likely exit I-80 turn toward the tunnel and them turn left - across all traffic - into the hotel parking lot. The hotel traffic needs to access the hotel site in some way that does not affect through traffic at the tunnel
- Traffic lights cause congestion and driver frustration.
- YES! Ditch the terrible diamond/cloverleaf designs. Tighten up the on/offramp intersections with local streets. Much safer for all, but especially for bikes & peds

Please provide your thoughts on the Davis Arch improvement.

- It is hard to evaluate this without a site plan. You list 4 changes that must be imagined. A 2nd tunnel is a must. Visually this is cluttered and unattractive for the entrance to downtown. The bike way could be built parallel to the RR and eliminate the arch.
- I do not support anything that will enlarge the undercrossing. I am suspect of the large bike bores.
- Ridiculous! People are going to cross Richards to go to the new tunnel? Or the new tunnel is just for bike/ped In-N-Out traffic? A number of additional railroad crossings will need to be made at L St. and Solano Park/A St. and other locations. Instead of spending big money on small improvements, you should try to distribute the traffic as widely as possible.
- May have value in their own right, but facilitating the movement of additional traffic generated by the project north up Russell Blvd will just aggravate city traffic problems. Everything will hit the "wall" as soon as traffic goes through the underpass to Davis Commons. You need to redirect traffic to the development site to bypass this area altogether if this is going to work.
- While these improvements may have value in their own right, the overall strategy doesn't make sense to me. We should try to divert campus-bound traffic from going up Richards at all. If all we do is make it easier for more traffic to go north, the additional traffic will just run into a "wall" as soon as it goes past the underpass to Davis Commons.
- Sounds good. Probably the best solution given the complexity of the area.
- Need bike/ped connection on north side of RR between Davis Commons and downtown (boyscout cabin).
- Additional bike tunnel is a welcome idea. Who pays for it? The Nishi developers?
- No.
- Don't eliminate the cross-walks at Olive and Richards, just do a ped scramble so people can make their left turns.
- Where's the money coming from?
- I like it! Makes the best of a tight location.
- The only thing I don't see is widening the street through the tunnel. An outdated bridge is not the type of historic amenity the city should be protecting. Remove the bridge and actually fix the whole intersection.
- Yes, this would be great!
- These would be great improvements; badly needed
- This would be great, especially for people living on Olive Drive or commuting to Davis from Sacramento by

bike!

- A second bicycle bore under the railroad on the east side or Richards is an excellent idea, as is a bike/ped bridge over Richards. And I'm all for improving the aesthetics at this key entry to downtown.
- Leave it as is, don't spend the money.
- This would improve access and should be done even without this project. Not sure I understand the southbound through/right land at the approach to Olive drive…..would help to see it.
- Would be such more appealing and useful entrance to the city!
- NO! Leave the one pedestrian path and put a 4 lane road for cars. This is absolutely ridiculous, have you ever sat for 10+ minutes trying to get on the other side of the tunnel!? THIS MUST BE A 4 LANE ROAD FOR CARS NOT PEOPLE ON BIKES.
- This sounds very positive.
- Great ideas!
- Too bad you can't make two lanes of traffic in each direction. Often times people wanting to go right at First street have to sit in traffic at the main light. If the people turning right could go, there would be less build up.
- This is a good idea. I would still find a way to have the bikes use a tunnel to get to the other side of the freeway. There is too much traffic and everyone is in a rush to get over the overpass.
- Sounds great.
- Second bike tunnel good. Arch is stupid.
- Whatever improves traffic conditions through the underpass.
- You read my mind.
- SOUTH DAVIS STILL CAN'T COME INTO DAVIS WITHOUT A LONG WAIT. THIS DOES DO ANYTHING TO HELP SOUTH DAVIS. WHEN YOU DIDN'T EXPAND THE UNDERPASS YOU SHOULDN'T ADD MORE DEVELOPMENT SOUTH OF THE RAILROAD. THIS PLAN IS A JOKE. YOU DON'T EVEN PRETEND HELP SOUTH DAVIS.
- Looks great but we have lots of cars and not a lot of space for them,widen the road
- Better timing on the traffic lights at the intersection before the tunnel.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- This would be my first choice and should be done regardless of any other options taken. This would greatly increase mobility by bicycle and pedestrians.
- Would be an improvement over current state of affairs. However, consider also the bridge proposal mentioned above.
- Look at eliminating tunnels, have 2 lanes each way for vehicles and narrower lanes for bikes/pedestrian. Judging by the drawing that would be possible. there is no need for the aesthetic improvements but a serious need for cars to be able to get in and out of the city. the backup is horrible and no amount of light timing will fix that. Leaving and entering Davis can sometimes entail waiting several light changes and does not help business because people don't want to deal with trying to get in. Bike path along tracks is a great idea, trying to take a right from Olive is impossible at times because of bikes crossing the street.
- I support the additional bike tunnel, but I would like to see a row of substantial trees (e.g. oak, sycamore, chinese elm, chinese hackberry) planted adjacent to both car lanes. Shading the entry is an important long-term esthetic element; the graphic presents a horribly sterile concept that makes me want to leave well-enough alone. The bike/ped bridge, while not particularly pleasing to look at, would be very useful.
- This looks and sounds great.

- Hopefully this would include raising the height of the railroad underpass at the same time for truck traffic.
- Second bike bore is really needed. As it is, it's a hassle getting from Olive Drive into town east of E Street. the second bore would take care of that. The bike/pedestrian bridge over Richards would be super nice, but not as critical.
- Widen this entry. It was very short-sighted to continue to maintain this as a 2 lane road. Sorry, Sue, won't work. The bike lanes may help, but where would the proposed east-side one go? Downtown? The majority of people will continue to use the west-side one.
- Awesome! Perhaps 2 lanes for cars, it does get so backed up. Maybe the removal of the bus stop would help, but there is still a large number of cars going back and forth for a 2 lane road.
- Overdue. Seems like a good idea but I think you still need another access point
- Good ideas
- You are putting people in harms way every time a train goes by. You are forcing people to ride a bike next to train tracks?? Bike riders will continually go down Olive Drive because it is easier and more direct. We have hundreds of bike riders each day who go down Olive Drive now in front of my business.
- Could be helpful, perhaps; but not ideal.
- This is a good thing to do for all concerned.
- Fine, but without another vehicle access to Nishi site across RR tracks from campus on the northwest edge, the project won't fly!
- Good ideas.
- Not needed. Current infrastructure is FINE.
- I don't care for the modern look of this project and prefer the was the underpass looks now. The second bike tunnel on the east side would be a good safety addition for bicyclists. I still feel the project needs to add their own on and off ramps to access highway 80.
- What does the Arch do? Purely visual? Why not make more of it? How about a big fat "D" for Davis.
- Nice. Also finish paving the east end of Olive Dr.
- I like it a lot.
- Also study New York's High Line as an inspiration
- Nice picture, but you're not showing how your cross Richards and Olive Drive. Also need to address the additional automobile traffic.
- This looks like a good plan to me. I would advocate for more trees on the approach to downtown.
- This is incomplete. How does this deal with I-80 on and off traffic? The intersection at First St? The separated bike/ped facility will have to encounter the freeway interchanges at some point, but this Arch doesn't address that. Nor does it deal with the intersection at First.
- This is the very best idea proposed for this site I have heard of
- Yes, please.
- Something like this *needs* to happen. Richards/Olive is astonishingly anti-bicycle. Don't wide for any more cars or speed. But allow cyclists and pedestrians easy and safe access.
- Everything in this proposal is good, except the arch itself. This should be a simple design with a bicycle/pedestrian crossing on both sides of the tracks, and looping back under on each side. This would provide all possible combinations for bicycles and pedestrians to cross the intersection at both sides of the tunnel without use of either intersection. Adding a roundabout at each intersection would assure constant vehicle

circulation.

- While I'm not strongly opposed to this project, I absolutely reject removing an at-grade crossing. Asking pedestrians (including those who may have mobility impairments) to make a significant detour instead of crossing the street is unacceptable. As a whole, I just find this project unnecessary and don't think it should be a priority.

BIKE/PEDESTRIAN NETWORK

The Courtyards

- Terrible! So disconnected!
- I see very little difference in these three options. Need at least a second grade-separated crossing of the RR to the west.
- Any of these alternatives are acceptable to me.
- These all look good to me. No preference for one or the other.
- Is it an over or under crossing? With only one crossing, some will try to cross at other sites. Has the RR company agreed with this concept?
- Looks good and efficient.
- Courtyards will not be used as open space due to noise.
- Consistent with my earlier input, this option is my third favorite.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- I'm not sure I understand the differences between these options.
- The one undercrossing should be very wide, given the amount of bike/ped traffic it will likely see.
- These pictures are very difficult to read, so I cannot comment. Current buildings should be labelled.
- Not enough alternate crossings
- I love bike paths that are separate from roads; the more, the merrier!
- I predict you will have to provide shuttle service or campus parking with the single point of bike/pedestrian access across the rail line for anyone who needs to go to most places on campus. Downtown access will be good, but not for campus destinations.
- All opens should have middle bike line on the south like the Green Loop.
- This looks like more of the same infrastructure we already have in Davis. I'd encourage the developer to look forward - grade separated facilities, narrower car lanes, limited car access. Put cars, not bikes, on the periphery.
- I don't see much difference in any of these three scenarios. They all must be designed and implemented by people who understand what cyclists need. Not just a paved path from A-B.
- Without any context or labels, these maps are nearly impossible to read & orient myself on. I have no idea how to rate the connectivity when the existing network isn't shown, I don't know if I'm facing north or south, and I cannot identify any features in town.

Green Fingers

- Green Fingers isn't a very accurate description if you can only cross at one finger. No central circulation?
- These all look good to me. No preference.
- This seems to be the most rational orientation for bicyclists and pedestrians.
- This design appears to provide the best access for all forms of transportation.
- This account is not very clear. If the dotted line is access across the tracks, this is better as there are 2 ways to access the site. Please be more clear as to how it is envisioned and whether the RR company agrees.
- Good
- This is my preferred plan north of the tracks
- Consistent with my earlier input, this option is my second favorite.

- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- This seems to be about the same as the Courtyards pattern.
- These pictures are very difficult to read, so I cannot comment. Current buildings should be labelled.
- Ok still not good enough access. What about east end?
- This plan isn't significantly different from the Courtyards plan. Why do you call it an "alternative"? You will have to provide shuttle service or campus parking with the single point of bike/pedestrian access across the rail line for anyone who needs to go to most places on campus. Downtown access will be good, but not for campus destinations.
- This is the most intuitive layout, what about a far western connection across railroad (seems missing)
- This looks like more of the same infrastructure we already have in Davis. I'd encourage the developer to look forward - grade separated facilities, narrower car lanes, limited car access. Put cars, not bikes, on the periphery.
- Without any context or labels, these maps are nearly impossible to read & orient myself on. I have no idea how to rate the connectivity when the existing network isn't shown, I don't know if I'm facing north or south, and I cannot identify any features in town.

Green Loop

- Best option although I still don't see how you're going to get vehicles in and out of there...
- This is the best alternative.
- These all look good to me. No preference.
- Same as above….only one RR crossing is not enough for safety. People will find their own way across to save time. At least 2 crossing should be provided.
- HMM
- This has the best concept south of the tracks
- I like this idea the best.
- Consistent with my earlier input, this option remains the most attractive.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- Again, the Green Loop plan is superior.
- Same.
- I prefer this configuration for reasons outlined earlier.
- These pictures are very difficult to read, so I cannot comment. Current buildings should be labelled.
- Also ok but may still not be enough. LIke this one slightly better than green fingers.
- Again, this plan isn't significantly different from the Courtyards or Green Fingers plans. It is no "alternative"? You will have to provide shuttle service or campus parking with the single point of bike/pedestrian access across the rail line for anyone who needs to go to most places on campus. Downtown access will be good, but not for campus destinations.
- The three networks appear to be very similar.
- This looks like the best and most extensive bike/ped circulation network.
- This looks like more of the same infrastructure we already have in Davis. I'd encourage the developer to look forward - grade separated facilities, narrower car lanes, limited car access. Put cars, not bikes, on the periphery.
- Without any context or labels, these maps are nearly impossible to read & orient myself on. I have no idea

how to rate the connectivity when the existing network isn't shown, I don't know if I'm facing north or south, and I cannot identify any features in town.

Please provide any additional mobility considerations.

- Should be at least two more underground bores or tunnels under the train tracks.
- In all of your plans, it is assumed that the main car/truck access road will be a widened West Olive Drive. With all of the increased traffic this will bring, I think this is a terrible idea. Yes, make improvements to Richards Interchange and add a bike and pedestrian tunnel on the right side of the Richards under crossing. But, put the main car/truck access road to the project on the West side, connecting to Old Davis Road and easy access to 113 and I-80. Please don't "improve" Richards and then stuff it with more and more cars and trucks.
- The real problem with Olive/Richards is that it is the only real way into and through downtown. You need to divert as much through traffic around and disperse local traffic to alternative routes. For through traffic, add an aux lane from SB 113 to Richards, so North Davis and West Davis traffic to South Davis can have a traffic-free alternative to the tunnel and vice versa (the WB 80 already has the aux lane, and the Richard's blvd interchange improvements will make them accessible to South Davis traffic). For local traffic, resign the Olive Drive exit the Downtown Davis exit. Then, create an at-grade crossing of the tracks at the Depot and extend 2nd street to Olive through the vacant lot east of Hickory (this would compete very well for regional funds since SACOG wants more Olive/Downtown connectivity). Buy off the PUC with quad gates and closing (or grade separating) the County Road 32A crossing east of town (if required). You now have less traffic on Richards and less congested alternatives, along with more ped connectivity between Olive and Downtown.
- The grade separated railroad crossing is badly needed
- There is not a feasible solution. Don't develop this property.
- We have had so little success in working with the railroad that I believe we need a commitment from them re: access/crossings before we move forward with the plan. While this is a prime location within Davis, this issues with the tracks and pollution from I-80 continue to make this project a big health and safety risk.
- I really can't say what the best bike paths would be. As long as they are away from the road traffic, it is better.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- PLEASE, MAKE SURE THAT THERE ARE NO AT GRADE RAILROAD CROSSINGS!!!!!!!!!! Part of what makes the prospect of Nishi Gateway great is the elimination of at grade crossing and the train horns that mandatorily sound at those crossings. The only way to eliminate the average of 43 bursts of train warning signals that occur 24 hours/day is to eliminate at grade crossings because the regulatory agency will never grant a waiver for horns to be sounded in this stretch of railway.
- While Davis promotes itself as a bike friendly city it fails to address and ignores the large volume of cars here too. Parking is so frustrating and downtown businesses suffer for it. they cannot make due with just local customers and need to be able to draw from surrounding areas to be successful especially during holidays and summers but because Davis is notorious for traffic and lack of parking it keeps people from visiting and patronizing businesses. so many downtown businesses struggle, close or our on the verge of closing because there are not enough people in town to support them. Davis needs to be an attractive and accessible destination for visitors
- Can the RR undercrossing be designed to accommodate some level of emergency vehicle access as well as normal bike/ped traffic without busting the budget?

- The more biking and walking trails the better. The arboretum is wonderful and we need more spaces like that.
- I feel like the problem of being disconnected runs farther out than the scope of reach of these diagrams. I can't think how they can connect better, however
- I think you need to develop a proposal to have bike traffic and vehicle traffic avoid the intersection of Olive Drive and Richards Boulevard. Push bike traffic on the other side of the train tracks and then link it closer to downtown.
- With the only point of pedestrian and bicycle access at the existing one by Whole Foods Market you are effectively creating an "island" of the Nishi property that will make living and working an isolating in terms of the UC campus. It will become a driving destination for anyone who first reports to either the campus or the Nishi property and then needs to visit the other. For all the money being proposed for developing this land, it seems like a huge waste to rely on the existing sole point of access for bikes pedestrians unless there is no interest in linking the Nishi property to the UC campus. These mobility alternatives only make sense if you envision the Nishi property as an extension of downtown Davis and somewhat inconvenient for most of the UC Davis campus. It will tend to also be a bit of a backwater even for the downtown unless you go over and above the normal effort to locate destination restaurant/cafe/arts venues that will overcome the sense of going "over there" for the many visitors that stay at the Hyatt or visit the Mondavi Center or the new Modern Art Museum.
- I do not really see a difference across alternatives. Use least paved space option
- As I stated earlier, I feel the project needs to provide their own on and off ramps to access highway 80.
- Add access to I-80 at the southwest side of the project. There is plenty of room for a lane over the tracks and down to the UCD interchange. This would channel traffic away from Richards and provide an alternative to driving through the campus.
- Without any context or labels, these maps are nearly impossible to read & orient myself on. I have no idea how to rate the connectivity when the existing network isn't shown, I don't know if I'm facing north or south, and I cannot identify any features in town.

ADDITIONAL COMMENTS

- Live up to the fact that this property is not suited to this type of development and create a legendary urban park space in Downtown Davis! The Nishi Parcel would be the perfect property for the type of park being proposed by the Davis Bike Park Alliance. Creating a cycling-oriented park in Downtown Davis would also help the City and the University strengthen our reputation as the most cycling-friendly City and University in the Nation.
- Not at all sure about the wisdom of trying to develop this 45-acre space, because of its too close proximity to the railroad and I-80. If there is development, especially residential consideration, there should be a certain percentage of garden plot available to area residents to grow their own food, or be able to garden without too many "landscaping" rules.
- You have a great opportunity to add something special to Davis. Please do not spoil it by clogging up Richard and Olive drive with more and more cars and trucks. Build on the wonderful work Davis volunteers have done to enhance the natural areas along the Putah Creek Parkway between West Olive Drive and the project area. This leads naturally into the new UCD Arboretum native plant garden north of the project site. These are valuable enhancements to our city and provide inviting pedestrian and biking paths to the downtown and campus. Please build on these -- and eliminate cars/trucks from the project site (as they are on campus). Widening and extending East Olive Drive will seriously damage the new Putah Creek Parkway and make for just another car-snarled mess. If cars must get in and out of the site, do it through Old Davis Road. Better yet, require parking at an Old Davis Road access point and the main campus loop access point (near the Hyatt Place) and free the site for walkers, bike riders, and safety vehicles (just like it's done on campus).
- This proposal contains all the right appeals, but doesn't address access by any mode in enough detail to be convincing. I believe that is because the plan is basically flawed and not fixable.
- I'm excited about the opportunity to develop existing land in Davis to a modern neighborhood. I think emphasis needs to be on mixed vehicle/bike infrastructure and dense residential development.
- This is great! We're in an era in which people want to live in cities. I think that for the purposes of attractiveness of both the university and the town, a more developed, urban (in a mixed-use manner, parks included) feel would be great. Again, more building up rather than out (which saves green space). In this era, there are also option for white roofs, or roof gardens (to minimize urban heat island effects). I think that that should be looked into for this project, especially since Davis summers can be quite hot.
- As a 30 year resident of Davis and 8 year member of the Planning Commission, I strongly support this project. It will be a great asset to Davis.
- The strength of this site will be in the collaborative efforts between the City of Davis and UCD, to determine what the university needs, because the parcel is so close to campus. We have been trying to overcome the town/gown divide for a very long time, and this project represents a path to achieve that in a constructive way (pardon the pun). Certainly the downtown should be included in the collaboration to ensure seamless connectivity literally as well as figuratively speaking.
- Don't develop this property. Based on how extensive this survey is, there are some stakeholders that plan on making a lot of money on this project. We should make the area a large and lovely green open space.

- Best of luck. I look forward to seeing this project developed. Davis will be a better place because of it. This is the type of development that Davis needs.
- MAKE IT SO CARS CAN'T ENTER THROUGH THE UNDERPASS. YOU DID IT IN WEST DAVIS. HOW MUCH TAX INCOME COMES FROM WEST DAVIS AND HOW MUCH COMES FROM SOUTH DAVIS.WE DESERVE TO BE TREATED FAIRLY.
- Quit spending money! Have you forgotten you are $5 MILLION IN DEBT?
- What I haven't seen explicitly mentioned in any of the documents surrounding this project are the train tracks and the impacts of their heavy use. As someone who lives in Aggie Village I am highly sensitive to these matters because I hear and feel these trains every day. Two aspects of this that I consider to be critical to ensuring the pleasantness and safety of the Nishi Gateway area is ensuring that there are NO AT-GRADE RAILROAD CROSSINGS and providing sound walls along the railroad tracks. As I'm sure you are aware, proposals are being floated to start transporting lots of crude oil along these tracks. A derailment along the Nishi stretch of track would be devastating. Making sure that people are not tempted to cross the tracks would reduce accidental deaths and derailment chances. Public comment on the crude transportation issues is extended through the beginning of September 2014. I hope that as an interested party you will advocate for stronger regulation, e.g. speed limits, for trains passing through this corridor.
- Overall, the circulation and building layouts don't seem to be very imaginative. Maybe this is a function of the schematic nature of the graphics, but it's hard to get excited about them as-is. At this point I can't tell if this is a substantive problem or not.
- I filled out a survey a few hours ago and thought of more to say. I have coined Davis as "sophisticated rural" and to me, that is what gives it its unique character. I understand that growth and development are bound to happen and hopefully Davis will not lose its uniqueness. I would hate to see Davis become "Anywhere, USA". PS Keep up the edible landscaping!!
- Davis could benefit greatly from this project. The improvements to the bike system are awesome and if you plan on having any public charrettes, I would like to be notified. Thanks.
- Best wishes.
- As mentioned in my other comments, the brochure that was mailed out with the three design concepts indicated very little space for retail. I think this needs to be rethought. I think it makes a lot of sense to provide sufficient opportunity for a diversity of food retail, along the lines of Davis Commons or E-street plaza, as this is the most effective way of supporting social interaction, and could even make this Nishi Gateway a social hub in Davis, thus increasing innovative vibrancy.
- Would be good to have in-person discussions, as well as with Davis Bicycles! organization.
- Don't let the NIMBYs stop you from thinking big and long term. High density housing and office can be sold if there are logical reasons why the normal car traffic that such a number of housing/office units would create won't happen here. What examples do we have? Maybe the university itself provide part of the answer. How many professors and staff ride their bikes to work on campus. Whey wouldn't that same percentage ride to work at Nishi? How many students living on campus drive cars? How about University Retirement Village on Covell. How many people there own cars? What numbers of cars do we see driving in an out of there every day?

- At the risk of being a broken record, I'll say it one last time, in caps, to convey my disappointment if there is no bike and pedestrian access over the rail line at the southwest corner of the Nishi property: THE RAIL LINE IS A GIGANTIC STONE WALL BETWEEN UC DAVIS AND THE NISHI PROPERTY THAT NEEDS PEDESTRIAN AND BICYCLE ACCESS ON THE SOUTHWEST CORNER REGARDLESS OF WHATEVER ELSE YOU DO.
- If this is just another slick, corporate project steamrollered into the City planning process, I will fight it. However if it responds to the needs for real change and real opportunity already amply supported by the PEOPLE who live, work, and want to live and work in Davis, I'll be in favor of it. One added thing: Although I have been a professional planner and designer for 43 years and a UCD professor since 1973, I have learned that the University is NOT always right. Since this project aims toward a true Town-University collaboration, it will only work if the values, attitudes, and desires of the people of Davis are primarily considered. Bottom line: This is a GREAT land use location for innovative housing, research, business, and recreation in keeping with what the greater Davis community is all about. Get the circulation connections (all modes) across the railroad tracks correct and it will weave well into the Davis downtown and University fabrics. Fail at this, and you will have an isolated development peninsula apart from the community. And please….don't blow it by doing a half-assed, University/corporate snow job!
- I am employed by UCD and work in the Conference Center. I commute daily from Woodland so am familiar with the drive and parking issues.
- Unlike most Davis residents, i think that smart growth is great, and integrating this rather problematic parcel will improve our image as a modern town. As it stands now, the area gives off an impression of abandonment and lack of planning with the freeway, the railroad and the town all colliding. This project will be an admission of change on the built and economic front, but use the best new urban principles to create a better whole of university, commercial core, transport hub, research park.
- The balance of housing and business will be crucial--dense apartments may turn this into an extension of university housing and discourage the innovation/incubator business development. Good looking project--good luck!
- I'm concerned about the impact that a roadway connection to Olive Drive will have on the Putah Creek Parkway. How can the undercrossing be designed to reduce the interruption of this open space? How can the project enhance the work that has already been performed on the Putah Creek Parkway and make the area an even more appealing open space?
- Thank you for the opportunity. I have not only had an opportunity to comment but also learned that many of the ideas I thought were not being considered are indeed on the table. Good Job so far
- Limit automobile infrastructure. Maximize bike/ped infrastructure. Generate more electricity than is consumed. Easy, right?

RESOLUTION NO. 14-181, SERIES 2014

RESOLUTION ADOPTING GUIDING PRINCIPLES FOR DAVIS INNOVATION CENTER(S)

WHEREAS, the City has spent many years working to assess and identify opportunities to strengthen economic development activities; and

WHEREAS, the City released a Request for Expressions of Interest for an Innovation Park and has received two proposals; and

WHEREAS, the Council Innovation Center Subcommittee developed a set of "Guiding Principles" to better define community values and clarify community expectations for evaluating and guiding refinement of proposed Innovation Centers).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Davis hereby adopts the Guiding Principles as set forward in the attached Exhibit: Guiding Principles for Davis Innovation Center(s).

PASSED AND ADOPTED by the City Council of the City of Davis this 16th day of December, 2014, by the following vote:

AYES: Davis, Frerichs, Lee, Swanson, Wolk

NOES: None

Daniel M. Wolk
Mayor

ATTEST:

Zoe S. Mirabile, CMC
City Clerk

Guiding Principles for
Davis Innovation Center(s)
Revised to incorporate Commission and Cool Davis Comments

Purpose – establish a framework for evaluating proposed Innovation Centers. Commission reviews are not to make a determination of whether the project(s) should move forward, but to provide their specific subject matter expertise as it pertains to specific aspects of each proposed project.

The City requested and has received applications for two new Innovation Centers that will require Environmental Impact Reports, and a positive community vote prior to formal approval and annexation. In addition to established city policy and land use documents, (such as the Municipal Code, Zoning Ordinance and General Plan), the City Council created a Council subcommittee to provide direction for Community review of these proposed Innovation Centers. The City Council Innovation Center Subcommittee developed these "Guiding Principles," with staff assistance, to better define community values and clarify community expectations for evaluating and guiding refinement of proposed Innovation Center concepts. These guidelines are to make more explicit specific thresholds for performance - what the community and its policy makers are looking for in any Davis innovation center. They are also to act as a framework and evaluation tool establishing up front transparent bench marks by which the community, Commissions, Council and project proponents can assess achievement of these community objectives.

At the appropriate time, applicants will be required to prepare detailed design guidelines for all aspects of the project (building forms, materials, detailing, greenbelts, open spaces, streets, pathways, etc.). These Guiding Principles are intended to inform project evaluation throughout the process and be implemented via the zoning and Development Agreement for the project(s) The Guiding Principles for the Innovation Center concepts include the following seven areas:

Principle #1: 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 for the sake of achieving "Density."

Achieving preferred density would include:

- Goal of at least 0.5 floor area ratio (FAR), which is consistent with the General Plan and previous business park land strategies. Increased FAR will be encouraged, but will require change to the General Plan.
- Opportunities for densification over time (i.e. parking structures and new buildings).
- Building massing would include a mix of building types and heights to meet user needs, including potential for corporate headquarter buildings.

Principle #2: Sustainability

Apply Low Impact Development Principles

Concerted efforts to integrate Low Impact Development (LID) principles into the project design, with the intent of creating new and adaptive models and integrating these principles throughout all components of the project. Due to the scale of the proposed projects, there is an opportunity to explore concepts that have not been seen in project designs yet in Davis. These include the concepts of incorporating storm water drainage swale systems and to integrate "smart street" designs into the project to minimize paved surfacing/street sections. These concepts will continue to refine throughout the review process, and may require amendments to the current city standards.

Ensure minimal greenhouse gas (GHG) impacts at the project level

The applicants have been engaged with staff and other community resources, including receiving guidance from experts at UC Davis about the opportunities to minimize the carbon footprint of the proposed project. While no specific approach or goal has been established as of yet, the scale of the project site puts the applicant in a position to exceed current standards of greenhouse gas reductions and create new models for replication across the nation. While the City has established a greenhouse gas reduction policy, staff believes that it is important to begin articulating the specific goals of the project and Council expectations for energy/greenhouse gas reduction.

A combination of vehicle trip reduction via alternative transportation modes, building envelope efficiencies utilizing significant LEED/green building design, and energy production striving towards net-zero goals (on and off site) are expected to address GHG concerns. Retaining and creating jobs in Davis increasing employment opportunities for existing residents can be a means of significantly reducing vehicle trips, the single highest contributor to GHG. Reductions of GHG should also be an evolving goal that allows 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)

In addition to the policy requirement of meeting 1990 levels of greenhouse gas emissions, the project construction must also comply with the minimum city requirement of the CalGreen Tier 1 energy code for buildings. These requirements will certainly be met by the project and could be exceeded with integration of even more energy efficiency measures and installation of photovoltaic panels. The buildings in this project should be among the most energy efficient in the City.

However, making an already very energy efficient building even more efficient does eventually reach a point of diminishing marginal returns on investment. Encouraging the exploration of programs for retrofit of the existing building stock in Davis should be

considered as a means of achieving greater greenhouse gas reductions while providing a benefit to the greater community.

Ag Land Conservation/Open Space

Each site will be required to mitigate with agricultural land on a 2 to 1 acre basis, as provided for in current ordinances and regulations. Agricultural conservation easements are a common tool to achieve the desired objectives. Additionally, discussions with Yolo County and the County Ag Commissioner will need to address the County's Ag buffer requirements and the potential opportunity for research fields within the Ag buffer, in addition to City standards for Ag buffers.

Careful consideration will need to be given to the design, maintenance and ownership of open space areas. Internal drainage, paseo, and pathway systems would likely be maintained by project. The potential budgetary impacts of any proposed City maintenance areas will be carefully evaluated in the fiscal analysis.

Other considerations would include:

- Significant LEED (or LEED equivalent) construction and practices throughout the innovation center.
- Use of advanced building materials.
- Water conservation, recycling and reuse.
- Storm water treatment and flow control through bio swales that allow conjunctive uses (habitat, wetland and water quality).
- Use of parking and rooftops for energy generation (and possible green roofs).
- Usable Open Space/Habitat opportunities overlapping with the drainage systems, including pathways systems throughout with public access and interpretive exhibits.
- Use of native species and drought tolerant landscaping that creates wildlife habitat value, such as native pollinators.
- Greenbelt spine(s) to interconnect the nearby neighborhoods.
- Maximize interconnectedness of open spaces and minimize open space with fragmented and linear edge effects.
- Integrate a robust urban forest for tree shade, aesthetics, carbon sequestration, and reduced heat island effects, while ensuring compatibility with PV systems.
- Utilize planting techniques to maximize successful growth of healthy trees over time (structural soils, cantilevered sidewalks, etc...)

Principle #3: Transportation

Bicycle/Pedestrian Connectivity

In addition to the obvious vehicular connections of the site to the community, even more critical are the bicycle/pedestrian/transit connections that must be made in order to integrate this site as a truly multi-modal project.

Applicant should develop partnerships with the City, UC Davis Unitrans, Yolo County Transit and Amtrak to create a comprehensive multi-modal system and transportation plan with

safe, dynamic, well-planned automobile, bicycle, pedestrian, mass transit and emergency vehicle access connections.

Additional considerations would include:

- Integration of alternative transit (including pedestrian, bike and mass transit). Shuttles to key destinations, such as Downtown, should be explored.
- Design for ease of bicycle, pedestrian and alternative fuel vehicular access. Infrastructure to support the current and next generation of alternative fuels/electric vehicles is expected.
- Integration of bicycle, pedestrian and transit line networks to connect nearby neighborhoods to and through the site.
- Applicants should consider opportunities to create unique parking concepts and the exploration of alternative parking ratios, maximum parking standards, and alternatives to traditional surface parking fields (for vehicle trips that are generated, incentivize alternative fuel vehicles, underground parking and garages, explore options for incentives NOT to drive a vehicle, evaluate placement of parking to help shape behaviors).
- Participating in Bike Share programs with bike parking locations that are convenient, safe and dry.
- Provision of bicycle facilities that meet the demands of commuters AND visitors (convenient and secure parking, shower and locker facilities, bicycle work stations/repair shop, multi-use paths, etc...).

Principle #4: Work Environment

Project proposal should include elements of "work, live, play" that encourage an engaged and inviting workplace. Below are examples for consideration:

- An environment that is inviting and is active with activities and amenities on the evenings and weekends as well as work hours.
- Building designs incorporating LEED standards for healthy work environments (daylight, fresh air, good indoor air quality).
- Ancillary amenities that serve employees such as a café, coffee shop, restaurant, copy shop and fitness center, child care (as a few examples).
- Design elements that include dual use spaces, such as recreation or gathering spaces (like amphitheater seating).
- Implement shared facilities when possible (gym facilities, etc.). Should also explore integration of meeting spaces that serve business needs during the weekdays and community needs during the evening and weekends.
- Green paseos interconnecting buildings.
- Activate outdoor spaces by designing appropriately scaled buildings with architectural character, pedestrian amenities and informal gathering areas.
- Develop architectural, landscape, and hardscape aesthetic that is inspiring, preserves/increases scenic value and uses high-quality, low-maintenance materials, native species, wildlife habitat (pollinators, etc...).
- Small areas throughout the site that can integrate drainage swales and parklets.

- Have the ability to accommodate a range of desired work environments, flexible range of space, lease and ownership options reflecting an array of formal and informal work styles and settings; including flexible small co-working, incubator/accelerator spaces, meeting rooms, conference space, shared business support services and "cutting edge" business center amenities (teleconferencing etc.); specialized maker-spaces, research and development; manufacturing facilities, larger companies and corporate headquarters.

Principle #5: Uses

The applicant will need to initiate efforts to create and articulate a vision of the character or "aesthetic" and environmental quality that the project will strive to achieve. The project must reflect a character that is uniquely "Davis" while achieving very high aesthetic standards. Staff believes that this is of critical importance, to convey to the community what the character of the project will be. Ultimately, it is the responsibility of the City to ensure that this vision is translated to the construction of the project.

The following should be considered when assessing potential uses for the project:

- Warehouse uses auxiliary only to research and manufacturing
- Design and uses of the innovation center should be modeled after successful research centers, districts and parks across the U.S. and internationally, taking into account forward-thinking best practices.
- Create both lease and business ownership opportunities in a mix of building forms that range from single story advanced manufacturing facilities to multi-story office, research and development buildings and research labs.
- Explore ownership opportunities that maximize flexibility, such as grid condominiums and flex space.
- Mix of professional office, high-tech, R&D, industrial flex space, grow labs, commercial services, focused largely on expansion needs of research and technology development
- Some ancillary project-serving retail and services including gyms, childcare and recreational amenities.
- Hotel/conference spaces to serve the business needs of the center over time, provided they are compatible with other envisioned hotel/conference projects in Davis (such as the one proposed at Richards Blvd and I-80).
- Discourage distribution centers, call centers or large-scale food processing plants.
- Minimization and careful management of heavy truck deliveries.
- Goal is to focus on creation of research, technology and advanced manufacturing jobs, and revenue generating uses.

Principle #6: Timing and Project Phasing

The applicant will need to demonstrate sufficient resources to ensure completion of the projects and address potential build out scenarios and timing (based on previous experience).

- Proposed project phasing should meet with anticipated market demand for space and be adaptable to respond to changing market conditions over time.
- Building density, project phasing, and total job creation must consider community growth and CEQA mitigations, carefully accounting for the provision of appropriately scaled and timed infrastructure (water, sewer, roads, etc...)..
- Phasing needs to be responsive to actual and potential tenants.

Principle #7: Fiscal Consideration and Net Community Benefit

Project should achieve fiscal neutrality with regard to city services and provide substantial surplus annual revenue and positive economic impacts/multipliers citywide, and net community benefits (including social and environmental).

- Project is expected to create net new annual revenue beyond project-based service costs.
- Infrastructure and direct costs (construction) of the project are expected to be absorbed into the project.
- Positive economic impacts are expected to include new job creation, property taxes, sales and use taxes, transient occupancy tax (TOT), fees and permits.
- Consideration needs to be made for positive fiscal impacts to County revenue.
- City and project proponent will balance fiscal project feasibility against revenue generation based on fiscal model and negotiated into the development agreement.
- Project should consider formation of an assessment district above and beyond standard taxes, mitigations and impact fees to create positive ongoing revenue generation for the City (an annual per square foot charge that is assessed to owners, for example).
- Fiscal considerations should reflect the current industry standards.

Principle #8: Facilitate Collaborative Partnerships and Provide Opportunities for Increased University and Research Engagement

The new innovation centers should facilitate technology and business development. The review and development process needs to reflect the PARTNERSHIP of the process. All partners -- community, City, County, Regional, and State government, UC Davis, Research Institutions, project proponents and innovative business partners should benefit and prosper together. The new innovation center facilities, operations and activities must:

- Strengthen University/community partnerships (Joint sense of community);
- Support research and development;
- Increase access to STEAM (science, technology, engineering, arts and agriculture, and math) and educational opportunities;
- Support UC Davis technology transfer objectives.
- Have programs/facilities to facilitate ongoing partnerships with the community and region (a fully integrated central system).