

Staff Report

October 16, 2014

TO: Recreation and Park Commission

FROM: Mike Webb, Director of Community Development and Sustainability
Katherine Hess, Community Development Administrator
Christine Helweg, Parks and Community Services Superintendent

SUBJECT: Nishi Gateway Planning Effort

Recommendation

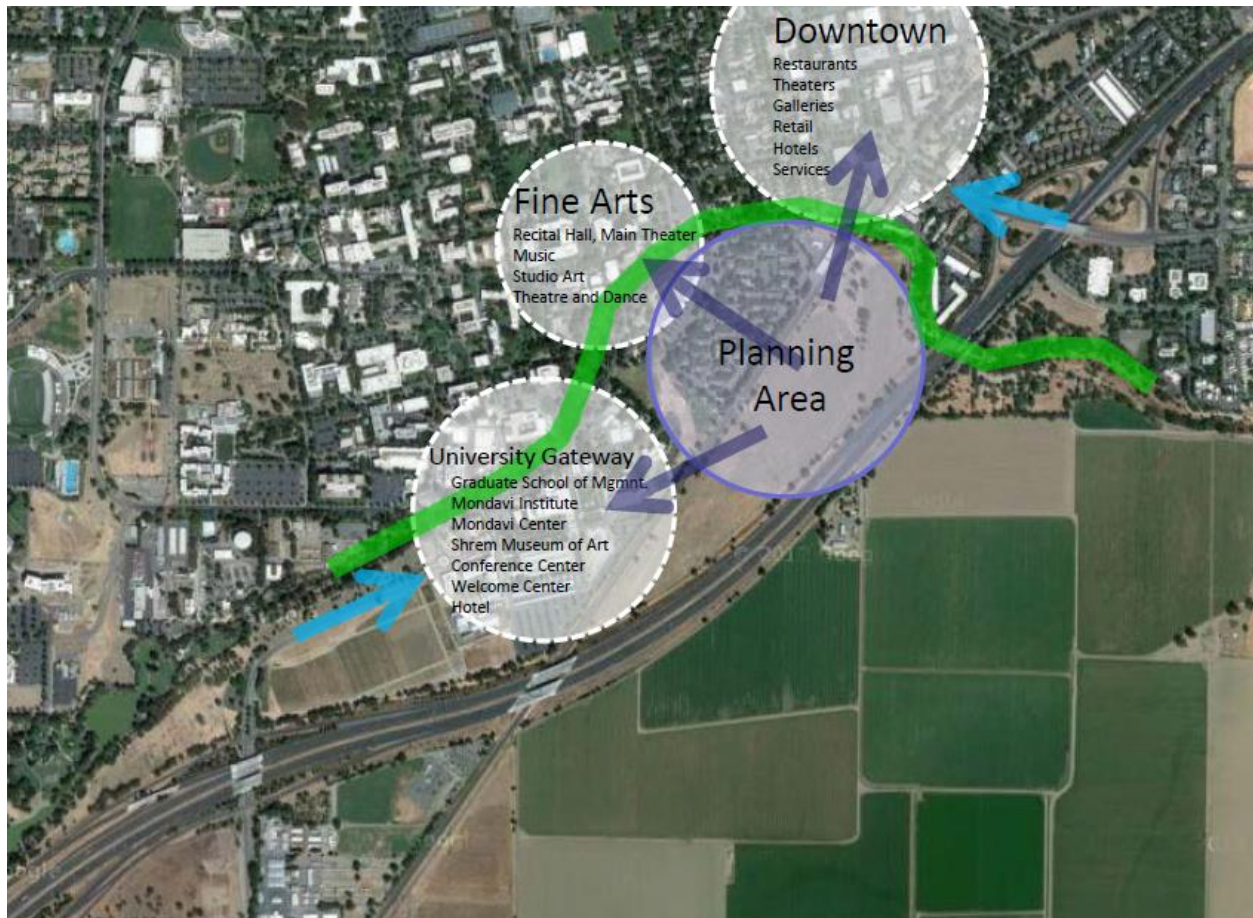
Staff is requesting preliminary comments from the Recreation and Park Commission on principles and objectives for parks and greenbelt within the Nishi Gateway area.

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 five City commissions and seven community groups to increase public awareness of the effort.

Alternative 1
"COURTYARDS"



Alternative 2
'GREEN FINGERS'



Alternative 3
"GREEN LOOP"



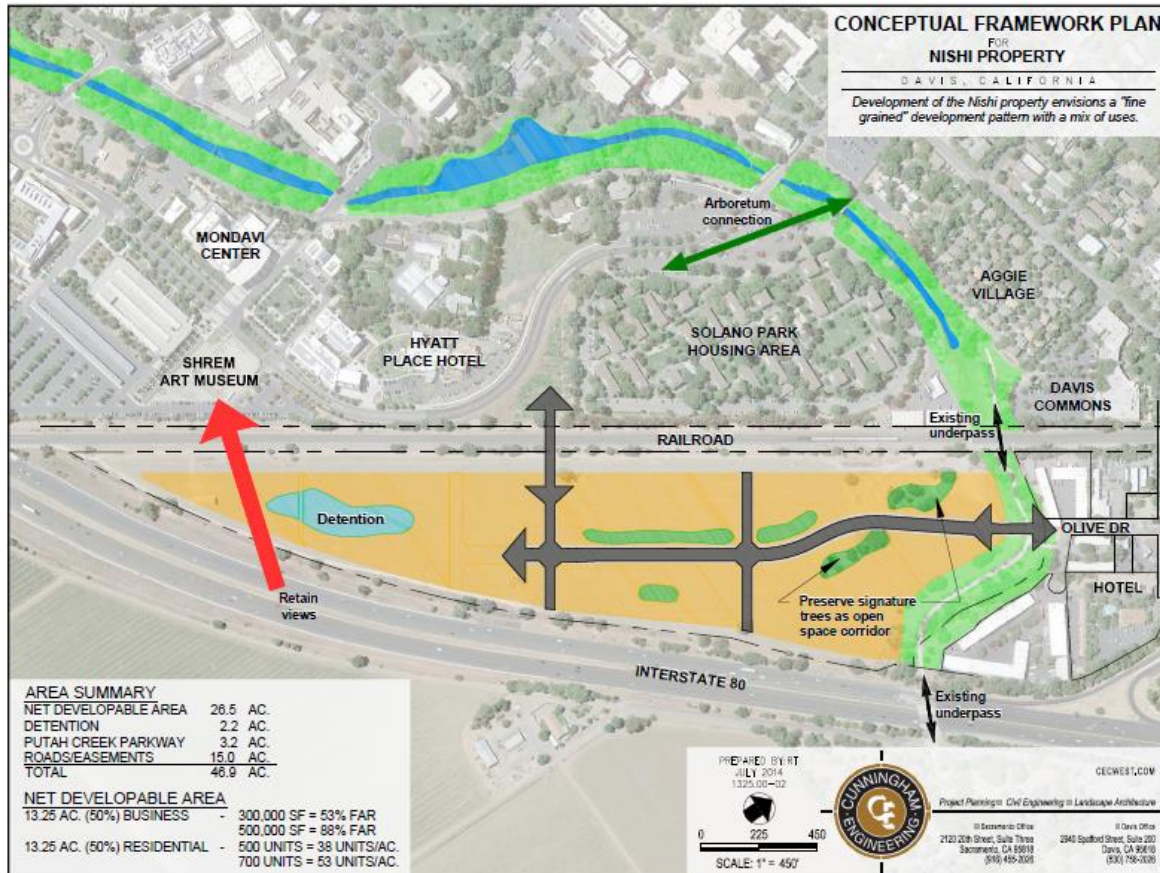
Preferred Framework

Staff is proposing to return to the City Council later in 2014 with a recommendation on the preferred framework as part of the CEQA project description. Based on community comments and continuing evaluation by the partnership steering committee, common elements for the framework concepts are emerging:

- A robust **mix of uses**, both business and residential. A diversity of high density urban residential product types; for sale and for rent in various densities to accommodate multiple market segments including students, the creative class, seniors, and others. Provide a diversity of innovative business opportunities for small and medium sized businesses.
- Design to celebrate **green spaces** - preserve signature trees, create a "green street" in the center of the Nishi site, and add meaningful connections to the Putah Creek Parkway and Arboretum (Alternative 3- Green Loop). Orient residential buildings toward downtown, the new great, street and the Putah Creek Parkway to provide setbacks from UPRR and I-80. Integrate unique urban open spaces within each developable area (Alternative 1- Courtyards)
- **Complete vehicle and bicycle connection**, including a grade separated crossing for both vehicles and bikes/peds across the railroad tracks to Old Davis Road, between Solano Park and Hyatt Place; and a link to an enhanced Olive Drive with improved circulation for cars, bikes and pedestrians.
- Retaining **views** to Shrem Museum and Mondavi Center.

- **Phasing** based upon need for – and ability to finance –the connection across the railroad tracks and other project infrastructure.

Below is an example of how these common framework elements might be applied to a conceptual site plan for the Nishi property.



This conceptual framework plan would provide approximately 26 developable acres which could accommodate 500-700 apartments/condominiums at 38-60 units per acre and 300-500,000 square feet of business park at 53-88% FAR. The property owner and city are working to refine the mix of residential and non-residential uses as part of the preparation for the environmental review process. Economic analysis now underway will help inform the land-use recommendations.

Parks and Greenbelt Alternatives

Development envisioned for the Nishi Gateway area is anticipated to be more urban, with significantly higher densities, than previously seen in Davis. Housing is anticipated to be 3-6 story apartments and condominiums. Office, research, and development buildings will also be have greater densities than typical for this community.

The initial site planning consultant generated multiple concepts for open space development to prompt community discussion, below.



Community Gathering Space



Community Plaza



Community Park



Community Garden



Community Gathering Space



Stormwater Management



Green Streets



Green Infrastructure / Community Gathering Space



Green Infrastructure

Sustainable Communities Grant

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. One component of the grant is an open space plan for the area.

Components will include a technical study of open space requirements for the project as a whole that identifies existing natural features and conservation opportunities, as well as potential public parks, plazas and greenway enhancements for the District as a whole, along with project-level assumptions for the Nishi/West Olive subarea. The study will incorporate key sustainable planning and design assumptions related to preservation of natural open spaces, new parks and active public spaces, connectivity for wildlife and habitat, harmonization with LID, and other goals.

The final Open Space plan for the District will identify locations, function and programming for open space. The plan will include natural open space areas, parks, public plazas, greenways, and other features. The open space plan will be coordinated with the wet utility/water conservation &

efficiency plan to ensure that the use of low-impact development (LID) measures and other sustainable design features are maximized.

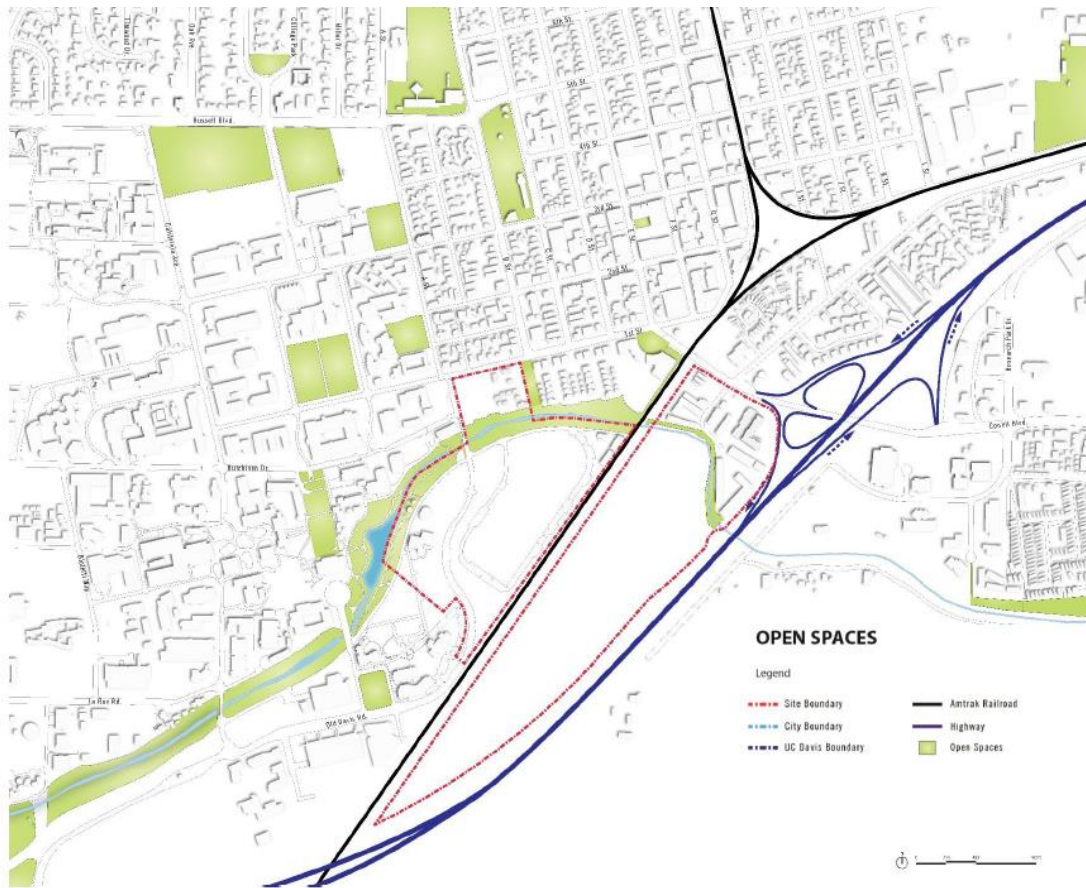
Recommendation

At this meeting, the Recreation and Park Commission to provide comments on principles and objectives for parks and greenbelt within the Nishi Gateway area. Questions for consideration include:

1. What recreation and park facilities would likely be desired by residents of high-density urban housing?
2. How can the amenities of the existing Putah Creek Parkway (currently on the Nishi property; anticipated to be dedicated to the City as greenbelt) and Arboretum be leveraged and enhanced?
3. Are there recreation and park facilities that should serve employees in the area?
4. How can public facilities complement the private facilities anticipated in the apartments, condominiums, and business development?
5. The Parks and Recreation Facilities Master Plan assumed 9.56 acres of parkland to serve 730 units on the Nishi property, plus 1.3 acres of greenbelt. Standards include a community park within 1½ miles of all dwelling units and a neighborhood park within 3/8 mile of all dwelling units. How does this translate in the current environment?

Attachments

1. Open Space context map
2. Community comments from www.NishiGateway.org regarding open space and community character. (All comments are posted at www.NishiGateway.org.)



OPEN SPACE NETWORK

PERKINS
+ WILL



COMMUNITY CHARACTER

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

The Courtyards

- I question the wisdom of developing permanent housing immediately adjacent to an 8-lane freeway due to pollution and noise. If there is to be housing, it should be purposely short-term (i.e., student residences) to limit the residents' exposure to pollutants. Noise will deter use of outdoor spaces. Using commercial buildings as a shield between the freeway and the housing would be preferred. This site has severe access issues and the level of development proposed may exceed what can be accommodated, especially from the east. It will also increase traffic on A Street, a difficult street to expand.
- Open space is nice, but large open spaces sometimes lead to people walking or sitting around the perimeter and the space not being utilized communally as hoped. Consider ways to have the courtyards but the feel of being smaller spaces, add shade, reduce grass. Also, if this is a "Gateway" to our town, how are people just arriving for the first time intended to happen on this space, and then "see" this space, meaning is it designed to give a certain perception?
- I am not going to comment on any of the designs, because if this is really to be community driven, we need to begin earlier in the process. I do not believe that the Nishi property is a good location for housing of any type. There are serious air quality issues due to the proximity of the freeway and railroad and the size and location of the property. There is also the issue of the oil trains going through on those tracks. Do we really want to put housing next to those tracks? What type of housing is planned? High density condos and townhouses? Student housing? Wrong location. If this property is being developed in "partnership" with the university development adjacent to it, why aren't we putting the student housing on the campus property? The University still does not house 25% of its students as promised in the MOU with the city. We talk on and on about the need for high tech/business/incubator parks. Nishi, right next to the University, is a prime location for a business park to capture spin-offs from the University. Due to the air quality issues and other problems with the parcel (access, traffic and circulation among other things), it is much better suited for business park uses than housing. Housing on the campus and business park on Nishi.
- This comment applies to all three. I would start over and configure the entire design to facilitate the movement of vehicle traffic on and off the development site without tying up the gateway to the city at Richards Boulevard in traffic jams. This could mean such design features as (1) siting the proposed railroad undercrossing and the roads running through the project so as to give commuters a straighter shot into the much underused campus parking lots south of the Mondavi Center; (2) providing free or sharply discounted parking rates to students and faculty who use that lot south of Mondavi; (3) providing regular shuttle service from those parking lots to the main campus areas as well as to downtown Davis; and (4) reconfiguring the freeway interchange to allow commuters coming from the east to access the development site while bypassing Richards Boulevard altogether. This project will probably fail in a Measure J/R vote if it adds to Richards traffic congestion even though the economic

development benefits could be significant for the city. Put together a project that reduces that congestion by diverting campus traffic away from Richards Boulevard/downtown Davis to underused parking lots on campus with good shuttle connections to the main campus, and you might just have a winner on your hands. Of course the traffic modeling would have to prove it could work.

- No character... Access? Circulation?
- Open space adjacent to a noisy freeway will get little use.
- I think the traffic congestion complicated by any development of this Gateway property will prove impossible to solve. I think any kind of residence would be folly because of toxins contributed by freeway and railroad traffic. If any development at all, should be very low density, and any open spaces should be provided with major shade trees and or shade structures. I would love to be able to use the Davis public swimming pools, but cannot as there is not an ounce of shade anywhere. I think we should trim up the \$5million city debt and accomplish some infrastructure repairs before we attempt any development of Nishi.
- Just makes it harder to get places if you have to cross a courtyard. People like the convenience of walking as little as possible. There are plenty of on-campus quads already.
- 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.
- Courtyards are uninviting, selfish spaces. I would definitely not recommend this alternative.
- Courtyards should have features to activate them, such as retail, play structures, water features, and plenty of shade. Do not be afraid to put trees right into the sandbox.
- This idea provides privacy to residences, which is the pro, but less connectivity for travelers, which is a con.
- Okay.
- Both near freeway measurements and the best air pollution models show that the Nishi property is subject to air pollution impacts that make any residential use of this property as currently envisioned inappropriate and a danger to the health of residents, especially children and the elderly.
- This design is the second best - it would be nice to have open areas for barbeques and lunch meetings, but it might make getting around the area a little more confusing and make it seem more closed-off.
- The courtyards appear to be so large that they create too much space between buildings, making it difficult to "inject life" into each open space. In addition, it is unclear to me how this design would interplay with vehicular traffic and whether congestion would result.
- This plan is too fragmented and disconnected. Open space courtyards appear to be unnecessarily large. It looks too much like the UCD campus.
- This looks like the best idea.
- While you state that there will be a mix, there is no designation of residential, office, research areas which hinders how to judge these choices. Right now, this is my least favorite choice of the three. It is hard to locate the RR tracks and it is not mentioned how we will handle the crossings. That is one of the

most important considerations.

- Least favorite
- Open spaces along busy rail lines and freeways are much less desirable due to noise. Better to use open space as bike/ped corridors and rail/freeway buffers.
- 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.
- I like this one the best because there would be many places that you can relax and enjoy the green space between the buildings. I also like that there are lots of them, so it's not just one big open field. Which allows the courtyards to feel more personal and airy.
- Sounds good.
- All three options are nice... the courtyard concept may work best for residences as it will help buffer noise from the rr and hwy.
- Bad place for open space, too noisy (train + freeway). Already true in many parts of the Arboretum. Space will be wasted unless completely insulated from noise.
- While I like this idea, these don't really seem like open spaces and may not be as inviting as the alternatives. They're not as versatile as longer open spaces and they do not open up to the rest of the city which I believe an open space should.
- In no way do I support the removal of Solano Park to make way for any of these developments. EVER. Having had a friend who raised her 2 small children in this student housing while she was in graduate school...it is not replaceable with some concrete jungle like Russell Park. It is one of the last few tranquil SAFE places where small children can really run free and be totally protected from the sun by enormous amazing mature trees. ALL MATURE TREES ON THIS LAND MUST BE LEFT ALONE. BUILD AROUND THEM. STOP CATERING TO UNIMAGINATIVE LAZY DEVELOPERS WHO WANT TO DESTROY EVERYTHING AND THEN PLANT CHEAP STRIP MALL SHRUBS IN PLACE OF A MATURE CANOPY OF TREES. Although this plan provides the most square footage of open space...each space is so disassociated from the next that it will not be fully enjoyed and there is little thread between the spaces. If wide bike lanes (and a separate pedestrian lane) with ample vegetation is woven in between these spaces linking them together, this is a better use of space. The best scenario is to provide the largest possible vegetative buffer between any buildings with LARGE trees that match those in the Arboretum, (redwoods, large oaks, some eucalyptus, etc).
- From my experience living in Village Homes, moderate size grassy areas/courtyards provide convenient spaces for neighbors to congregate, kids and dogs to exercise and play. It is also important for these areas to be connected to non-motorized transportation corridors making them more public (less susceptible to illegal or unsavory activities.)
- Quit spending money! Have you forgotten you are \$5 MILLION IN DEBT?
- Open space should be a prime concern in all development in Davis. If the character and desirability of Davis is to be maintained, we need open space. Especially in a area of high density, open space is an essential.

- I don't favor this option- greenbelts are integral to Davis' character and the courtyard concept could hinder connectivity/movement on a bicycle.
- I don't really favor this concept. While public open space is very important to me, I feel that greenbelts are one of the best things Davis has to offer.
- I realize that these renderings are schematic, but the appearance of the courtyards as large open green spaces makes them seem sterile and uninviting. If more detail were provided -- for example, conceptual arrangement of trees, pathways and gathering spaces -- the concept might present better. The initial impression of blocky buildings surrounding big lawns is a real turnoff. Given our hot summers, tree canopy can make or break a space.
- Developing this area is a bad idea. The Russell exit is already extremely overloaded. If developed this area will cause backed up traffic and accidents at this critical and dangerous area. Beyond that the road is next to impossible to preform construction on because of the businesses nearby and the narrow two lane tunnel that goes under the tracks.
- I wonder about some type of screening to offset the sights and sounds of I-80. I wonder if water features would help to lessen the traffic noise. Would the residential be for students only or open to the public?
- Doesn't flow with other developments that have greenbelts as transportation corridors. This is more exclusionary to the community at large not just those who live there.
- (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?
- Prefer these larger spaces, vs. linear lines of green space. I would hopefully assume that there would also be bike paths as well.
- Doesn't seem to encourage logical bike traffic flow and connectivity to campus and downtown
- these feel disjointed, while they will probably be lovely, a clear direct connection to downtown would make sense to bring walking/biking traffic in and around.
- Where are there examples of courtyards being used by local residents and workers?
- Housing does NOT belong between the railroad tracks and the freeway. Reasons: Particulate pollution from the freeway is a documented health risk; there's increased risk of hazardous railroad or highway accidents and subsequent spillover into the Nishi property, together with limited access for emergency responders.
- Good basic concept. Why does everything have to be on a straight-sided rectangular grid? I'd like to see either irregularly shaped or more circular courtyards even if it means fewer green spaces. Less grid-like is more interesting and draws people's interest and therefore participation and use which I hope is the goal.
- How many people will be living and working in this space and what are the access points? This is my least favorite of the designs because of the large "football field" green spaces.

- This is the most unappealing as it lacks continuity in the greenway. Preserve a continuous corridor for wildlife and people. This design would be appropriate for a gated community, not a space the public might go through, or where workers might want to take a healthy walk on their break
- The description of this option provides insufficient information for reasonable discussion.
- The massing of buildings does not look like human scale housing. "Street life" in this kind of space depends on foot traffic, such as at downtown Davis on E street corridor. This plan would not create strong connectivity to downtown, discouraging foot traffic to anyone but residents. Critical to success of this rather strange parcel is tying to downtown as completely as possible. I would not feel comfortable walking around such courtyards, much like people are not comfortable walking the trails at Village Homes. There is such a thing as too much privacy, too much complexity.
- The courtyards seem too linear, flat and square. Organic shapes, more fractally composed, with swales, hillocks, etc., would better promote a more natural ambiance.
- Poor access.
- There is a lovely public square in West Village that is rarely used. I'm not sure that these areas would work as you hope.
- Pretty
- Courtyards appears to make the best use of open space. The open space can actually be used. The others alternatives are more for view corridors and not as valuable as open space.
- While I appreciate the open concept, most of the large open space designs I've seen end up being under-used, barren wasteland (think of Northstar or Arroyo Park and Nugget Field). If these spaces have diverse infrastructure (recreational facilities, leisure facilities, shade - lots of shade), they might be used. I predict that residents will not use these spaces until there is shade, but in the time it would take for trees to grow enough to provide adequate shade, the residents would not get in the habit of using the spaces. This would lead to the wasteland mentioned earlier.
- Not a "bad" idea but very incomplete. How do people [residents, customers, employees] get into the site? How does traffic [vehicular, bicycle, pedestrian] circulate?
- I like this concept because it provides greater concentrations of green open space to the District.
- I love large open areas best. From the three options, this is certainly my favorite, and most flexible. This system can "future proof" the design as those courtyards are the easiest to reconfigure at a later time.
- Good
- Least preferred

Green Fingers

- As noted under the Courtyards proposal, I question the wisdom of developing permanent housing immediately adjacent to an 8-lane freeway. This layout is worse than the courtyards. The fingers will channel noise and pollution into the interior of the development and beyond. Using commercial buildings as a shield between the freeway and the housing would be preferred. This site has severe

access issues and the level of development proposed may exceed what can be accommodated, especially from Richards Blvd. and A Street.

- Connection to arboretum is a plus. As stated before, courtyards needs some further thought and design so that they are used as planned. Private looking spaces will be thought private even if the intent is to invite others into the space.
- More access from downtown reduces traffic impact on Richards, but there's no flow. Maybe if the fingers looped/connected near I-80...
- The connection to the UCD campus makes sense.
- 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.
- This is my preferred of the three (though see my comments below) as it provides the best integration/connectivity with the campus/city.
- Great idea!!!!
- Again, there should be active nodes in the fingers, and maintain interesting vistas along the fingers.
- I like the fingers, because the long lines of sight provided by the quads would look cool and unique while providing easy access to campus.
- I think I prefer this one over the first. The larger separated courtyards give a disjointed look in the one above.
- Both near freeway measurements and the best air pollution models show that the Nishi property is subject to air pollution impacts that make any residential use of this property as currently envisioned inappropriate and a danger to the health of residents, especially children and the elderly.
- Preferred option. I like the connectivity within project and UC campus
- The quads have great potential. However, it is unclear to me how this design would interplay with vehicular traffic and whether congestion would result.
- Improved building massing compared to Alt 1. No need for two prominent connections from the arboretum, one will suffice.
- I like the courtyards idea best.
- This is my favorite flow as it is simple and straight access. Again, unsure how the railroad situation will be handled. Tunnels seem to be best options but surface crossings will be increased if not addressed.
- Frustrating exhibits! This doesn't show an open space connection to Olive Drive/ arboretum, which seems necessary.
- 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.
- This option is very good, one of the best. It maximizes use of the space while still maintains the good open semi private courtyards.

- Not appealing to me.
- Nice idea but probably the least imaginative
- No this is meaningless, visible only from the air.
- While I like this option for all of the benefits of open space, interconnectivity remains the most important aspect and the green loop offers a more "open" solution.
- ALL MATURE TREES ON THIS LAND MUST BE LEFT ALONE. DO NOT LET THE LAZY DEVELOPERS TOUCH THEM. This provides good open space...but the buildings are so spread out and have such large footprints. Further, the map you provide does not clearly show where there will be traffic and parking to access these new buildings. If access roads and parking are sequestered to fewer sites, then it is much better. The closing of the old arboretum road was a wonderful idea and now allows for a more peaceful experience. Any time you have traffic right next to "open space", it really ruins that open space. The best scenario is to provide the largest possible vegetative buffer between any buildings with LARGE trees that match those in the Arboretum, (redwoods, large oaks, some eucalyptus, etc).
- Need more cross connections
- quit spending money! Have you forgotten you are \$5 MILLION IN DEBT?
- This has the advantage of direct routes through the area but think it lacks the open spaces.
- This would be my second choice.
- I like this concept but feel that unless it is done correctly with some connectivity between the fingers it could hinder movement through the Nishi Gateway.
- If the "green fingers" aren't envisioned to traverse the railroad, then the image is very misleading.
- Developing this area is a bad idea. The Russell exit is already extremely overloaded. If developed this area will cause backed up traffic and accidents at this critical and dangerous area. Beyond that the road is next to impossible to preform construction on because of the businesses nearby and the narrow two lane tunnel that goes under the tracks.
- Seems the best for vehicular traffic using existing roads but highway access is not improved. Security might be better than a continuous loop scheme.
- (A) I have no idea what your curving dotted line indicates. (B) The "two linear quads": How does one get across or under the railroad? Who pays for tunnels? (C) Has anyone a plan to restore the dead creek, as you plan to cross the UCD Arboretum? And how does one cross it, along these two "linear quads"?
- This seems like it would encourage more connectivity within and outside of the site, although downtown connection seems to be missing
- Housing does NOT belong between the railroad tracks and the freeway. Reasons: Particulate pollution from the freeway is a documented health risk; there's increased risk of hazardous railroad or highway accidents and subsequent spillover into the Nishi property, together with limited access for emergency responders.
- I particularly like the attempt to integrate the campus over the Great Barrier of the rail line. My comments earlier regarding the rigid grid approach still apply. Also it seems a shame that both ways

across the rail are so close together. Imagine how much more valuable it would be to have access to the west near the new Art Museum. Breaching the rail line in two places is a definite plus.

- How many people will be living and working in this space and what are the access points?
- Better option, more continuous green space. However, the paths ending toward the highway = unappealing place to walk. Yuck. Really do not like either option
- Appears to offer good green connections to campus.
- Strong fingers (corridors, visual and physical) to University and Downtown are great. That is the way the rest of Davis is built, and a big part of its charm. Pull that idea into this plan. The only concern is how to terminate the fingers at the I-80 berm. Visually, the freeway acts like a levee, much like areas of mid-town Sac. where the American River levee looms at the end of north-south streets. Views into Nishi Gateway from the freeway are not important; a good view at the Mondavi makes sense but not here.
- Due to the elevation of the intervening railway line there is an inherent and unavoidable disconnect between campus and the Gateway project property. Recognizing this fact, rather than denying it, would be the first step towards improving the linkage. For example, by employing a mounded overcrossing for one "finger" and a swale-ensconced undercrossing for the other. And soften the rigid boundaries of the fingers!
- This looks like it would give the best access.
- Wind tunnels?
- The railroad will provide a significant interruption to the green fingers.
- I think the scale of this design is much more human-friendly than the Courtyards design. The open spaces are better protected and, I believe, would be used by residents for a variety of activities. I'm not a fan of wide boulevards because they are unpleasant to walk or ride a bike on. Narrower streets and smaller blocks are more bike/ped friendly. It might be more livable to make the streets one-way loops for cars with two-way cycle lanes or tracks and sidewalks on both sides. I don't really understand what the arrows are supposed to be indicating - deadend traffic flows? Please don't do that!
- Same comment as above ("Not a 'bad' idea but very incomplete. How do people [residents, customers, employees] get into the site? How does traffic [vehicular, bicycle, pedestrian] circulate?")
- Linear greenbelts are difficult to reconfigure, and have limited flexibility. Straight lines diminish creativity.
- Use the rail right of way to provide pedestrian/bicycle connectivity to downtown.
- I like the idea of linear green space much better, because it allows for greenways and active transportation infrastructure to access all parts of the development. I have no preference between the Green Fingers and Green Loop options.

Green Loop

- Please keep the greenbelt free of motorized traffic, or expect protests!
- As noted under the Courtyards proposal, I question the wisdom of developing permanent housing immediately adjacent to an 8-lane freeway. In this regard, this layout has no advantage. Using

commercial buildings as a shield between the freeway and the housing would be preferred. This site has severe access issues and the level of development proposed may exceed what can be accommodated, especially from Richards Blvd. and A Street.

- The green loop opens up the space. Could be nice, but seems like something adding to the local flavor rather than a "Gateway" into the community through which visitors pass.
- Better in theory, but traffic impacts on Richards will be too immense. What about motorized transportation? Keep this if you are eliminating automobiles entirely, but the arrows should point both ways...
- Parking lots adjacent to a noisy freeway is more practical than open space adjacent to the freeway.
- Best idea. People like loops and knowing they will end up where they began. This will get a lot more people running/walking this loop.
- I like this one the best. Biking is such an important part of Davis culture, so having bike paths is good.
- I can't be more against courtyards.
- This is probably best of the 3 options given.
- My favorite alternative, the sightlines and amenities should allow easy transport between the Gateway district, the Campus, and the City. Downtown Davis is the amenity that will sell this. Your mantra is "walk to coffee."
- It's hard to see the distinction between this and the fingers other than this does not provide unbroken lines of site along the quads. I think it's less aesthetically pleasing than the fingers.
- Probably the best option. I think smaller courtyards are just fine (rather than bigger ones). Generally more continuity. And access for pedestrians and bicyclists is definitely key!
- Both near freeway measurements and the best air pollution models show that the Nishi property is subject to air pollution impacts that make any residential use of this property as currently envisioned inappropriate and a danger to the health of residents, especially children and the elderly.
- 2nd choice. Not sure where loop would be, I like the open space parkway through the project.
- I think this design balances the needs of residents and researchers alike the best, and matches the greenbelt design of the rest of Davis.
- The loop is appealing from a running and biking standpoint. However, it is unclear to me how this design would interplay with vehicular traffic and whether congestion would result.
- Best of the three alternatives. Two prominent connections, one from campus and one from Olive Dr makes more sense.
- This design seems to provide the best connectivity, but I am only going by the basic word description and vague conceptual drawing. It will be crucial to plant lots of trees for shade in this hot climate.
- I like the courtyards idea best.
- This seems to add even more traffic pressure to Olive Drive and Richards under crossing. Unless we are going to expand the access into Davis, I am not in favor of this method. Olive and Richards already cannot handle their traffic load in a safe manner.
- Like this one the best

- I like connecting open space to A Street!
- 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.
- I don't like that you can't drive this one... You should, no MUST, be able to drive it.
- I think there is a definite need for non-motorized transportation access.
- I like the open space extending from A
- I like this the best since it connects downtown with the rest of Davis
- Good idea.
- This is by far my favorite option for the space. I like how it opens up the new area and connects to existing open spaces as well as the city at large. Very versatile spaces.
- BUILD AROUND THEM. STOP CATERING TO UNIMAGINATIVE DEVELOPERS WHO WANT TO DESTROY EVERYTHING AND THEN "REPLACE" MATURE TREES WITH ANEMIC STRIP MALL SHRUBS AND CREPE MYRTLES. DO NOT DESTROY SOLANO PARK TO MAKE WAY FOR THIS PROJECT.
- I've seen fewer people sitting or congregating in greenbelt-type areas than open grassy spaces. They tend to walk or ride through. Is it possible to combine the green loop and the courtyards models?
- Quit spending money! Have you forgotten you are \$5 MILLION IN DEBT?
- This is similar to the 'Green Fingers' but not as direct in the routing. This one does not appeal to me.
- This is my preferred choice. I think this would have the maximum connectivity of any of the concepts suggested.
- This concept is my preferred choice.
- This is my favorite. In general, I think that having tree lined boulevards is better than open fields. I don't think the open fields would get much use because they aren't situated in immediate proximity to the student housing. Moreover, watering and maintenance costs of open fields would likely be higher. Treed courtyards in Green Loop and Green Fingers options are nice. More generally, I think the Green Loop alternative is superior because (1) it provides integrating boulevards both from the university and from Olive, whereas the fingers are very University-centric. Moreover, the Green Loop option provides better encapsulation from the freeway.
- Same comment regarding RR crossings as for the Green Fingers plan. I have some concern about the length of the greenway running down the center of the Nishi parcel. That's an awfully long stretch of straightness, roughly half a mile. By comparison, the walkway leading from Hutchison Drive to Mrak Hall seems long, and it's only about 600 feet.
- Developing this area is a bad idea. The Russell exit is already extremely overloaded. If developed this area will cause backed up traffic and accidents at this critical and dangerous area. Beyond that the road is next to impossible to perform construction on because of the businesses nearby and the narrow two lane tunnel that goes under the tracks.
- This would help with circulation. Signage would be necessary along with addressing safety issues
- Appears most concordant with Davis' existing greenbelt usage. Allows access from the east.
- Sorry! Your narrative plus diagram leave me stupefied! Try again? Again, does "residential open

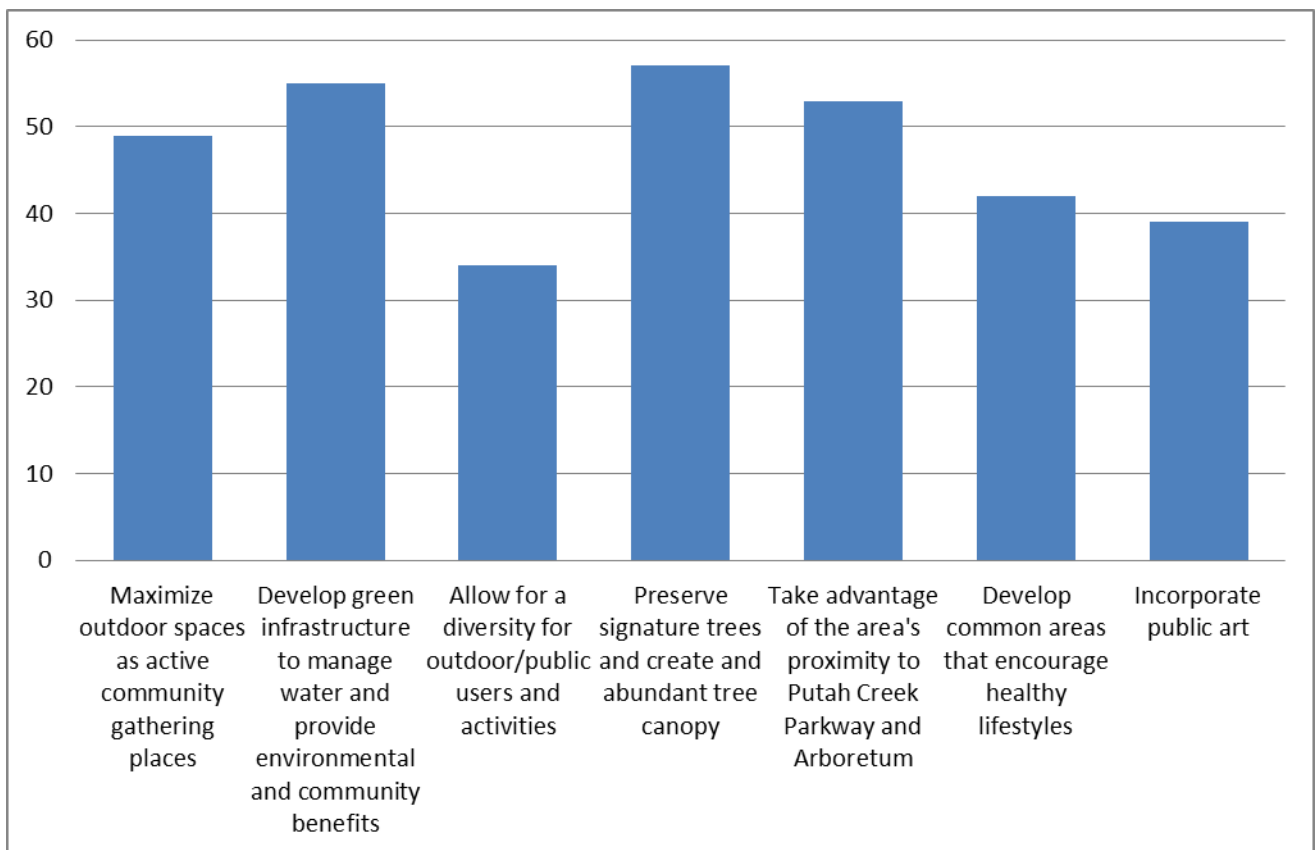
space" mean "turf, play-romp area"? Water! Water!

- Welcome the people, ban the cars. Design for bike and pedestrian transportation within the development as well as for commute and downtown trips. Cars degrade the attractiveness of the town.
- Best option, includes flow of non car traffic in two directions and connects both campus and downtown. So who is going to want to live next to a major freeway?
- This has a very nice flow, I think the loop concept makes the most sense.
- Great; except that there should be NO residential development on the Nishi property, it's not a health & safety friendly location.
- I like the A Street connection is the only appealing element for this alternative. It would be better with a pedestrian/bike access with the new Art Museum on the far west end. The "strip development" look through the middle of the Nishi parcel is not appealing regardless of how "green" it may look. It could be a commercial development in Sacramento. Ugh!
- I am concerned about access and egress to the property and the traffic at Olive and Richards and at Old Davis Road. Are there plans for exit to the South under or over Interstate 80?
- Thanks for showing the access points more clearly on this map.
- Not much better than second option. Go back to the drawing board with the community if you are serious about input and inclusiveness.
- Best
- The description of this option provides insufficient information for reasonable discussion.
- This loop does not make sense, funneling people into Olive Drive, the most snarled intersection in Davis. The entire land-plan seems awkward trying to make this work. Example is clustering parking lots along I-80 berm, bad idea: very old school, I see it in Natomas a lot, bleak solution. The east-west part of the loop has no good terminus, what are those greenhouses?
- This is, potentially, one of the most positive elements of the project. To the extent it echoes, amplifies, and integrates with the existing reality of the Arboretum it will succeed; to the extent it degrades or destroys that reality, it would be a terrible failure.
- Boring.
- I like this way of tying the project (and the university) a little more into the city.
- OK also
- How much of this continuous open space would be dominated by roadways? In general, I like the idea of green corridors connecting the site to the Arboretum and Putah Creek Parkway. These corridors will be most appealing if they include green buffers from main roadways.
- I also find this design to be not very life-friendly. Wide car access roads are not conducive to cycling, walking, or living. I would prefer to see peripheral car traffic with central walking/biking. The scale of the open spaces is better on this one than the Courtyards, but the streets are a negative.
- Same comment as above ("Not a 'bad' idea but very incomplete. How do people [residents, customers, employees] get into the site? How does traffic [vehicular, bicycle, pedestrian] circulate?")
- This is my second favorite scenario. It is still a linear greenbelt, but it is wider and contiguous with

obvious connectivity benefits that are not offered with parallel, straight green areas.

- I like the idea of linear green space much better, because it allows for greenways and active transportation infrastructure to access all parts of the development. I have no preference between the Green Fingers and Green Loop options.

Give us your thoughts on other ways we can incorporate Davis community character in the context of this urban infill development through the employment of some urban design principles. Pick all that apply:



Other Ideas:

- I think that the property would be well suited to create a real transit orientated village by moving the Train depot to the site. It would be one of the first college campuses to have an on site train station and would allow people to take a train to visit all the campus has to offer as well as allow students a way to commute. The old depot site could then be used to add a mini village to the core area.

- 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.
- Davis Mountain Bike Park- High visibility from the freeway, good draw for young residents, good research opportunities, etc.
- Provide easy access from campus and I-80 in addition to Olive Drive. The Olive Drive/Richards Blvd intersection can't handle the traffic it has now and doesn't need more.
- Why not eliminate all motorized vehicle traffic into the project area -- to the extent it is on campus? That is, certain kinds of delivery vehicles and public safety vehicles could have access but no personal or commercial vehicles. This would best complement the campus environment and also set the promote bicycle and pedestrian travel to the downtown. Keep all private and commercial vehicle parking on the edges of the project -- one for cars/trucks coming from 113 and Old Davis Road and one for cars/trucks coming from the campus loop road.
- Incorporate structural elements for Noise Reduction, since it will be next to the highway
- Have easy pedestrian access to Downtown Davis and the Campus.
- 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.
- Please be careful what public art is chosen. It should fit with the theme of the development.
- This whole area should not be developed, except as a large park. It is beautiful just the way it is. This whole survey implies the development will happen no matter what is said.
- Safe access to and from this site across railroad tracks for bikes, pedestrians, and cars.
- 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.
- Gardens and unique plants like how the Arboretum has. Water features would be nice!
- I think "preserve trees" goes without saying.
- All great ideas that have universal appeal. But, developers take good concepts create banal spaces when the details are wrong, poorly integrated, or the elements become items on a checklist. All in the details...
- Leave west end of Nishi as open space. Least valuable part and hardest to service (fire etc.).
- Performance /public gathering spaces would be an amazing addition.
- Build up not out. Cover as little open space as possible and emphasize walking, biking and quiet sitting areas. ****It is now time to incorporate into this development regular maintenance of the arboretum lake/pond/creek. The lake/pond/creek needs to have more water moved through it during the spring/summer/fall to help with overgrowth of algae causing deadly blooms during the summer. It needs to be dredged every few years. The arboretum should be continued eastward and be contiguous with any new development in the area.

- Quit spending money! Have you forgotten you are \$5 MILLION IN DEBT?
- All of the Item 2 selections fall under the "mom and apple pie" umbrella. Who wouldn't want all of them? Are the responses to this item really of any use?
- Don't develop the land.
- Wildlife habitat. Water harvesting.
- How much consideration has been given to the increased flow of high flammable oil shale shipments by rail and potential safety issues for people living close to a busy rail corridor? Not exactly a prime location for residential housing with the highway and railroad traffic noise, unless residents want the feel of a big city in Davis. This could also negatively impact open space usage especially with rail traffic projected to increase.
- Honestly acknowledge that a busy, commercial, oil-transporting railroad forms the north border. Its required noise and its deadly cargo MUST be publicly understood.
- Passive solar will decrease energy usage and provide nice indoor light. Doesn't cost extra if it's incorporated in the site planning and building design.
- Some of the park spaces could incorporate dog parks, especially with the high density of housing.
- Multi-use buildings, businesses on the street level, condo's/apartments above or live/work spaces
- How about solar covered parking lots such as at the Vet Memorial - High School. How about lots of trees between the freeway and the community area.
- Anything except residential use, please.
- Outdoor public areas like common patios around the Whole Foods Market with green space are the best bang for the buck in preventing a cold, corporate feel. All the tree canopy and greenbelt space in the world is a waste if there is no focal point for people to sit and gather. That goes for residential as well as retail or commercial spaces. Anchoring such space with destination quality food and beverage has to be a part of it.
- Public access through bikeways and walkways
- 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.

- I'm concerned about access by extending Olive Drive. Currently Olive Drive is a narrow winding street lined with many businesses. Bringing more traffic onto Olive Drive will make the Richards Blvd/Olive Drive intersection more of a mess than it is now. Also extending Olive Drive will ruin some of the habitat restoration occurring along the old Putah creek bed.
- Permeable paving, tree cover, community gardens, housing with outdoor space (not like the awful West Village with no patios/decks), native plants, public art, mixed height buildings, limit building height to maintain light access.
- Principals 2 and 5: Use the interface of Putah Creek and Nishi Gateway to blur the channelized nature of Creek, weave the creek open space and topo of Nishi together, use that connection for storm water management. Principal 4: Views into this parcel from freeway should be obscured by trees, and blend with downtown. The University has a monumental nature, with large showpiece architecture (Water tower, Mondavi, pending museum) but Nishi should be pleasant introduction to "Old Davis". Principal 7: This is Davis chance to create a real arts district, not just scatter pieces around parks and shopping centers as we do now. Get the University Art Dept. involved immediately to explore more than just static sculpture, consider interactive light, signage, etc.
- Include an automated, driverless, solar-powered people-mover connecting Gateway with the Campus and the parking lot on 2nd Street between A & B Streets. A single-track figure-8 type "path" of 2-car trains on 10-minute cycles running clockwise for starters, with space reserved for expansion to double-track in future. The tracks should be sunk per street-car practice, with green vegetation between the rails per recent European urban practice
- Green roofs on buildings for cooling, solar panels and apartment buildings you can bike up to like in Europe. Carry a more unique global mix of retail not found in the area. Continue with Mom and Pop shops and boutiques. Have Festivals that are more cultural like "Living Art: and other fun celebrations. Have bikes for rent like Paris that you can take and return at other location.

- 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.
- Easy, pleasant access to and within the development for foot and bicycle traffic
- The process is backwards. You are asking for comments on how much and where green spaces should be located before you have any idea of who is going to use them and how.
- 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.
- hold weekly events, especially in the spring and summer, to provide the opportunity for community relationships to be made
- Please, whatever else happens with this parcel, complete the Davis Bike Loop! The current detour is awkward and uncomfortable, and connecting the loop through the Nishi property will benefit the development by bringing cyclists, joggers, and pedestrians to the area.

Please provide any additional community character considerations.

- I don't understand why this site is not the front-runner for the so-called UCD "food campus". It is directly connected to the campus and within sight of Solano and Yolo farms. Placing the food campus in relatively high buildings would leave space on the site for demonstration farms that could be irrigated by treated wastewater from the campus WWTP and greenhouses which could include aquaponic facilities. As presented, this proposal appears to be in direct competition with the two innovation park proposals. Some way of distinguishing this project from the others is needed. A greater emphasis on food issues is one such way. Lots of bike parking and adequate car parking.
- Restrict dogs in the core area. All us non-dog owners are bit put off by poo and unrestrained animals sniffing our body parts.
- Make sure there is a mix of animal friendly and more private no-animal zones.
- Please discourage use of cars for traveling to the project area. Design it so people will predominantly walk and use bicycles to get to campus and downtown. Please do not seek to build something that only increases our reliance on cars.
- Two general comments that relate to all three designs: (1) Buildings are oriented parallel to the RR and I-80 which results in very bad solar access / shading. It would be nice to see some plans that try to mitigate this by providing better N-S orientation while still having efficient use of land. (2) All three designs have what looks like PV covered surface parking on the south end? What a colossal waste of land for such a restricted site. This will also result in two trips through the site each day for each car. How about a multi-level parking garage at the north end and no vehicle access for the entire site except for shuttles and deliveries?
- 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.

- Anything but residential. Retail not good either.
- I suppose I'm less wild about having a community garden since we already have one in Davis. I think the connection to the creek would be great. But otherwise this could have more of an urban, yet communal, feel to it. So, e.g. plenty of additional restaurants, community gathering squares, etc.
- Love the project, don't go overboard on the green/ environmentally friendly things.
- Maximum use of non-motorized access is vital. Preserving trees should not even be mentioned, it should be assumed you will preserve all the existing trees. Public art is nice, but I'd rather see the money go to bike and pedestrian paths, and maybe shuttle buses similar to the Google bus in S.F. Thank you for asking for community input.
- Go first cabin. this needs to be better than Davis-good. it needs to be Silicon Valley-good.
- Existing trees should be LEFT STANDING and more evergreen trees should be planted on the current Nishi property.
- Quit spending money! Have you forgotten you are \$5 MILLION IN DEBT?
- If this is to be a community development and not just a UCD development, the public needs to be welcomed. Not sure what the general plan of this is.
- Ideally this development will have extremely strong bicycle and walking connectivity with the rest of Davis and shouldn't need/feature too much car connectivity. Potential ways to solve this are to have a central parking garage on the outskirts so that cars do not play a central role in the Nishi gateway. Incorporating the maximum degree of bicycle/walking connectivity is one of the most important features to me.
- Not sure if there is opportunity further on to provide input regarding proposed retail options, but from what I saw in the initial brochure that was circulated a few months ago, they were woefully inadequate. In the spirit of serving community gathering and food/retail needs, I would make sure that something akin to E Street plaza or Davis Commons type area exists, e.g. around one of the treed courtyards facing the boulevard extending from Olive in the Green Loop plan.
- I appreciate the effort to get feedback from the community, and I'm hopeful that this process will help refine the choices from virtually unbounded to more realistic. However, at this stage I'm not encouraged that I've learned anything substantive about the nature of what ultimately might come out the other end.
- I would love to see a space modeled after an Italian piazza. Restaurants & businesses below living above. Working in real estate, I have had several clients want a condo type situation close to the action

of down town and live more of an urban lifestyle here in Davis

- Do you really want to have that much space available for people to hang out there? Don't we want them coming down town or hanging out on campus. If there are restaurants then outdoor eating around the restaurants should be fine. Also this isn't likely going to be a place with a lot of kids so having playgrounds etc isn't needed
- Came here hoping for a discussion of the merits of the proposed project and various proposed options, instead get a limited set of aesthetic options to choose from revolving around the open spaces. This looks like simple cheerleading for the project, not an attempt to engage the public in a serious or meaningful discussion of the merits (or lack thereof) of the proposed development. Merely providing a few canned options for open space (and meaningless feel-good checkboxes to click - yes, I too like nice things, hooray) with no opportunity for discussion of the project as a whole gives the impression that the City has decided the development will go forward, and that the most pressing concerns of Davis citizens should be the community character (design specifics) rather than the broader elements of access, traffic impacts, and residential/commercial/retail mix that underpin the whole project. This was absolutely the wrong place to begin a series on "community dialogue" for a project that faces broad scrutiny over the most fundamental issues; sort of like trying to pick the color to paint a house before you even find out whether the ground is stable enough to build on.
- My name is Jim Edlund and I am the owner of Redrum Burger formerly known as Murder Burger. I have owned the restaurant since 1997. Under your proposed plan to expand Olive Drive to serve as the primary access point for ingress/egress for motorized transportation for the planned development my business would be lost and eliminated. I was told in one of the community meetings I attended, the building housing my restaurant would be destroyed so Olive Drive could be widened. Our restaurant has served the Davis Community since 1986 and has employed more than 500 people in its 28 year history. It is shame the planners of the project need to eliminate my business.
- I reiterate: Housing does NOT belong between the railroad tracks and the freeway. Reasons: Particulate pollution from the freeway is a documented health risk; there's increased risk of hazardous railroad or highway accidents and subsequent spillover into the Nishi property, together with limited access for emergency responders.
- With everything in mind above, I am very concerned that the proposed developments are displacing affordable family housing like Solano Park with its community garden spaces and the numerous recreational and arts spaces along Richards Blvd. I don't assume to know how to finance the feel of those arts spaces or community gardens, but it would be a great loss to see them simply displaced. The Third Space Art Collective is a good example of a locally grown and growing effort that I honestly don't see being part of this new development unless there is a specific intent to do so.
- Architecture should reflect Farmhouse Victorian (1890's to 1920's) that almost everyone associates with Davis. We are fast losing original examples of our indigenous, rural architecture in the Central Valley. It is scaled nicely, and does not follow trends such as the large metal panels and accents of stone or brick that is considered "Green". Stick to something that defines Davis.

- Front load development onto Putah Creek with balconies, terraces, seating in a dense way like at San Luis Obispo. Views back into the University and Downtown would be awesome. We live in a flat place, so create drama along Putah Creek with some urban density.
- Dark-sky compatible parking lot lighting! No all-night glare!
- Have architecture that is intelligent and create perfect city blocks. Study ideas from Monocle magazine.
- All of these characteristics seem positive. Is there a need for tradeoffs between them?
- This whole inquiry suffers from the usual anti-auto mindset in the Davis planning group. Unless transportation issues are addressed FIRST, and connectivity and circulation issues are a primary concern in the physical design, the site is not going to work for residents or for commercial users. How much of the site is to be residential? How much is to be commercial? What kind of commerce will operate here? Where - in this plan - will you address parking? How will commercial vehicles [delivery, sanitation, emergency etc.] circulate to and through the site? A roadway which empties onto Olive drive & Richards avenue and is co-mingled with traffic from the 174 room hotel to be built plus current pedestrian, vehicular and bike traffic will not work. How and where green spaces are located is a concern to be considered after the residential / commercial split of property use is known. There seems to be no concern at all for the impact of planning and policy on those it affects such as on downtown core area business'.
- Automobile use should be minimized. It should be easier and shorter to walk or ride to campus or town, than to walk to one's car. Automobile access is the killer here. Hide the cars. Make the cars inconvenient. Do whatever can be done to make car ownership a second-class option for transportation. Add a Zip car station at the edge of the thing.