

The Promenade Narrative

Background

After years of careful planning, the Davis Gateway partners are proud to present plans for The Promenade: a thoughtfully designed, walking- and cycling-oriented, sustainable community on 46.9 acres with 2,200 beds across 700 units, with a mix of studio, 2-bedroom and 4-bedroom floorplans ranging in size from 480 to 1,565 square feet. The project is the culmination of years of collaboration and support amongst many stakeholders including an established local housing developer and property manager, UC Davis, the City of Davis, the Strategic Growth Council, community advocacy groups, and Davis voters.

The project goals are enshrined in the baseline project features which has been approved unanimously by the Davis City Council and by affirmative vote of the citizens of Davis in 2018. Any changes in the Baseline Project Features for this project would require a public vote.

Project Overview

The guiding principle of The Promenade is to create an environmentally net-positive neighborhood, encompassing an abundant variety of green spaces and ascending levels of community to promote overall wellness through supporting social connections as well as connections to nature. A plan for this vision has been executed by a broad design and consulting team including, among others: Studio T Squared Architects, JETT Landscape Design, Cunningham Engineering.

The project takes advantage of the site's size, scale and unique proximity to both Downtown Davis and UC Davis, major transit corridors, adjacent open space features along the Putah Creek corridor, Davis Bike Loop, and the Arboretum. The residential interior of the site is completely car-free, supporting a green, walkable and bike-friendly neighborhood, which is connected from its east to west endpoints by a verdant, tree-lined winding path, aka "The Promenade."

Residents will enjoy a sense of community on various levels, starting with an overall cohesive feel of the project, including fifty-two residential buildings of several types distributed evenly and in a geometry that, in concert with landscaping, creates a visual border from within the residential zone: the promenade, the various common areas and their natural surroundings. Along the length of the promenade, there are a variety of amenities at convenient spots alongside the path, encouraging residents to stop and connect on their way home or just as they meander through.

These community amenities include a plaza with outdoor seating with food truck and public gathering possibilities, a central rec/study center, two mini self-serve markets, two conveniently located site-management offices, a secondary rec/study center, an outdoor fitness station, and finally on the westerly point, an informal dog park with a dog washing post.

The project is then divided into two approximately equal neighborhoods that are connected via the promenade path under a planned railroad overpass connection to UC Davis. The East Side near the main biking/walking entrance is likely going to have more bustling energy due to higher circulation and density, and includes the main community center and plaza, whereas the West Side is a bit more serene, “the side less traveled” with larger open green spaces and smaller neighborhood-centric amenities.

Finally, a variety of “mini-neighborhoods” is facilitated by buildings assembled organically into clusters creating a variety of uniquely shaped courtyards, each with its own set of park-like qualities or social elements. A majority of units feature inviting living rooms with large bay windows that overlook these courtyards, encouraging outdoor gatherings and transcending the green outdoor spaces and natural light with the indoor spaces. Each courtyard has pathways flowing back to the promenade.

To further support a walking and biking culture, there are approximately 2,400 bike parking spots located in small clusters conveniently throughout the site, in and immediately alongside the residential buildings as well as bordering the numerous amenities that stretch along the promenade.

Access, Parking and Circulation

An access road meant for vehicle circulation surrounds the residential interior. This road incorporates 116 standard spaces for guest, staff and delivery parking in convenient spots on both sides of the project. High speed “Level 2” (40 amp) EV charging stations will be installed to service 95 additional spaces along this loop road; these will be available to all residents, staff and guests for at least the duration of charging to further encourage the use of electric vehicles and to ensure that these rapid-charge stations are used to their fullest potential. This loop road can be accessed from a proposed overpass connecting to Old Davis Road on the UC Davis campus which leads directly to a roundabout allowing vehicles to go either direction on the loop road.

A secondary access for emergency vehicles and Unitrans buses will connect Olive Drive to the east end of the site. Access for cyclists and pedestrians will be separated from the gated emergency vehicle/bus entrance. Due to the high frequency of bicycles along the Putah Creek Parkway path and the high volume of cyclists anticipated from the Project, cyclists will be given priority over buses, which will typically be no more frequent than every 15 minutes. Additionally, to allow for a safer bicycle transition from the Project to the Putah Creek Parkway, a new bicycle roundabout has been designed within a realigned layout of the pathway. Additional details for the functionality of the emergency vehicle and bus entrance can be found in Exhibit C1.01, as well as the Parking Access Revenue Control Systems (PARCS) report included with this submittal package.

Buses will route in both directions through the southern portion of the loop road between Olive Drive and Old Davis Road. The roundabout at the southern end of the overpass will allow buses to gain access to or exit from the overpass. Bus stops for both directions will be located immediately east of the roundabout and are sized to accommodate two buses in each direction simultaneously to accommodate peak ridership time periods.

This satellite lot both disincentivizes residents from owning/using cars and incentivizes those who have them to go electric. First, fewer than one in three residents will be able to have a car on site as the lot has a maximum of 700 assigned spaces. The shape of the lot is such that many residents will have to walk an inconvenient distance to get to their cars; therein encouraging them to hop on a bus, walk, or cycle. In addition to the high-speed chargers on the perimeter, a minimum of 247 residential spaces in the satellite lot will be equipped with personal charging receptacles (20 amp) assigned to individual residents' electric vehicles.

To further disincentivize vehicle use the overpass will be equipped with License Plate Recognition cameras that will bill residents for leaving or coming to the project during peak traffic hours. Additional information on this system is also included in the aforementioned PARCS report. A transportation demand management (TDM) is being prepared to create an annual review structure to assess the effectiveness of these measures to discourage vehicle use to and from the Project. A draft TDM is included with this submittal.

Open Space and Trees

Outside the loop road and the satellite parking there is open space designated along the Putah Creek corridor, an urban forest tree buffer between I-80 and the parking lot, and a stormwater open space area, all totaling approximately 13.6 acres. These open spaces combined with the residential landscaping will involve the planting of over a thousand new trees, providing 50% shade coverage on all common hardscape areas. Where possible existing, mature trees in good health have been incorporated into the project layout.

Grading and Drainage

The existing site generally drains to the south and southwest to a Caltrans drainage ditch along I-80, which conveys runoff back to the east where it outfalls into Putah Creek. The project generally aims to mimic this drainage pattern with the inclusion of a detention basin to provide both stormwater quality benefits and maintain existing runoff quantities to be no greater than the 2 year - 24 hour design storm. The detention pond is proposed to be located at the west end of the project where the site area terminates near where I-80 and the UPRR alignment cross one another. An extension of the pond will be located along the edge of the urban forest to provide a controlled overland release conveyance towards Putah Creek. The pond will encompass approximately one acre and will be on the order of 8 feet in maximum depth. The extension bottom elevation will be approximately 5 feet higher than the bottom of the main pond and is anticipated to receive water only during significant storms. Two 18-inch perforated pipes will be situated below the extension to serve two purposes. The first is to convey water from the detention pond to an outfall pipe to Putah Creek as stormwater runoff exceeds the 2-year storm. Once stormwaters recede, the perforated pipes will collect any water that has entered the detention basin extension allowing for the extension to more readily convey water back to the main basin where it will infiltrate into the ground to replenish the underlying groundwater aquifer.

A flap gate will be installed on the outlet to Putah Creek which will close when water surface elevations within the creek rise above the 10-year storm level. When the flap gate is closed and water surface elevations reach the 100-year design storm elevation overland release water will pond within the southerly parking lot, but limited to a depth of less than one foot.

Approximately 90% of property adjacent to Putah Creek does not lend themselves to draining to the creek. This portion of the property will predominantly remain as a landscaped area only; however, a small water quality swale has been incorporated to treat new areas of impervious improvements.

Sewer and Water

An 8-inch water main will be placed within the loop road surrounding the residential structures, with individual services leading to each building. The 8-inch main will connect to Olive Drive via the emergency access vehicle/bus land bridge over Putah Creek. The project will upgrade the existing water line in Olive Drive to a 12-inch main extending approximately 3,000 LF towards the east within the roadway. These plans are being prepared as a separate submittal.

An 8- to 10-inch trunk gravity sewer main will be located within the central Promenade, with individual services leading to each building. The sewer main will be situated beneath the Promenade pathway where practical to reserve space in the landscape areas for adequate tree planting. The 10-inch trunk main will exit the site via the emergency access vehicle/bus land bridge area over Putah Creek where it will connect to a new, replacement 12-inch gravity main in Olive Drive. Said main will be constructed by the Project and extend east on Olive Drive approximately 2,200 LF wherein the alignment will head northerly beneath the UPRR tracks and then along L Street up to the intersection of 3rd and L.

Residential Buildings

Fifty-two residential buildings totally 828,548 square feet are distributed equitably and naturally around the site.

Building Type	Number of	Area (SF)/Per Building	Total Area (SF)
Residential A	24	15,220	365,280
Residential B	24	15,823	379,752
Residential C	4	20,879	83,516
			828,548

Six floor plans across three building types provide a range of rent options and privacy preferences. “Residential Building A” is a 3 story walk-up, each story stacked with two 2-bedroom, 1-bath flats and two 4-bedroom, 4-bath flats. “Residential Building B” is a 3 story walk-up, each story stacked with two 2-bedroom, 2-bath flats and two 4-bedroom, 2-bath flats. Finally, “Residential C” is comprised of studio apartments and slightly larger studios with lofts.

The chart below depicts Unit Types, sizes and the number of beds per unit:

	2A**	4A	2B	4B	S1	S2	S2-loft	S3	COUNT
UNIT TYPE	2B/1BA	4B/4BA	2B/2BA	4B/2BA	1B/1BA	1B/1BA	1B/1BA	1B/1BA	TOTAL / AVG
TOTAL BEDROOMS	288	576	288	576	48	16	16	48	1856
TOTAL BEDS	344	576	576	576	48	16	16	48	2200
UNIT SIZE (SF)	805	1565	1100	1340	480	575	745	550	1084
1F	48	48	48	48	16	16	0	16	240
2F	48	48	48	48	16	0	16	16	240
3F	48	48	48	48	16	0	0	16	224
TOTAL	144	144	144	144	48	16	16	48	704

*note, 704 unit count includes 4 non-rentable staff or staged model units

Non-Residential Buildings:

Building Type	Number of	Area (SF)/Per Building	Total Area (SF)
The Junction	1	12,360	12,360
The West Hub	1	9,200	9,200
Maintenance, Management and Storage E	1	2,560	2,560
Trash and Recycling Building	1	2,100	2,100
Marketing Center	1	1,807	1,807
Headquarters	1	1,686	1,686
Field Maintenance Building	2	1,056	2,112
Provisions Station	2	384	768
Trash Enclosure	16	168	2,688
Grand Total			35,281

The Junction:

The main community center, The Junction, located on the East Side along the promenade close to the main plaza, and the route to downtown and campus, is a convenient spot for the whole community to connect in a variety of ways. The Junction is comprised of two structures totaling 12,360 square feet, connected by a shaded entrance. The buildings surround a large pool with poolside cabanas and outdoor zones for lounging. The westerly building is single story and contains a game and screening room, a small hidden “speakeasy” featuring karaoke and a kitchen flex space and juice bar. The second building features a first floor gym overlooking the pool and a second floor study room also overlooking the pool. It also encompasses the East Field Management Office for management staff to be conveniently available to those living on the east side of the project.

The West Hub:

A second smaller recreation and study on the West Side is meant to give the residents on that end a convenient place to connect, exercise or study nearer to home. It features a small rock climbing wall, yoga room and gym as well as a second story study room with outdoor study deck overlooking the promenade and a second pool. This building also contains the West Field Management Office.

Additional Structures:

- “Headquarters” building for site administration located at the end of the roundabout which will also contain room dedicated to needs relating to mail and packages,
- The “Marketing Building” near the bus stop and East Side Parking Lot to be used for leasing and tours,
- Two “Field Maintenance Buildings,”
- A “Maintenance, Management and Storage Building” tucked along the urban forest,
- Trash and Recycling Enclosure,
- And two small “Provisions Stations” planned on both the East and West side of the project meant to offer convenient food and essentials to residents.

Outdoor Common Spaces:

- The East Plaza with outdoor seating, a public space designed to accommodate multiple uses such as planned community events, food trucks, art shows or small events,
- An outdoor fitness structure near the West Hub,
- And an informal dog park at the end of the West Side along the stormwater basin featuring a dog washing station.

Sustainable Design Features

Sustainable design within the residential buildings, landscape and public spaces are a guiding principle and theme throughout the project.

The Promenade will be an all-electric community, with Energy Star appliances throughout the residential units and common areas. The project will be designed to meet LEED Gold equivalency standards, and it will exceed California Title 24 energy standards and be Cal Green Tier 1 and Green House Gas Reduction compliant.

Solar panels are maximized over the satellite parking lot, with a goal to produce a net-zero energy profile for all residential buildings as well as all common areas.

Each residential unit will be individually metered for electricity and water consumption to encourage residents to conserve. The use of high-efficacy LED lighting with lighting controls and natural day lighting will be employed throughout the project, reducing energy consumption further.

Landscapes are designed to be resource efficient and environmentally responsible over their entire life cycle. The site will feature California native and locally appropriate species, which will provide seasonal color, scale, texture, and shade, and serve to assist with stormwater management. Drought tolerant planting will reduce the amount of water required to maintain the community's green spaces.

An on-site existing well will be the source for irrigation, delivered through high-efficiency drip and spray emitters with a weather-based controller to minimize water loss.

The overall design of The Promenade, as well as these comprehensive sustainable design features, ensures this residential community will be a leader in eco-friendly living.