

NISHI PROPERTY BASELINE PROJECT FEATURES

Project Goals

The essential concept for development on the Nishi property is to serve as a new mixed-use innovation district that takes advantage of the site’s close proximity to both Downtown Davis and UC Davis, major rail and freeway corridors, unique adjacent open space features along the creek corridor both on- and offsite, and its position and potential to be a new high-visibility “gateway” to the city. Project goals include the highest feasible levels of sustainability, defined as long-term and balanced outcomes for people, the environment, and the economy. City Council goals for the development include fiscal and economic benefits for the City General Fund and the overall community.

Land Use Summary

The land use program for the development of the Nishi property is a mix of rental and for-sale, high-density residential uses; research and development (R&D) space; accessory commercial/retail space; on-site stormwater detention; parks and open spaces, including public parks, greenbelts, and private open space for the proposed residential uses; and parking. An illustrative draft land use and site plan depicting the location of the proposed land uses, along with proposed roadways and connections to adjacent areas, is shown 1.

The following table outlines the land use and site program for the Nishi site. This table generally outlines the authorized uses and the density and intensity of the authorized uses. The acreages is subject to change to reflect requirements of engineering, sustainability, and other implementation requirements. The total number of residential units and the square footage of R&D and accessory retail cannot change without a further vote of the electorate, except as expressly set forth in these baseline project features.

Table 1. Nishi Project Land Use and Site Program Summary			
Land Use Type	Estimated Acreage	Estimated Units / Square Footage	Density
Residential: Multi-family Rental ¹	5-7	440 units	60 du minimum
Residential: Multi-family For Sale ¹	3-6	210 units	60 du minimum
Research and Development (R&D)/	4-6	325,000 sf	0.75-1.8 FAR
Surface Parking ²	4-7	-	-
Retail ³	-	20,000	-

Roads	2-4	-	-
Public Parks and Open Space	14-20	-	-
Stormwater Detention	3-5	-	-
Total⁴	46.9	650 residential units 325,000 sf R&D 20,000-sf retail	-

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

¹ Residential acreage includes 3.9 acres of private open space. See "Residential" section of these Baseline Project Features for process for consideration of up to 130 additional residential units.

² Surface Parking includes a large parking lot along the northwestern edge of the site, small lots south of the southerly rental housing, and smaller lots east of R&D uses along I-80, partially within an existing utility easement.

³ Retail uses to be located within proposed Residential or R&D buildings.

Actual determination of Sub Area boundaries and acreages shall be established by the Planning Commission through the Final Planned Development as identified in the "Implementation" section of these Baseline Project Features.

Future development will be required to be consistent with the land use program enumerated in these Baseline Project Features (number of units, square footage, etc.) but would have flexibility in how specific buildings and exterior spaces on each block are designed in terms of orientation, floorplates, building footprints, etc.

(Insert Site Plan – to come)

Residential

As set forth in the General Plan amendment, and analyzed in the Environmental Impact Report, a maximum of 650 multifamily residential units with a minimum density of 60 units per net acre on approximately 9.8 acres, including for-sale condominiums with an average of approximately 1,300 square feet per unit, and rental apartment units shall be permitted.

Research & Development

As set forth in the General Plan amendment, and analyzed in the Environmental Impact Report, Research and Development (R&D) uses up to a maximum of 325,000 square feet in a series of commercial buildings on approximately 5.0 acres, not including the adjacent surface parking lots, shall be permitted.

Potential Changes: Hotel and/or Additional Residential Units

The intent of the Citizens' Right to Vote on Future Use of Open Space and Agricultural Lands Ordinance is to direct citizen participation in land use decisions affecting city policies for compact urban form, agricultural land preservation and an adequate housing supply to meet internal city needs, and ensure that land use, affordable housing, open space, agricultural preservation and conservation are fully considered for proposed conversion of properties from agricultural to urban use.

If the General Plan Amendment and these Baseline Project Features are approved by the voters of Davis, the Nishi Property may be converted from agricultural uses to a University-Related Research Park, as outlined in the General Plan amendment. Other potential urban uses consistent with the goals of the University-Related Research Park but differing from the uses enumerated in these Baseline Project Features may be proposed at a future date. As established by the Citizens' Right to Vote on Future Use of Open Space and Agricultural Lands Ordinance, these Baseline Project Features may not be changed without approval of the voters of the City. However, there may be future modifications of the project, consistent with the intent of the Citizens' Right to Vote on Future Use of Open Space and Agricultural Lands Ordinance and the University-Related Research Park General Plan Designation, which require full environmental review, General Plan amendment, and public review, are exempt from the requirement for subsequent voter approval. Such exemptions are limited to the following two modifications:

The applicant may apply to construct up to 130 additional units of similar design and similar or higher density to the permitted 650 residential units, for a total of 780 residential units on the Nishi Property, which shall be subject to full environmental review as required under CEQA and

City Council consideration of the necessary General Plan and planned development amendment to permit up to 130 additional units, which the City Council may approve, modify and approve or deny, but shall not require subsequent voter approval.

The applicant may apply to construct a hotel or extended-stay hotel not to exceed 125 rooms on the Nishi Property, which shall be subject to full environmental review as required under CEQA and City Council consideration of the necessary General Plan and planned development amendment to permit up to a hotel or extended stay hotel, which the City Council may approve, modify and approve or deny, but shall not require subsequent voter approval.

Accessory Retail

Ancillary ground-floor retail, is permitted on the ground floor of the residential and the R&D buildings, as established in the Preliminary Planned Development for the Nishi property.

Open Space and Parks

Open space, greenbelts, and parks within the Nishi site will include a minimum of 14 acres of parks and greenways, including the Putah Creek corridor, which runs between the Nishi site and the West Olive Drive subarea; pedestrian and bicycle trails and facilities; landscaped gathering spaces; and tree buffers between buildings and Interstate 80, as generally laid out in Figure 6.1 of the Sustainability Implementation Plan, incorporated within this Resolution and on file at the City Clerk's Office.

Roadways, Circulation, and Parking

The proposed circulation system for the Nishi site 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 the historic Putah Creek corridor.

A central street on the Nishi site forms the backbone of the circulation system, which will connect with Old Davis Road and the UC Davis campus via a new grade-separated crossing of the UPRR line and subject to approval by the Regents of the University of California, as well as an extension of West Olive Drive that would connect to the West Olive Drive subarea via a new bridge over the historic Putah Creek channel.

Not more than 1,732 off-street surface and structured parking spaces may be constructed on the site. City and Developer shall work to further reduce on-site parking through the Transportation Demand Management Plan, with a target of a maximum of 1,550 off-street parking spaces.

Phasing

Construction of backbone infrastructure, including the central street, utility mains, and drainage improvements, may be commenced only after commencement of construction of both the connection to UC Davis and the reconfiguration of the Richards Boulevard interchange identified as the "I-80/Richards Interchange" in the Sacramento Area Council of Governments 2012 Metropolitan Transportation Plan. Certificates of Occupancy will not be issued for any buildings on the property until the UC Davis connection (which is subject to approval by the Regents of the University of California), the Interchange improvements, and the road connection to West Olive Drive from the Project have been completed.

Backbone infrastructure, including roadways and utilities, necessary for development of R&D properties shall be provided with the first phase of construction, so that parcels are ready for application for design review and building permits.

Sustainability Components

The developer/ project will pursue a City-defined - certification equivalent to Leadership in Energy & Environmental Design Neighborhood Development (LEED-ND) offered by the U. S. Green Building Council, as defined in the Development Agreement.

The project is subject to Sustainability Commitments as established in the Development Agreement. Specific components required by these Baseline Project Features are the following:

- Compliance with EIR Mitigation Measure 4.14-5 calling for a Transportation Demand Program, including limitations on vehicle trips for every project phase.
- 4.9 megawatts of photovoltaic, or equivalent, as established in the Development Agreement.
- Buildings exceeding 2013 CalGreen standards by 30%, or more restrictive standard established by State law at the time of building permit.

Community Enhancements

The project will contribute \$1 million to the City of Davis for community enhancement programs to be used at the sole discretion of the City Council for the following four City programs;

Affordable Housing Trust Fund, on-site civic arts, establishment of a local carbon offset program, and implementation of the Downtown Parking Management Plan.

The project will participate in a services Community Facilities District or similar financing mechanism, as determined by the City Council.

Agricultural mitigation shall be provided in accordance with City of Davis Municipal Code requirements. City-owned land may not be utilized to fulfill any component of the agricultural mitigation obligation.

Baseline Project Features: Implementation

The Nishi Gateway project is required to develop in a manner consistent with these Baseline Features. As provided for in Measure J/R, the Baseline Features may not be changed without approval by the voters of the City. The Planning Commission will review compliance with these Baseline Project Features as it considers application for Final Planned Development, Tentative Subdivision Map, approval of Design Guidelines, implementation of sustainability plans, and through the annual review of implementation of the Project's Development Agreement. There are other additional requirements for the Nishi Gateway project, including but not limited to, the mitigation measures set forth in the Final Environmental Impact Report, and the Development Agreement that, while important to the Project, are not Baseline Project Features and may be modified with the approval of the City, after the appropriate public process. In addition, minor changes to the Project can be anticipated during the course of this multiple year build out. Such changes, often the result of detailed engineering, sustainability obligations, or changing conditions, may be changed without voter approval, if they are substantially consistent with the Baseline Features and they do not materially alter the character of the project, as established in Resolution 06-40 Establishing Criteria to Determine What Constitutes a Significant Project Modification or Change Requiring a Subsequent Measure J Vote.