

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 in Table 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 are 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 be greater than those shown below without a further vote of the electorate, except as expressly set forth in 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.

Table 1. Nishi Project Land Use and Site Program Summary

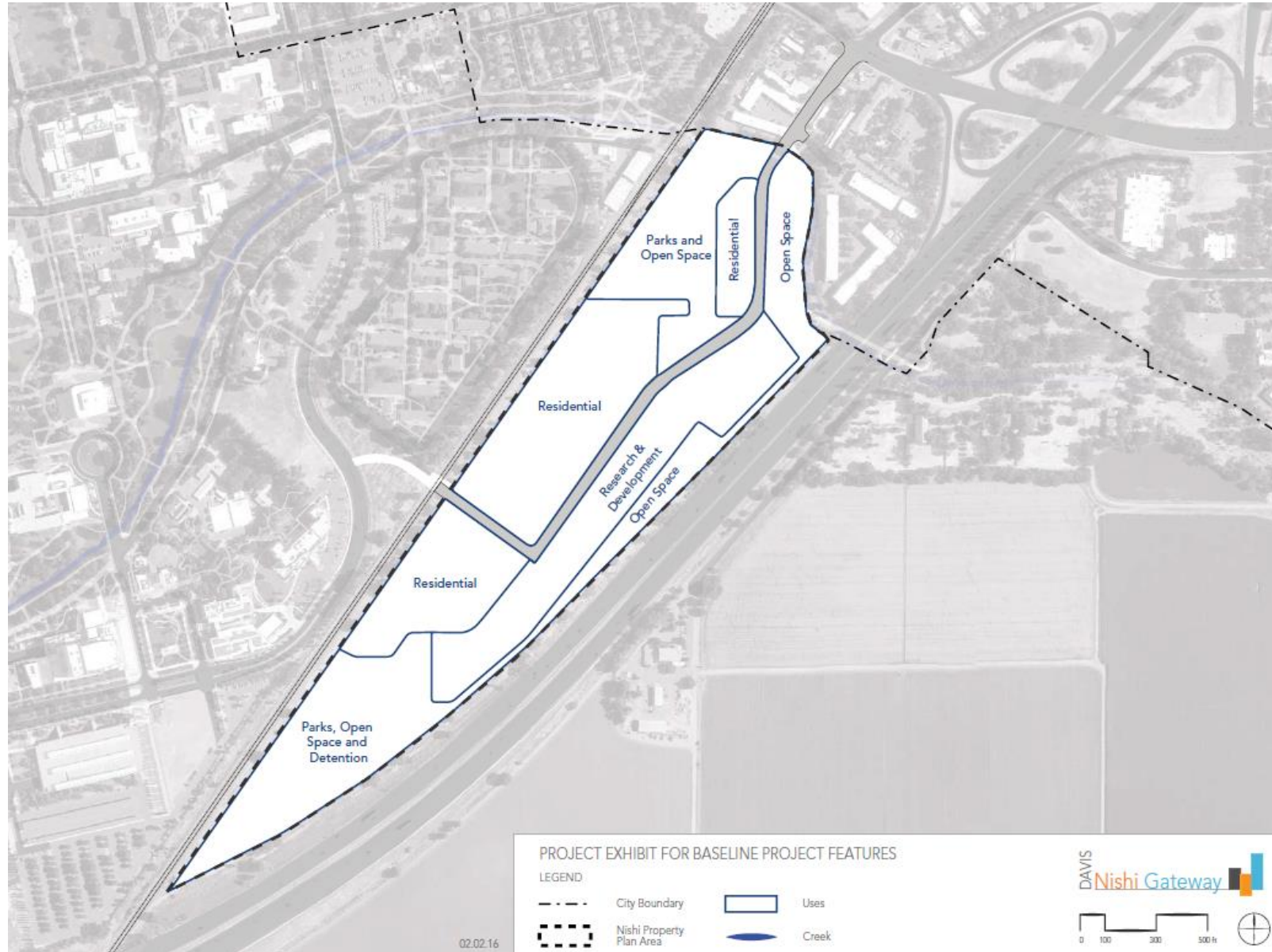
Land Use Type	Estimated Acreage	Estimated Units / Square Footage	Density
Residential: Multi-family Rental ¹	5-7	440 units	60 du minimum
Residential: Multi-family For Sale ¹	3-6	210 units	60 du minimum
Research and Development (R&D)/	4-6	325,000 sf	0.75-1.8 FAR
Surface Parking ²	4-7	-	-
Retail ³	-	20,000	-
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 approximately 3.9 acres of private open space. 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.



Residential

As set forth in the General Plan amendment, and analyzed in the Environmental Impact Report, a maximum of 650 multifamily residential units shall be permitted, 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.

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 shall be permitted in a series of commercial buildings on approximately 5.0 acres, not including the adjacent surface parking lots. The Development Agreement shall include a provision for City option to purchase the R&D parcels.

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; a green buffer between buildings and I-80; and landscaped gathering spaces, 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.

Green Buffer

Open space shall include a tree buffer between buildings and Interstate 80 as described in the Environmental Impact Report and a concentrated area of trees at the western edge of the site. Trees shall be planted in the green buffer with the first phase of development.

Backbone Infrastructure

Backbone infrastructure includes a roadway connecting West Olive Drive to the UC Davis campus, bicycle paths and sidewalks, public utilities, stormwater drainage and detention, parks and open space, and grade-separated crossings of the Union Pacific Railroad and the Putah Creek Parkway. These improvements are solely the responsibility of Developer, at the Developer's sole cost, with fee credits as set forth in the Development Agreement. Notwithstanding the above, City and Developer shall collaborate to seek grant or other financing for grade-separated connection to UC Davis, sustainability improvements, or other infrastructure components. The Project will not include a Community Facilities District for construction of infrastructure.

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, consistent with the assumptions of the Nishi Gateway EIR for circulation and access, and subject to approval by the Regents of the University of California and City Council, as well as an extension of West Olive Drive from Richards Boulevard that would connect the West Olive Drive subarea to the Nishi Property 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 (including the Putah Creek Parkway bridge and bikeway path) 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

All of the residential and office/R&D buildings on Nishi will be Leadership in Energy & Environmental Design (LEED) certified through the U. S. Green Building Council, with a commitment to achieving silver level and a goal of reaching gold or higher.

In addition, City and Developer will pursue LEED Neighborhood Design (LEED-ND) certification for the project, with a commitment to achieving gold level and a goal of reaching platinum level. The City and the Developer recognize that due to unique features of the Nishi site, the project may not meet prerequisites necessary to go through the LEED-ND certification or may be unable to garner sufficient points for a given level of certification.

The City and the Developer commit to applying for LEED-ND prerequisites, as established in the Development Agreement. Should the application for pre-requisites be approved by the U. S. Green Building Council, City and Developer shall submit application for LEED-ND certification.

Should the U.S. Green Building Council deny the application for prerequisite requirements for LEED-ND, the Developer will provide funds for a firm or individual knowledgeable with LEED certification, selected by citizen's panel made up of City commissioners as outlined in the DA, to review the project and rate it using the LEED-ND point system.

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 peak-hour vehicle trips for every project phase, to limit impacts on Richards Boulevard.
- 4.9 megawatts of photovoltaic, or equivalent, as established in the Development Agreement.
- Buildings exceeding 2013 Title 24 Energy Efficiency 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 deposit into the affordable Housing Trust Fund. The project will also contributed \$200,000 for community enhancement programs to be used at the sole discretion of the City Council for the following three City programs; 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 Land-Secured Financing District for Services, or similar financing mechanism, as determined by the City Council, in a range of \$300,000 to \$630,000 per year at buildout, with inflation adjustments.

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.