

## 2 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION AND SETTING

As described in the 2015 Draft EIR, the project site is located within unincorporated Yolo County (Exhibit 2-1), on a 46.9-acre site bounded by the Union Pacific Railroad (UPRR) track and UC Davis Campus to the northwest, Putah Creek to the northeast, and Interstate 80 (I-80) to the south (Exhibit 2-2). The project site consists primarily of farmland (approximately 33.5 acres) under agricultural production; the remainder of the site consists of dirt roads and open space associated with the Putah Creek channel.

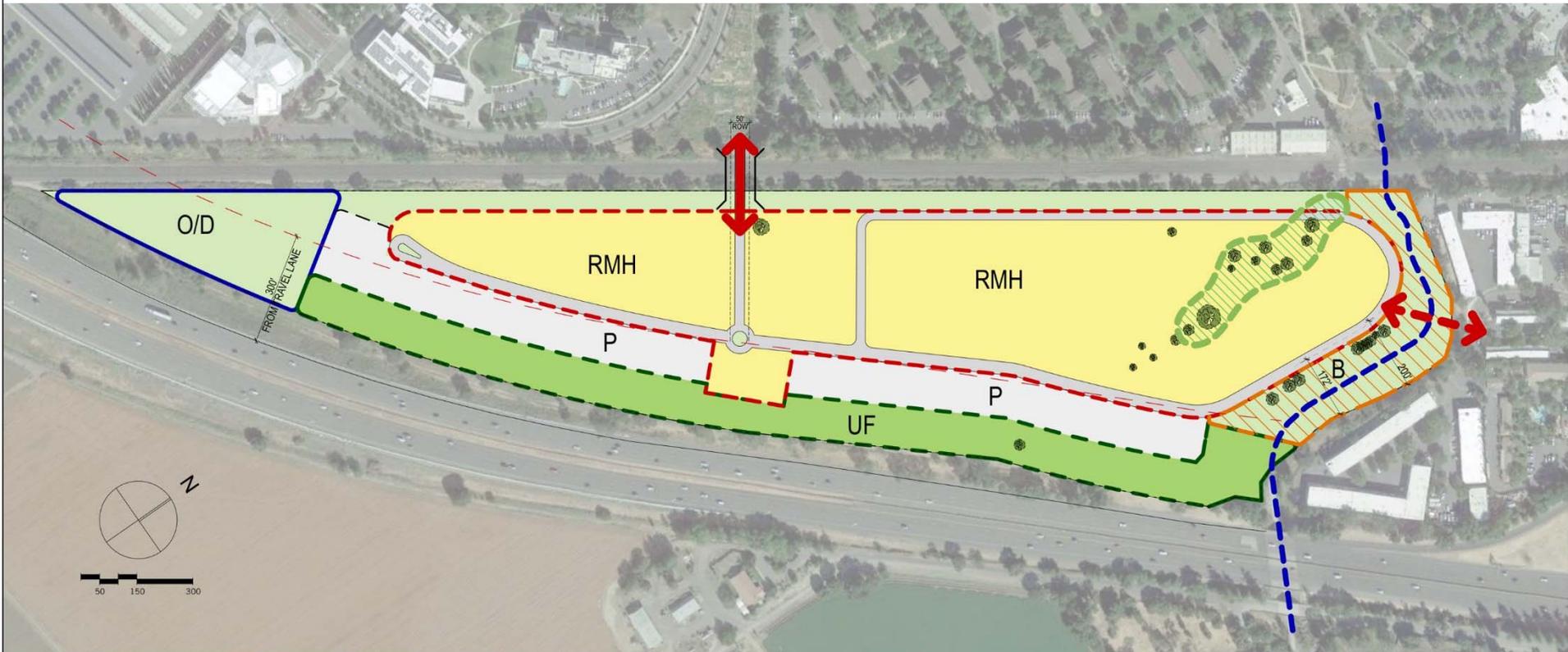
The project site is comprised of a single parcel (Assessor's Parcel Number 036-170-018) that is zoned A-N (Agricultural Intensive) and designated as Agriculture by the Yolo County General Plan. The 2015 EIR also analyzed rezoning of West Olive Drive to allow for redevelopment of parcels within West Olive Drive. No new development was proposed as part of West Olive Drive; however, the Draft EIR explained that rezoning of the parcels within West Olive Drive as part of the Nishi Gateway project would allow for redevelopment. West Olive Drive is largely developed with commercial uses and is bounded by Richards Boulevard to the northeast, the I-80/Richards Boulevard interchange to the southeast, Putah Creek to the southwest, and the existing railroad to the northwest.

### 2.2 PROJECT OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the project shall be discussed. The City and the applicant have identified the following project objectives for the purposes of this Addendum:

- ▲ optimize an underutilized infill location within and adjacent to the City of Davis;
- ▲ contribute to the overall character and livability of the surrounding neighborhood and UC Davis by facilitating the reuse of property in a manner that enhances the visibility and aesthetic appeal of the city from UPRR, and I-80 and that enhances circulation within the city and to UC Davis;
- ▲ provide additional housing near existing mobility infrastructure (i.e., pedestrian and bicycle facilities and transit) to reduce vehicle trips, vehicle miles travelled, and parking demand;
- ▲ provide housing density adjacent to the downtown area of the City of Davis and UC Davis to reduce vehicle trips, vehicle miles travelled, and parking demand within the downtown area;
- ▲ provide public transit access to UC Davis to minimize congestion along Richards Boulevard at the UPRR undercrossing and at the intersection of Richards Boulevard and 1st Street;
- ▲ minimize impacts to on-site environmental resources, including on-site vegetation and Putah Creek;
- ▲ provide energy-efficient building design, low-water use indoor and outdoor design, and high-quality construction by incorporating national and/or local sustainable design practices;
- ▲ provide multiple access points for emergency vehicles, pedestrians, and bicyclists; and
- ▲ collaborate with UC Davis and others in planning and implementation of the development.





**LEGEND**

- UCD Underpass
- Olive Drive Emergency Access
- Existing Bike Path
- Existing Putah Creek Parkway

**Land Use Summary**

15-Jan-18

Land Use Type	Acreage	Total Units	Density
RMH Residential Medium High Density	27.0	700	26 units/acre
P Satellite Parking	6.3		
B Putah Creek Open Space	3.3		
UF Urban Forest Open Space	7.1		
O/D Stormwater Detention/Open Space	3.2		
<b>TOTAL</b>	<b>46.9</b>		
<b>PARKING</b>	<b>Cars</b>	<b>Bikes</b>	
	700	2200	

Source: Prepared by mogavero in 2018

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**Exhibit 2-2**

**Site Plan**



## 2.3 SUMMARY OF PROPOSED CHANGES TO PROJECT

The project's overall development intensities would be less than what was proposed in the approved Nishi Gateway project. Table 2-1 provides a summary of proposed land uses and compares the revised project with the approved Nishi Gateway project.

**Table 2-1 Nishi Project Land Use and Site Program Summary**

Land Use Type	Acreage	Total Units	Bicycle Parking Spaces	Vehicle Parking Spaces
Residential: Medium High Density (includes up to 4 acres of Open Space within buildings areas)	27	700	2,200	
Community Uses: buildings/offices/clubhouse/retail	Included in RMDH	10,000 sf	Included in RMDH	Included in Parking Lot
Satellite Surface Parking Lot	6.3	-	-	700
Existing Bike Path Easement (Putah Creek Open Space)	3.3	-	-	-
Urban Forest Open Space (UF)	7.1	-	-	-
Stormwater Detention/Open Space	3.2			
<b>Residential Development Project Total</b>	<b>46.9</b>	<b>700 residential units 10,000 sf retail</b>	<b>2,200</b>	<b>700</b>
<b>Approved 2016 Nishi Gateway Project</b>	<b>46.9</b>	<b>650 residential units, 325,000 sf R&amp;D, and 20,000 sf retail</b>	<b>1,950</b>	<b>1,925</b>

Notes: sf = square feet, R+D = research and development

<sup>1</sup> Parking includes a 6.3-acre, 700 space satellite parking lot along the southern edge of the residential site

Source: data provided by Magavero Architects 2018 and Norcal Land 2018, prepared by Ascent Environmental 2018

### 2.3.1 Residential

Within the northern portion of the site, up to 700 medium high-density residential units would be constructed on 27 acres, including up to 37 buildings with a total of up to 700 rental units and a total capacity of up to 2,200 occupants. Each building would be three stories tall with a maximum height of 60 feet. The units would likely serve as student housing because of proximity to campus and limited parking. For purposes of this Addendum, it has been assumed, similar to the approved EIR, that 85 percent of the rental units would be occupied by students. Rooftops would include solar panels. Affordable housing would be provided per the City of Davis affordable housing ordinance. Surface parking for residents and guests and pedestrian and bicycle pathways connecting the various buildings and green spaces are also proposed. The planting of evergreen trees, shrubs, and hedgerows are proposed to border the southern boundary of the project in the Urban Forest area.

Additional open space would be provided within the residential area for recreational opportunities and to maximize areas for tree canopies and preserve existing trees. No residential structures would be located within 150 feet of the centerline of Putah Creek, and on-site vegetation would be preserved to the extent feasible. The existing Putah Creek Parkway would be expanded from 2 acres to 3.3 acres and would remain undisturbed except for the emergency and transit access to West Olive Drive crossing the parkway in an area previously reserved for this purpose.

## 2.3.2 Community Space

Up to 10,000 sf of accessory retail and other community-related uses (i.e., management offices, clubhouse, etc.) are proposed within the 27-acre residential medium-high density area to serve the proposed residential area. On-site retail uses are not intended to compete with downtown Davis businesses and may include, but are not limited to restaurants, cafes, and bakeries (including indoor and outdoor seating areas). This would be 10,000 sf less than the previously-proposed project.

## 2.3.3 Traffic and Circulation

The proposed circulation network for the project would include a primary central roadway down the center and around the northern portion of the site and interconnected pedestrian and bicycle paths throughout the development to promote multimodal transportation choices.

Two access scenarios were evaluated in the certified EIR. Under Access Scenario 1, a new potential connection between a new east-west street on the Nishi Property and Old Davis Road on the UC Davis campus would be constructed. This connection would involve crossing the existing UPRR line. A subterranean undercrossing with a temporary shoe-fly is proposed to prevent potential at-grade crossing conflicts between existing rail operations and vehicles (including double-decker buses), bicycles, and pedestrians. The approach for the undercrossing descent would begin approximately 250 feet in either direction from the existing UPRR line; this will be confirmed through future engineering and design. UPRR, UC Davis, and California Public Utilities Commission approval would be required before implementing such an undercrossing. High-quality pedestrian and bicycle access would be provided in both directions along this connection, as noted above. Access Scenario 1 also included full vehicular access from Olive Drive to the Nishi site. The proposed Nishi Residential Development Project includes the connection to UC Davis evaluated in Access Scenario 1, but vehicular access to Olive Drive would be limited to emergency vehicles and perhaps buses. The proposed connection to Old Davis Road would involve approval by UC Davis. Access Scenario 2, as evaluated in the certified EIR, would have involved open access to the site from Olive Drive. This is no longer proposed. Instead, the project would include primary access via the UPRR undercrossing to campus and Old Davis Road, with emergency vehicle access from Olive Drive.

The circulation framework would integrate various transportation demand management strategies that reduce vehicle miles traveled from single-occupant automobile trips, such as:

- ▲ provide safe, covered bicycle parking areas near building entrances for visitors and inside buildings for residents and employees;
- ▲ integrate parking management techniques to reduce the number of car spaces required per building; and
- ▲ design and incorporate traffic-calming features within the development.

A network of bike/pedestrian trails that would connect to the existing Putah Creek Trail, Richards Boulevard, and Old Davis Road is proposed throughout the site. These trails would allow residents and visitors to arrive and depart by bike, foot, or transit. Residents and visitors could also choose to park in an on-site location.

The project site is near public transit stops for the Yolo Bus, Unitrans, and Amtrak systems, serving Davis and the surrounding area. Adjacent bus stops are located north of the project site at the intersection of 1<sup>st</sup> and D Streets. Bus stops are also located on Richards Boulevard near the Olive Drive intersection.

If bus access is permitted from Olive Drive, the proposed circulation network for the revised project would allow Unitrans to modify routes for buses that connect with South Davis to travel through the Nishi site to access Richards Boulevard via West Olive Drive. These buses currently use 1<sup>st</sup> Street and Richards

Boulevard. Unitrans would be able to use higher capacity double-decker buses to serve South Davis. These buses are unable to travel through the Richards underpass due to vertical clearance limitations but would be able to travel through the new underpass constructed by the proposed Residential Development Project. For the Nishi Gateway Project EIR in 2015, Unitrans staff indicated they would realign Route M or W through the Nishi site with a stop at a central location under the two-access scenario. Subsequent discussions with Unitrans staff indicated that they would be more likely to realign Route W, as it connects to the Silo bus terminal on campus, and a realignment of Route W through the Nishi site would be more efficient. Route W provides service every 25 to 30 minutes during weekday AM and PM peak hours, with a total of four buses traveling in each direction along 1<sup>st</sup> Street and Richards Boulevard. Route M would remain on its current route, with stops on 1<sup>st</sup> Street, through the Davis Core Area.

### 2.3.4 Parking

Up to 700 onsite parking spaces would be provided in the 6.3-acre satellite surface parking area. The satellite surface parking lot could be decked or shaded with photovoltaic panels to meet zero net energy goals. The satellite lot would be used by on-site residents and their guests.

Parking areas within the project site would be designed in a manner to reduce urban heat island effects in comparison to barren surface parking lots. Parking areas may include a combination of one or more of the following features: integrated energy generation systems (such as photovoltaic carports), large canopy shaded trees, and permeable and high-albedo (i.e., reflectivity) paving materials.

### 2.3.5 Open Space

The revised site plan proposes 7.1 acres of urban forest open space, as well as the existing 2 acres along Putah Creek, which is proposed to be increased to 3.3 acres, between the Nishi site and West Olive Drive. Additionally, the project would provide a 3.2-acre stormwater detention and open space area in the southwestern tip of the site. The detention area is not anticipated to have public access but may provide buffer, tree canopy, or habitat benefit to adjacent open space areas in addition to its primary purpose of reducing offsite stormwater flows. Altogether, 13.6 acres of open space would be provided at the project site in addition to the open spaces within the residential building areas of approximately 4 acres. Open spaces would be privately owned and maintained with easements for public access, where appropriate. The Putah Creek Parkway is located in a similar easement area and maintained by City. This would be continued under the project.

As proposed under the approved project and described above, no commercial or residential structures would be located within 150 feet of the centerline of Putah Creek. Emergency and transit access would be provided across the creek in an area previously reserved for said access. Onsite vegetation would be preserved to the extent feasible, including a large oak tree that is approximately 89 feet in height and has a 60-inch trunk. This tree would be located within a proposed open space area within the residential area.

## SUSTAINABILITY IMPLEMENTATION PLAN

In 2014, the City was awarded a grant from the Strategic Growth Council (SGC) to assist the City and project applicant with the planning and design of the Nishi Gateway Project (as analyzed in the certified EIR) with a focus on sustainability and green development. As part of the SGC grant, the City and the applicant committed to preparation of technical studies and a sustainability implementation plan that would be incorporated into the project to provide a more sustainable development and model for future development within the City and the region. To that end, the City incorporated the technical studies and analysis provided into the certified EIR where appropriate, and the implementing actions included as part of the sustainability implementation plan have been included herein either as intrinsic project features (e.g., on-site structures would exceed 2013 Title 24 standards by 30 percent; rooftop and surface-parking solar facilities), because

of their connection to and influence on overall project design, or as mitigation measures (e.g., traffic management plans, including educational and incentive programs for alternative transportation).

### 2.3.6 Infrastructure

Infrastructure for the revised project would be similar to what was proposed in the certified EIR (see section 3.7.1 of the 2015 EIR) and would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention.

#### WATER

Public water mains would be located primarily within on-site roadway corridors depicted in the conceptual site plan. The on-site water distribution system would include a looped main to provide redundancy of service. As currently proposed, the project site would receive potable water supplies from the City of Davis. The City provides water service to West Olive Drive via two existing water lines (a 6-inch water line and a 10-inch water line). Additionally, a 12-inch water line is located within Richards Boulevard. As part of the project, approximately 3,000 linear feet of 12-inch diameter pipe would be installed within Olive Drive to replace the two existing lines within Olive Drive and connect the project site to the City's infrastructure. The proposed connection from the Nishi site to City infrastructure would be at the same location as the proposed extension of West Olive Drive to the Nishi site. This connection would allow for up to 2,000 gallons per minute of fireflow and potable water service to the site.

Alternatively, the proposed development could connect to the existing UC Davis water lines located northwest of the project site. A 6-inch water line is located along the south side of the Solano Park student housing development and a ten-inch water line is located within Old Davis Road. This connection would require UC Davis approval and supplemental CEQA review.

#### WASTEWATER

Wastewater would be collected and transported off-site via an on-site collection system and routed to the City's existing infrastructure as part of the project. This would involve connection to the existing eight-inch sewer line located within Olive Drive. Similar to the proposed on-site water distribution system, the on-site wastewater collection infrastructure would be located within the proposed on-site roadway corridors.

Alternatively, the proposed development could connect to the existing UC Davis sewer lines located north and west of the project site. This connection would require UC Davis approval and supplemental CEQA review.

#### STORMWATER

The project would provide stormwater storage and conveyance facilities that would likely consist of the following components:

##### Water Quality

The applicant proposes to integrate low-impact-development measures throughout the project to provide storm water quality treatment. These low-impact-development measures would include both volume-based (bioretention, infiltration features, pervious pavement, etc.) and flow-based best management practices (vegetated swales, storm water planter, etc.). The use of these features would be dependent upon the location and setting within the project. These treatment measures would be designed in accordance with the City of Davis Storm Water Quality Control Standards.

## Detention Basin

Currently, stormwater flows in a generally southwesterly direction across the site before discharging to an existing drainage ditch on the north side of I-80 within California Department of Transportation (Caltrans) right-of-way. The ditch then directs runoff back to the existing Putah Creek channel. The project would increase impervious surfaces at the site, leading to a potential increase in peak runoff from the site. This potential increase would be detained within a 3.2-acre area located in the southwestern tip of the project site such that peak runoff conditions are not altered. The existing drainage ditch would not be modified as part of the project.

### 2.3.7 Construction

Development of the project site would occur in three continuous phases within a 5- to 6-year timeframe. First, a majority of infrastructure for the entire project site would be constructed. This would include construction of the streets and associated stormwater conveyance; the grade-separated crossing to the UC Davis campus, the extension of West Olive Drive for emergency vehicle and potentially bus access; the on-site detention basin; and water/wastewater connections, including any modifications to existing infrastructure identified in the certified EIR, Section 4.15, "Utilities." Infrastructure would be phased, where possible, with the phasing of the project, however no certificates of occupancy would be issued for the project until the underpass to Old Davis Road and emergency access to Olive Drive are complete.

### 2.3.8 Benefits of the Project

As noted in this Addendum, the Nishi Gateway EIR identified significant and potentially significant but mitigable impacts as a result of project implementation. It also identified significant and unavoidable impacts at the Nishi Gateway project site. The City Resolution No. 16-013, Series 2016, that resulted in the certification of the EIR, also adopted the Mitigation Monitoring Plan, the CEQA Findings of Fact, and a Statement of Overriding Considerations. In adopting the Statement of Overriding Considerations, the City Council concluded that, having reduced the effects of the project by adopting all feasible mitigation measures, and balanced the benefits of the project against the project's significant and unavoidable adverse environmental impacts, the City of Davis determined that the specific overriding housing, economic, transportation access, sustainability, or other benefits of the project outweigh the potential unavoidable adverse effects of the project on the environment. While the research and development component of the project has been removed, the project would still provide some of the same benefits by assisting the City of Davis and UC Davis in meeting projected housing demands (including serving as workforce housing), providing access improvements and a circulation framework that would integrate various transportation demand management strategies that reduce vehicle miles traveled from single-occupant automobile trips, and providing a more sustainable development and model for future development within the City and the region, as part of the sustainability implementation plan.

### 2.3.9 Required Public Approvals

The following entitlements/public approvals would be required as part of project implementation for proposed changes to the Nishi site:

1. General Plan Amendment to redesignate the project site from Agriculture to a Residential and Natural Habitat Area land use designation;
2. Rezoning from County Agriculture-Intensive (A-N) and Preliminary Planned Development approval (Zoning Code, §40.22.010);

3. Development Agreement for the Nishi site to provide certainty and mutual assurances to the City and the project applicant (Government Code, §65864 et seq.), including provisions for affordable housing; and
4. Action by the City Council to call for an election and set the baseline features of the project.

### 2.3.10 Other Agency Permits and Approvals

The following agencies may be required to issue permits or approve certain aspects of the project:

1. Yolo County Local Agency Formation Commission – Annexation of the approximately 49.6-acre Nishi Gateway site (Assessor's Parcel Number 036-170-018) from Yolo County into the City of Davis (Government Code, §56737).
2. California Department of Fish and Wildlife (Responsible and Trustee Agency) – Compliance with the California Endangered Species Act for potential take of state listed species (if needed).
3. Caltrans (Responsible Agency) – Permit to provide temporary access for construction within Caltrans rights-of-way.
4. California Public Utilities Commission (Responsible Agency) – Permit to provide a roadway undercrossing of the existing UPRR.
5. Central Valley Regional Water Quality Control Board (Responsible Agency) – Permit related to waste discharge requirements for impacts to waters of the state and stormwater pollution prevention plan for construction/operation.
6. State Water Resource Control Board (Responsible Agency) – Coverage under General Construction and Industrial Storm Water permits.
7. University of California Regents (Responsible Agency) – Approval of a roadway connection from the project site to Old Davis Road within the UC Davis.
8. U.S. Fish and Wildlife Service (Responsible Agency) – Compliance with the federal Endangered Species Act for potential take of listed species (if needed).
9. Federal Emergency Management Agency (Responsible Agency) – Revision of existing flood mapping through a (conditional) letter of map revision (if needed).
10. U.S. Army Corps of Engineers – Permit related to discharge of fill material to waters of the United States (if needed).

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