Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting

Date: January 28, 2015

Subject: Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting for the Nishi Gateway Project

To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Organizations and Interested Persons

Lead Agency: City of Davis
Community Development and Sustainability Department
23 Russell Boulevard, Suite 2
Davis, CA 95616
Phone: (530) 757-5610
Contact: Katherine Hess, Community Development Administrator
Email: NishiGateway@cityofdavis.org

NOTICE OF PREPARATION: This is to notify public agencies and the general public that the City of Davis, as the Lead Agency, will prepare an EIR for the Nishi Gateway Project (proposed project). The City is interested in the input and/or comments of public agencies and the general public as to the scope and content of the environmental information that is germane to the agencies’ statutory responsibilities in connection with the proposed project, and public input. If the project is approved, public agencies will need to use the EIR prepared by the City when considering applicable permits, or other approvals for the proposed project.

Project Title: Nishi Gateway Project

Project Location: 1501 Arboretum Terrace, Davis, CA 95616

SCOPING MEETING: On Monday, February 23, 2015 starting at 6:00 PM, the City of Davis Community Development and Sustainability Department will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the scope of the Draft Environmental Impact Report (EIR) being prepared for the Nishi Gateway Project. This meeting will be held in the Multi-Purpose Room of the Veterans Memorial Center, 203 East Fourteenth Street Davis, CA 95616. The meeting will run from 6:00 PM to 8:00 PM.
This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit written comments at any time between 6:00 PM and 8:00 PM. Representatives from the City of Davis, the EIR consultant, and the Applicant will be available to address questions regarding the EIR process. Members of the public may provide written comments throughout the meeting.

If you have any questions regarding this scoping meeting, please contact Katherine Hess at NishiGateway@cityofdavis.org, or (530) 757-5652. Additional information about the project is available at the following City webpage:

http://nishigateway.org

COMMENT PERIOD: Consistent with the time limits mandated by State law, your input, comments or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 PM, Tuesday, March 3, 2015.

COMMENTS/INPUT: Please send your input, comments or responses (including the name for a contact person in your agency) to:

Katherine Hess, Community Development Administrator
City of Davis Community Development and Sustainability Department
23 Russell Boulevard, Suite 2
Davis, CA 95616
-or-
NishiGateway@cityofdavis.org

PROJECT LOCATION AND EXISTING USES

The proposed project site is comprised of two distinctly separate areas: one within the City of Davis and the other immediately west of the City of Davis city limits. The project site totals 57.7 acres and is separated from downtown Davis and the UC Davis university campus by the existing Union Pacific Railroad (UPRR) track (see Figure 1). The first area (hereafter referred to as the Nishi site), adjacent and west of the city limits, will be evaluated at a project-level within the EIR and is approximately 46.9 acres in size. The Nishi site is bounded by the UPRR track and UC Davis Campus to the northwest, Putah Creek to the northeast, and Interstate 80 (I-80) to the south. The second area (hereafter referred to as West Olive Drive) will be evaluated at a program-level and is approximately 10.8 acres in size and within the city limits. West Olive Drive 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.

Vehicular access to the project site is currently provided via two points: Olive Drive, which provides access to the West Olive Drive portion of the site up to Putah Creek, and Arboretum Drive, which provides access to the proposed Nishi Development portion of the project site. Bike and pedestrian access to the project site is currently provided via an existing multi-purpose bike route on the Nishi property with grade separated crossings at UPRR to downtown and at I-80 to South Davis. In general, the project site is characterized by relatively flat land. Elevations on the site range from 38 to 60 feet. The general drainage pattern for the Nishi site gently slopes southwest towards the intersection of the existing railroad and I-80. Drainage within West Olive Drive flows into the City’s existing storm drain system before releasing flows into one of two existing catch basins before ultimately releasing storm water flows to the Putah
Creek basin. Numerous trees, predominantly oak trees, line the project site, and several additional trees are located in the central portion of the Nishi Development site and adjacent to existing structures and Olive Drive within West Olive Drive.

As shown in Figure 2, the Nishi site is comprised of a five parcels under the same Assessor’s Parcel Number (APN) 036-170-018 and is currently under dry agricultural production. The Nishi site is zoned A-N (Agricultural Intensive) and is designated as Agriculture by the Yolo County General Plan. West Olive Drive is comprised of numerous parcels (APNs 070-270-002 through 070-270-013). Uses within West Olive Drive include a hotel, restaurants, mini-storage, and service commercial (auto-related). Parcels within the West Olive Drive portion of the project site are zoned for commercial services uses through the Gateway / Olive Drive Specific Plan. The land use designation for the entire West Olive Drive is Commercial Service with the exception of Putah Creek, which is designated as Parks/Recreation.

**SURROUNDING LAND USES**

The project site is bounded to the northeast by Richards Boulevard and the Richards Boulevard/I-80 Interchange; I-80 to the southeast; and the existing railroad to the west and northwest. Agricultural land is located south of the project site on the other side of I-80 with the UC Davis School of Neurosciences located to the east. Commercial and multi-family and mobile home residential uses are located to the northeast across Richards Boulevard, while retail commercial and student housing uses are located to the north/northwest.

**PROJECT DESCRIPTION**

The Nishi Gateway Project is comprised of two primary components: first, the development of the Nishi site with a mixed-use community that will provide roadway connections to the City of Davis and UC Davis; second, the rezoning of West Olive Drive to allow for redevelopment of parcels within West Olive Drive. No new development is currently proposed as part of this project within West Olive Drive. The project applicant is requesting the following entitlements for the Nishi site:

**Yolo County Local Agency Formation Commission (LAFCo) Approval:**

1. Annexation of the approximately 49.6-acre Nishi Gateway site (APN 036-170-018) into the City of Davis (Government Code, §56737);

**City of Davis Approvals:**

1. General Plan Amendment to redesignate the Nishi site from Agriculture to a Mixed Use Innovation District land use designation;
2. Rezoning from County Agriculture-Intensive (A-N) to City Planned Development (P-D);
3. Preliminary Planned Development (PPD) approval (Zoning Code, §40.22.010);
4. Site Plan and Architectural Review to approve project Design Guidelines and Performance Standards;
5. Development Agreement for the Nishi site in order to provide certainty and mutual assurances to the City and the project applicant (Government Code, §65864 et seq.); and
6. Action by the City Council to call for an election and set the baseline features of the project.

The City of Davis Community Development and Sustainability Department is pursuing the following entitlements for West Olive Drive:
City of Davis Approvals:

1. General Plan Amendment to redesignate West Olive Drive from Commercial Service to the City of Davis’ existing Neighborhood Mixed Use land use designation, and
2. Rezoning and PPD from Gateway / Olive Drive Commercial Service to City Planned Development (P-D) for a mix of uses.

The following section describes the components of, and entitlements needed for, the Nishi Gateway Project.

Annexation (Nishi Site only)

The Nishi site is under the jurisdiction of Yolo County. In order for the Nishi site to be developed within the City of Davis, Yolo County LAFCo must approve the annexation of the Nishi site into the City. The Nishi site is located within the City of Davis’ existing ten-year Sphere of Influence (SOI). Because the 46.9-acre Nishi site is contiguous to the City of Davis’ existing city limits, annexation of the project site would not result in the creation of any “island” properties. Rather because the Nishi site is located adjacent to City of Davis, it would represent development within a contiguous property.

General Plan Amendment

The designation for the Nishi site is Agriculture under both the City of Davis and the Yolo County General Plans. As part of annexation into the City, the project includes a request to amend the site’s General Plan land use designation from Agriculture to a new Mixed Use Innovation District land use designation, which will be developed as part of the continued planning of the proposed project.

The designation for West Olive Drive is Commercial Service under the City of Davis General Plan. As part of the project, the project includes a request to amend the site’s General Plan land use designation from Commercial Service to Neighborhood Mixed Use.

Prezoning (Nishi Site only)

The 46.9-acre project site is currently zoned Agricultural-Extensive (A-N) by Yolo County. According to California Government Code 56375, a LAFCo shall require, as a condition of annexation, that a city prezzone the territory to be annexed. The project includes a request for City of Davis approval of a prezzone to the City zoning designation of Planned Development (P-D). This zoning designation allows for project-specific regulations to enable a diverse mix of uses that promote the project vision, goals, and policies.

Preliminary Planned Development (Nishi Site only)

Pursuant to Davis Municipal Code, Article 40.22, Planned Development District, the preliminary application for a P-D District must include a preliminary development plan, containing basic information regarding proposed land uses, parks, street layout, required facilities (water, sewer, drainage), etc. The following section describes the preliminary planned development proposed for the Nishi site.

Proposed Land Uses

The Nishi property would include up to 650 residential units, 325,000 square feet (sf) of office / research and development (R&D) space, and 20,000 sf of accessory retail and related commercial uses, with a variety of lot sizes and building floor plates (see Table 1 and Figure 3).
Table 3-1  Nishi Project Land Use and Site Program Summary

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Acreage</th>
<th>Total Units</th>
<th>Density</th>
<th>Bicycle Parking Spaces</th>
<th>Vehicle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential: Multi-family Rental</td>
<td>6.9</td>
<td>440 units</td>
<td>60-66 du/acre</td>
<td>840</td>
<td>795</td>
</tr>
<tr>
<td>Residential: Multi-family For Sale</td>
<td>4.1</td>
<td>210 units</td>
<td>60 du/acre</td>
<td>420</td>
<td>315</td>
</tr>
<tr>
<td>Research and Development (R&amp;D)</td>
<td>6.0</td>
<td>325,000 sq ft</td>
<td>.45-1.1 FAR</td>
<td>650</td>
<td>820</td>
</tr>
<tr>
<td>Surface Parking¹</td>
<td>13.1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Retail²</td>
<td>-</td>
<td>20,000 sq ft</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Roads</td>
<td>3.0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Creek</td>
<td>3.3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Parks and Greenway</td>
<td>6.5</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Stormwater Detention</td>
<td>4.0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total³</td>
<td>46.9</td>
<td>650 residential units 325,000 sq ft. R&amp;D 20,000 sq ft. retail</td>
<td>1,910</td>
<td>1,930</td>
<td></td>
</tr>
</tbody>
</table>


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

¹ Surface Parking includes a large parking lot at the southern end of the site, small lots northwest of housing within an existing utility easement bordering the Amtrak line, and smaller lots east of R&D uses along I-80, partially within an existing utility easement.

² Retail uses to be located within proposed Residential or R&D buildings, and thus separate parking is not assumed to be required.

³ While not proposed at this time, the site could potentially accommodate an extended-stay hotel, which would be subject to subsequent market assessment and discretionary City review and approval with performance standards.

As shown in Table 1, approximately 650 multifamily residential units would be constructed on 11.0 acres, including approximately 210 for-sale multi-family building units on 4.1 acres, and 440 rental units with approximately 990 beds on 6.9 acres. The for-sale units would conceptually be located within two structures (a five to six-story U-shaped building and a five to six-story L-shaped structure) located in the northern portion of the site. The two for-sale unit buildings would be separated by a park and multi-use trail. The proposed rental units would be located immediately to the southwest of the for-sale units, in one of two four-to-six-story structures located across from the existing Solano Park (UC Davis) housing development. In addition to the public recreational space to be provided on-site, some rooftop patios or greenspace is being considered.

Proposed housing products (rental and for-sale) could serve as workforce housing in support of on-site or campus-related employment opportunities, with a corresponding range of unit sizes for varying household sizes, incomes, and lifestyles. The rental units could potentially serve as student housing. While not proposed at this time, the project site could potentially accommodate an extended-stay hotel, which would be subject to subsequent market assessment and discretionary review with performance standards. Because this component is not part of the current proposal, subsequent or supplemental environmental analysis would be required prior to approval of development of this use type within the project site.

As noted above, employment-generating R&D uses would include approximately 325,000 square feet in a series of commercial buildings on approximately 11.1 total acres, including 5.1 acres of adjacent surface parking lots, or 6.0 net acres, not including the adjacent surface parking lots. The conceptual site plan shows these uses located in four linear structures within the eastern and southern portions of the Nishi site, closer to I-80. Building heights would likely be a combination of two and three stories.
Proposed office / research and development buildings would be complementary to UC Davis research facilities, and could serve as incubator space for local start-ups, technology-related, or other research and development (R&D)-related businesses. Within the planned 325,000 sf of office/R&D uses, the following use types would be allowed:

- High-technology offices (e.g. small incubation spaces, mid-size offices, corporate headquarters);
- Flexible spaces (large floor plate buildings to house large research equipment);
- Research laboratories;
- Support service offices (e.g. paralegal services, financial investor offices); and
- Professional and administrative offices.

With respect to the accessory retail and related commercial uses (up to 20,000 sf) proposed within the Nishi site, these proposed uses would be intended to provide supporting retail/restaurant opportunities for the proposed residential and R&D space, rather than compete with downtown Davis businesses. These uses may include, but are not limited to:

- Restaurants, cafes, bakeries (including indoor and outdoor seating areas);
- Employee service establishments (i.e. printing and copying shops, drycleaners, photographic services, beauty salons);
- Daycare, nursery school, commercial recreation; and,
- Bike rentals and repairs.

As described in further detail below, the Nishi site would also include various recreational and other landscape areas designed for public use, including 13.8 acres of parks and greenways, low-impact stormwater management areas, and Putah Creek. Development of the Nishi site would provide additional landscaping and public amenities adjacent to the recreational and open space amenities of the Putah Creek Parkway.

**Parks and Green Space**

Proposed green space within the Nishi site would include 6.5 acres of parks and greenways, natural open space and drainage areas along Putah Creek, between the Nishi site and West Olive Drive, community pedestrian and bicycle trails and facilities, landscaped gathering spaces, and a stormwater detention area that could serve a dual purpose of reducing off-site stormwater flows and some recreational/open space benefit (see Figure 3). Additionally, some additional private open space may be provided along the rooftops of the proposed structures for on-site residents/employees. Private open space would be incorporated into the building developments themselves, and could include large green courtyards, rooftop vertical aeroponic farming, and community gardens, as well as open plazas for workers in the R&D buildings. The overall green space within the Nishi site, excluding the potential rooftop open space, would be approximately 13.8 acres, or approximately 29 percent of the Nishi site.

No structures would be located in proximity to Putah Creek. Within this area, native landscaping, trails, and vehicular access via the extension of West Olive Drive would be provided. 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 the proposed park area.
Circulation Network

The proposed circulation framework for the project is based on a grid street system, with a primary central roadway down the center and interconnected pedestrian and bicycle paths throughout the development to promote multimodal transportation choices. Proposed access points include a northeasterly access at Richards Boulevard via Olive Drive and westerly access point that would connect with Old Davis Road. This westerly access point may involve a grade-separated crossing (most likely an underpass) at the UPRR line. The northeasterly access point would also involve the improvement of an existing crossing of Putah Creek to allow for vehicular traffic from West Olive Drive to the Nishi site. The existing at-grade crossing of the UPRR line at Arboretum Drive would be closed as part of the proposed project.

The proposed project would provide a new connection between a new east-west street on the Nishi Property and Old Davis Road on the UC Davis campus. This new connection would involve crossing the existing UPRR line. As currently proposed, the applicant would construct a subterranean undercrossing to prevent potential at-grade crossing conflicts between existing rail operations and vehicles, bicycles, and pedestrians that may use the proposed connection. The approach for the undercrossing descent would begin approximately 250 feet in either direction from the existing UPRR line; this will be confirmed pending outcomes of a separate study. UPRR approval would also be required prior to implementing such an undercrossing. High-quality pedestrian and bicycle access would be provided in both directions along this connection, as noted above. Because the proposed connection to Old Davis Road would require approval by the UC Regents prior to implementation and that approval cannot be guaranteed by the City at this time, the City is also considering an equal-weight network alternative that would involve all project access via Richards Boulevard.

Depending on phasing and emergency access requirement during initial phases of the project, implementation of the contemplated UPRR crossing could result in a longer-term opportunity to eliminate the existing at-grade crossing at Arboretum Drive, thereby reducing train horn noise and improving safety. Before the undercrossing is completed, the existing at-grade crossing and access via Olive Drive could be used to facilitate emergency access on an interim basis.

The circulation framework would integrate various transportation demand management (TDM) strategies that reduce vehicle miles traveled (VMT) from single-occupant automobile trips. The plan may include components such as:

- Provide safe, covered bicycle parking areas near building entrances for visitors and inside buildings for residents and employees;
- Provide pedestrian and bicycle amenities;
- Provide transit passes and rideshare programs for employees and on-site residences;
- Integrate shared parking management techniques to reduce the number of car spaces required per building;
- Design and incorporate traffic-calming features within the development;
- Encourage flexible work scheduling to minimize peak-hour traffic;
- Charge for parking in selected areas or for having more than one car; and,
- Meter or use other techniques to limit peak hour trips or to direct cars to areas with less congestion.

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 employees, patrons, and residents to arrive and depart by bike, foot, or transit. Employees could also choose to park in
an on-site location, and subsequently use on-site pedestrian and bicycle paths throughout the work day for transportation purposes.

Parking areas and primary vehicular/loading circulation would be located along the perimeter of the Nishi site, adjacent to I-80 and along the site’s periphery. This allows for a natural extension of the LID strategies, implemented in open space areas, to the parking lots. Parking areas would be designed and located in a manner to discourage automobile use throughout the workday and encourage biking, walking, and transit use on the site and to the downtown area of the City of Davis. R&D parking areas would integrate best management practices that reduce the use of single-occupant automobiles and benefit carpoolers, vanpoolers, and users of low-fuel using vehicles.

Parking areas within the Nishi site would also 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. Parking design concepts would be integrated to encourage use of rideshare modes (carpool, vanpool), compact and low-fuel using vehicles, and alternative-fuel vehicles. Parking areas would be located throughout the site to allow for shared facilities among various tenants. The southernmost parking area could potentially be decked or shaded with photovoltaic panels.

The project site is located in close proximity to public transit stops for the Yolo Bus and Unitrans system, serving Davis and the surrounding area. Adjacent bus stops are located north of the project site at the intersection of 1st and D Streets. Unitrans would have the option of serving the Nishi property from Richards Boulevard or penetrating the site to access Old Davis Road. The project site is also located in close proximity to the Davis Amtrak station.

Infrastructure

Infrastructure would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention. The following discussion pertains to the proposed water, wastewater, drainage, and other infrastructure-related improvements.

Water

The proposed project would receive potable water supplies via one of two options that are currently under consideration. The first option, which requires UC approval, involves connection to the existing UC Davis water lines located northwest of the project site. A six-inch water line is located along the south side of the Solano Park student housing development and a ten-inch water line is within Old Davis Road. The proposed project may alternatively connect with the existing City of Davis water infrastructure system located within Richards Boulevard and that currently serves the West Olive Drive portion of the project site. Should the second option be pursued, it is assumed that the connection from the Nishi site to City infrastructure would be located at the same location as the proposed extension of West Olive Drive to the Nishi site.

Wastewater

Wastewater would be collected and transported off-site, also via one of two options. The first option involves a direct connection to the existing UC Davis wastewater treatment plant located southwest of the project site. This option, which requires UC approval, may involve installation of a wastewater line parallel to the existing UPRR line in a southwesterly direction. The second option would involve connection to the existing City of Davis water infrastructure system located within Richards Boulevard.
and that currently serves the West Olive Drive portion of the project site. Should the second option be pursued, it is assumed that the connection from the Nishi site to City infrastructure would be located at the same location as the proposed extension of West Olive Drive to the Nishi site.

**Drainage and Flooding**

The majority of the project site is located within Flood Emergency Management Act (FEMA) Zone X, meaning it is not considered to be located within the 100-year floodplain. However, a portion of the project site associated with Putah Creek is currently located within FEMA Zone A, the designation for areas determined to flooded during the 1 percent annual (i.e., 100-year) flood event. Zone A does not have a determined Base Flood Elevation thus, the depth of water during this event is not known.

Flows within the Nishi site generally flow in a southwesterly direction and may accumulate on-site near the intersection of I-80 and the UPRR line during periods of heavy precipitation.

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

**Water Quality**

The applicant proposes to integrate Low Impact Development (LID) measures throughout the project to provide storm water quality treatment. These LID measures would include both volume-based best management practices (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 Volume**

The applicant proposes to limit the on-site post-project storm water peak discharge to pre-project conditions. As a result of project development, the effective impervious area for the site would increase, leading to an increase in the peak runoff from the site. It is anticipated that the increased peak flows would be addressed through detention of the peak flows on-site. The proposed land use plan allocates 4.0 acres of land within the project boundary for the on-site detention. A more detailed design proposal for handling stormwater flows at the project site, including depth of the proposed detention basin, will be provided as part of the EIR and based on further analysis.

**Other**

The proposed project would include the provision of state-of-the-art technology infrastructure. The availability and proximity of existing fiber optics infrastructure will be evaluated in the EIR.

**Phasing**

Construction of the project is anticipated to be completed in three different phases. Connection to Old Davis Road would also be subject to approval by the UC Regents and timeframes established by UC Davis. Phase 1, approximately 15 acres, is anticipated to include development of the residential and R&D structures nearest to Putah Creek, along with a portion of the open space and drainage system connection to the detention pond to be located in the southern portion of the project site (see Figure 3). Phases 2 and 3, approximately 15 acres each, would include portions of development on both sides of the primary roadway through the Nishi site. The exact timing of these phases would be dependent upon market constraints, UC Davis, and conditions of approval imposed by the City at the time of project approval.
Rezoning (West Olive Drive only)

The 10.8-acre West Olive Drive is currently zoned for Commercial Service and Parks/Recreation uses under the Gateway/Olive Drive Specific Plan, which was adopted by the City of Davis in 1996 and amended in 2002. The proposed project includes a rezoning to Planned Development (P-D). As noted above, this zoning designation allows for project-specific regulations to enable a diverse mix of uses that promote the project vision, goals, and policies. Combined with the proposed new land use designation for West Olive Drive, the City anticipates that approximately 55,000 net new sf of commercial uses may occur within West Olive Drive through redevelopment interest. However, as noted above, no development is currently proposed within West Olive Drive as part of the project, and, as a result, the potential increase in square footage will be assessed at a programmatic level within the EIR. The proposed Embassy Suites development project that is currently under consideration by the City is a separately planned project and will not be included as part of the proposed project. It will, however, be included as part of the assessment of cumulative impacts.

Proposed land uses are likely to include office, commercial service, and small-scale neighborhood-serving uses. This EIR will assume approximately 55,000 square feet of net new development, likely in two- or three-story buildings, based on allowable floor-area ratios.

Parks and Green space would be provided through the existing Putah Creek Parkway. Private landscape areas would be required per city standards as properties are redeveloped. This EIR will analyze potential impacts on trees within the Olive Drive right-of-way.

The main circulation route will continue to be West Olive Drive, including any improvements proposed to provide access to the Nishi property. Some of the parcels in the area do not have sidewalk improvements. Streetscape improvements will be required as a condition of future redevelopment, as it occurs over time. Redeveloped properties will be expected to provide on-site parking in accordance with City standards.

Municipal utilities, including water and wastewater, are present on-site. The City of Davis maintains a storm drain pipe network in the project vicinity, which discharges to the Putah Creek Basin. Two existing catchment basins detain flows within West Olive Drive prior to discharge into the Putah Creek Basin.

Measure R

Approval of development on the Nishi property also requires an action by the City Council to call for an election and set the baseline features of the proposed project. This is required as part of the Measure R citizen vote process. Measure R is a renewal of Measure J, enacted to require voter approval for any newly proposed urban or residential development on agricultural land at the time of proposal.

Project Objectives

The City/applicant proposes to achieve the following objectives:

1. Optimize an underutilized infill location within and adjacent to the City of Davis.
2. 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 Richards Boulevard, UPRR, and I-80 and circulation within the City and to UC Davis.
3. Develop a mixed-use project with an array of dense, efficient, urban housing types and land for business opportunities.
4. Provide additional housing near existing mobility infrastructure to reduce vehicle trips, vehicle miles travelled, and parking demand;

5. Provide housing density adjacent to the downtown area of the City of Davis to reduce vehicle trips, vehicle miles travelled, and parking demand within the downtown area;

6. Provide customers to support the downtown area of the City of Davis and increased sales tax revenue;

7. Provide alternative access to UC Davis to minimize congestion along Richards Boulevard at the UPRR undercrossing and at the intersection of Richards Boulevard and 1st Street.

8. Minimize impacts to on-site environmental resources, including onsite vegetation, potentially historic structures along West Olive Drive, and Putah Creek;

9. Accommodate high-skilled technology-related jobs that allow a greater number of Davis residents to live and work in the community;

10. 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;

11. Promote flexibility in project design and implementation to respond to market demand, through phasing of construction, and offering a variety of building types; and

12. Collaborate with UC Davis and others to capture startup businesses and growing mid-to-large size companies, reducing the loss of intellectual capital and revenue through out-migration.

INITIAL STUDY: An Initial Study has not been prepared for this project. The EIR will address all CEQA-required environmental topics identified in Appendix G of the State CEQA Guidelines, at a level appropriate to the project.

AREAS OF POTENTIAL IMPACTS

The EIR will analyze the project-specific and cumulative impacts. The CEQA topics of Forestry Resources, Mineral Resources, and Recreation will not be adversely affected and will be briefly discussed and dismissed from further analysis in the existing setting sections of the Agricultural Resources, Geology and Soils, and Public Services chapters, respectively. The following paragraphs provide a general discussion of the anticipated topics that will be included in each chapter of the EIR. Each chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of project and cumulative impacts, and the development of mitigation measures, if necessary, to reduce impacts.

Aesthetics

The Aesthetics chapter of the EIR will summarize the existing regional and project area visual setting. The chapter will describe potential aesthetics issues associated with buildout of the proposed project such as scenic vistas, trees, existing visual character or quality of the study area, and light and glare.

Agricultural Resources

The Agricultural Resources chapter of the EIR will evaluate existing agricultural resources within the project boundaries and within any off-site infrastructure alignments, consistent with Yolo County LAFCo, Yolo County, and City of Davis methodologies. The LAFCo methodology utilizes the Land Evaluation and Site Assessment (LESA) model to characterize the quality of agricultural lands. The
LESA model uses land evaluation factors such as Storie Index Ratings and Land Capability Classifications for soils mapped within soil surveys prepared by the Natural Resource Conservation Service (NRCS), as well as Important Farmland Maps prepared by the State Department of Conservation. Proposed agricultural land mitigation will be evaluated for consistency with both Yolo County LAFCo’s Agricultural Conservation Policy, Yolo County’s Agricultural Conservation and Mitigation Program Ordinance, and the City of Davis’ Farmland Preservation Ordinance (Municipal Code Chapter 40A). For the City of Davis, the project’s consistency with the City’s agricultural buffer requirements will also be evaluated, per Code Section 40A.01.050. Any conflicts with adjacent land uses, existing zoning for agricultural use, or Right-to-Farm ordinances will also be identified. As noted above, forestry resources will also be briefly discussed as an issue in this chapter.

**Air Quality**

The Air Quality chapter of the EIR will include an evaluation of the potential criteria pollutants that would be generated by the proposed project. The air quality analysis will be performed utilizing the CalEEMod software package and following the Yolo-Solano Air Quality Management District’s (YSAQMD) guidelines. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO\textsubscript{X}, and PM\textsubscript{10}). Project-specific vehicle trip generation data will be utilized for the purposes of estimating carbon monoxide concentrations from vehicular travel and health risks from toxic air contaminants (TACs) emissions. A health risk assessment (HRA) will be performed in accordance with YSAQMD guidance and will assess the potential for health risks resulting from the location of residential uses at the Nishi site. Per YSAQMD guidelines, any project that would individually have a significant air quality impact would also be considered to have a significant cumulative impact. The significance of air quality impacts will be determined in comparison to City of Davis and YSAQMD-recommended significance thresholds. YSAQMD-recommended mitigation measures will be incorporated, if necessary, to reduce any significant air quality impacts; and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

**Biological Resources**

The Biological Resources chapter of the EIR will include a description of the special-status plant and wildlife species known to occur within the project area, and a determination whether suitable habitat exists on-site to support any special-status species. The chapter will be based on a survey of the project site and any off-site infrastructure alignments. Impacts to sensitive resources and associated mitigation measures will be developed as necessary. This chapter will also discuss on-site vegetation (including trees).

**Cultural Resources**

The Cultural Resources chapter of the EIR will describe the potential effects to historical and archaeological resources from implementation of the proposed project. The chapter will be based on a site-specific technical report. A records search will be conducted to identify any documented historic or archaeological resources on or immediately adjacent to the project site. Native American tribes, who have traditional lands or cultural places located within area, will be consulted. The archaeological investigation will include a survey of the site. In addition, the chapter will include an assessment of potential impacts to paleontologic resources as a result of project implementation.
Geology and Soils

The Geology and Soils chapter of the EIR will summarize the setting and describe the potential effects from soil erosion, earthquakes, liquefaction, and expansive soils, as well as identify any unique geological features within the project area. Mineral resources will also be discussed in this chapter.

Greenhouse Gas Emissions / Energy

The greenhouse gas (GHG) emissions analysis for the proposed project will be performed using CalEEMod to produce an estimate of carbon dioxide emissions for the project, including indirect emissions of greenhouse gases (e.g., electricity, natural gas). Emissions will be calculated as carbon dioxide equivalents. The vehicle miles traveled (VMT) data provided by the traffic consultant will be utilized in CalEEMod to estimate the project’s annual metric tons of carbon dioxide equivalent (CO₂e). The indirect and direct GHG emissions, attributable to the project, will be compared with GHG thresholds. In addition, the GHG Emissions / Energy chapter will include a discussion of potential energy impacts due to the project, as well as any proposed energy efficiency and/or conservation measures.

Hazard and Hazardous Materials

The Hazards and Hazardous Materials chapter of the EIR will describe any potential for existing or possible hazardous materials within the project area, including pesticide residues associated with agricultural use of the Nishi site. The chapter will also evaluate the potential for on-site hazardous materials usage, to the extent that future prospective businesses are known at this time, and the proximity of the project site to existing schools.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize setting information and identify potential impacts on storm water drainage, flooding, groundwater, and water quality. With the exception of the portion of the project site associated with Putah Creek, the project site is not located within the Federal Emergency Management Agency (FEMA) 100-year flood zone. The EIR will evaluate potential flooding, the engineering solutions, and any effects of on-site improvements to off-site properties.

Land Use and Planning

The Land Use and Planning chapter of the EIR will evaluate the consistency of the proposed project with the City of Davis’s adopted land use plans and policies adopted for the purposes of reducing environmental impacts.

Noise

The Noise chapter of the EIR will include an evaluation of the existing noise environment, prediction of project-generated noise levels, and development of noise control mitigation measures. A noise survey will be conducted within and adjacent to the project site to quantify existing background noise levels. The analysis will include short-term and continuous noise-level measurements for a minimum of 24-hours. Existing traffic noise levels due to major roadways, including I-80, will be evaluated using the Federal Highway Administration traffic noise prediction model. The significance of transportation noise impacts due to and upon the proposed project will be determined in relation to the Noise Element of the Davis General Plan. Stationary noise sources for the project area will also be assessed and quantified at a level of detail commensurate with the project’s preliminary planned development. In addition, analysis of
construction noise and vibration due to development of the proposed project and any associated off-site infrastructure will be conducted.

Population and Housing

The Population and Housing chapter of the EIR will identify potential impacts associated with population growth, either directly or indirectly, resulting from development of the proposed project. In addition, the chapter will evaluate the job-creating potential of the project and resultant implications for the City of Davis’ and the region’s overall jobs-to-housing balance.

Public Services

The Public Services chapter of the EIR will summarize setting information and identify potential new demand for services, including fire protection, police, schools, parks, recreation, and other public facilities. Information from the City of Davis General Plan, as appropriate, and up-to-date information received from appropriate City and other agencies will be utilized to address the project’s potential to create impacts to public services.

Transportation and Circulation

The Transportation and Circulation chapter of the EIR will be based on a project-specific Traffic Study. The exact location and number of analysis locations will be determined in consultation with the City and other agencies. The impact analysis will be based on AM and PM peak hour levels of service for study locations using the 2010 Highway Capacity Manual (HCM) methods. Traffic volume forecasts will reflect growth between existing and 2035 conditions. Project impacts will also be assessed for transit, bicycle, and pedestrian facilities against the applicable significance criteria. In addition, the site plan will be evaluated for adequacy of site access and on-site vehicular circulation based on the City’s design standards.

Utilities and Service Systems

The Utilities and Service Systems chapter of the EIR will address potential new demand for water supply, wastewater treatment, and solid waste disposal. A water supply assessment will be prepared by a technical consultant to evaluate near- and long-term water supplies, and whether these supplies are sufficient to meet near- and long-term water demands within the City of Davis, including the proposed project’s demand. This chapter will also evaluate water infrastructure, including any needed on-site water lines and related system components to serve the project. The wastewater analysis portion of the chapter will be based upon a technical sewer study that will evaluate the wastewater infrastructure that would be utilized by the proposed project, including existing committed capacity, available capacity, and long-term demand projections, to determine if the wastewater infrastructure can accommodate the project in the near- and long-term, or if improvements to the wastewater infrastructure will be needed. Any off-site infrastructure improvements needed for the project will be identified and evaluated in this chapter. For solid waste, Davis Waste Removal will be contacted to obtain local waste generation data relevant to project construction and operational waste streams.

Alternatives Analysis

In accordance with Section 15126.6(a) of the CEQA Guidelines, a reasonable range of project alternatives will be analyzed. With respect to the evaluation of development of the 46.9-acre Nishi site, the EIR will evaluate the following two access alternatives at an equal-level of detail:
• Access to the Nishi site via Olive Drive and a roadway extension from the Nishi site to Old Davis Road, and
• Access to the Nishi site via Olive Drive only.

Since the proposed development, as currently envisioned, involves a roadway improvement (connection to Old Davis Road) that requires approval of a public agency (the University of California Regents) prior to implementation, the City of Davis cannot guarantee its implementation. Therefore, as a result, the City has elected to evaluate both access alternatives as part of the EIR.

In addition, the EIR will include a separate Alternatives chapter that will evaluate the following four additional alternatives:

• No Project
• Office/R&D Only
• Reduced Intensity
• Off-site

These four alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient quantitative detail to allow a meaningful comparison of the impacts. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. Any alternatives considered but dismissed from further analysis will also be presented, including the reasons for dismissing the alternatives from consideration.
FIGURE 1
REGIONAL PROJECT LOCATION MAP
FIGURE 2
PROJECT PARCEL MAP