

6.20.18

Mace & Alhambra Development, Davis, CA

Design Review Narrative (revised)

The project site, 5.99 acres, at the NW corner of Mace Boulevard and Alhambra Drive was part of an original 1989 Conceptual Plan for Mace Ranch planning, designated for office subarea. In 2006, it was zoned Planned Development PD 1-04, C-N Commercial Neighborhood Retail, and since then the land has not been developed. This proposal anticipates returning the site's main use back to the original intent of office with a business park designation. A "Business Park" is a hybrid of industrial and office parks, which contains multiple uses and activities to include: office, light industry, research & development and light manufacturing.

The proposed site plan includes the subdivision of the site into three (3) parcels with one (1) building per parcel. Parcel 1 (2.97ac) contains building A (32,220 sf office use), Parcel 2 (1.52ac) contains Building B (16,200 sf) and Parcel 3 (1.51) contains Building C (16,200 sf) for a total of 64,620 sf. Building A is a highly-articulated pre-engineered metal building shell intended to reference a rural/agricultural theme. Buildings B and C are tilt-concrete structures, intended to accommodate a flexible office, R&D tenant mix as well as a maximum of 2,000 sf of retail. All of the buildings share a common exterior materials palette with the overall intent, architecturally, for a cohesive and complimentary campus of buildings.

The architecture of Building A mixes a contemporary interpretation of a rural/agricultural 'barn' form with an industrial aesthetic consistent with vineyard or orchard processing buildings typical of Yolo and nearby Sonoma County. The intended tenant for Building A expressed a desire to incorporate agricultural building styles because there is an abstract reference to their business. Buildings B and C are esthetically tilt-concrete warehouses designed to complement Building A, and functionally accommodate a wide variety of potential tenant uses. For the most part these spaces, in Buildings B and C, have a single row of columns down the middle of the 90' wide building profile, providing a great deal of flexible, open square footage. The materials palette for the buildings incorporate: patterned and smooth tilt-concrete panels; vertical metal batten siding (intended to reference a painted wood board and batten pattern); vertical metal siding in a corrugated profile; industrial style aluminum storefront windows and doors; horizontal metal canopies at some windows and doors; and standing-seam metal roofing on Building A.

The site plan logically places the larger, more articulated Building A at the prominent corner of Alhambra and Mace. Buildings B and C are carefully positioned in close proximity to each other, forming an "L" shaped geometry behind Building A which helps to balance the hierarchy of the buildings. Building A establishes a primary importance on the corner with its sloping roof profiles, while Buildings B and C shape a simplified geometry. The smaller two buildings gain importance with their close juxtaposition to each other and adjoining courtyard. The complimentary palettes of materials utilized on all three buildings contributes to the impression of a balance in scale between the two building styles. Buildings B and C also achieve a positive transition of scale with the 2-story multifamily project to the west.

We have provided access points into and out of the site at the most logical and safe locations within the established organization of the existing street/frontage improvements. There is an existing curb cut/driveway on Alhambra Drive that will be shared with the multifamily project at the extreme SW corner of the property. We are showing another driveway entrance/egress on Mace Boulevard at the far NE corner of the site – providing a maximum distance to the Mace/Alhambra intersection. We have added one additional point of access, midway along the southern edge of

the property on Alhambra in order to simplify the internal vehicular circulation through the site providing better direct access to the primary entrances for the (3) buildings and for emergency response vehicles as well.

We are proposing to modify an existing median on Mace Boulevard for a north-bound left turn pocket (from the Alhambra Drive intersection) into the new access drive at the NE corner of the site. The median will be modified in such a manner that left turns out of the site in a northbound direction will not be accommodated. All other existing median improvements will remain unchanged by our proposal.

The internal site layout provides a balanced distribution of parking for all three buildings while avoiding large expanses of hardscape within the parcel. The layout is easy and safe to navigate by vehicles, bicycles and pedestrians with the parking spaces well distributed for convenient access to the buildings and the public ROW. Additionally, we have strengthened the pedestrian circulation between buildings with a convenient, well-delineated walking path/crosswalk linking Building A with the common landscaped plaza/patio space shared between Buildings B and C.

The market-rate apartment complex, immediately to the west on Alhambra Drive, was developed around 1995, and in June, 2014 a reciprocal parking agreement (easement) was formally established to allow these neighbors to share (35) spaces within this future project development. At the time of construction of those apartments, a parking area for (35) spaces was built on the western edge of this property. This design proposal maintains the reciprocal parking opportunity for those 35 vehicle spaces, as well as a 48" tall property fence and two pedestrian access points (gates) connecting the shared parking to the multifamily housing site, as required by the easement. The pattern of the fence will continue along the north property line at a 6'-0" height above grade.

The project intends to incorporate Low Impact Development (LID) measures to provide stormwater quality treatment, and to mitigate for increased stormwater runoff quantity resulting from an increase in on-site impervious surfaces. These measures would likely include bio-retention basins and stormwater planters interspersed within the landscaping throughout the project site and will include a network of private storm drain lines discharging to existing City facilities within Mace Blvd. and Alhambra Dr. These LID measures will be designed in accordance with the City of Davis requirements.

The landscape planting palette is comprised of drought tolerant, low water use plant material selected from California native species and many from the UC Davis "All Stars" plant palette. Plant species selected are low maintenance and hardy plant material which have been determined best suited and appropriate for the site. Our overarching goal is to design a sustainable, responsible landscape - one that reduces irrigation demand and requires only occasional maintenance; reduces the ambient air temperature; filters, stores and slows down the storm water runoff from the impervious areas (roofs and paving). Plants will be grouped according to their sun / shade needs and sizes. To prevent overplanting, plants are spaced according to their expected growth habits. Using appropriately sized plants reduces maintenance, irrigation demand, and the volume of green waste to be disposed.

Consistent with the proposed landscape planting, the irrigation will be a low maintenance system mainly comprised of low volume subsurface drip irrigation. The inline drip system allows for water to be delivered directly to each plant and can be adjusted as per the soil infiltration rate to provide an even distribution of water to each plant without overwatering. This system design will also eliminate any chance of overspray and run-off typically found with rotary heads, while decreasing the amount of maintenance and deterioration on adjacent hardscape surfaces.

This project is designed to meet or exceed all of the City of Davis, Title 24 and CALGreen requirements for efficient use of natural resources, good stewardship of environmental issues and a thoughtful strategy concerning energy consumption.

Because of the early stage of development, we haven't yet engaged the full complement of engineering consultants on the design team. Once we complete the next phase of design, Design Development, we will have a better understanding of all of the specific sustainability strategies that are intended to be incorporated.

Currently our design incorporates the following anticipated sustainability strategies: cool roofs that are photovoltaic panel ready, dual pane low-e glazing, on-site water detention as part of a comprehensive LID approach (as previously discussed in this narrative), EVCS infrastructure, designated spaces for low-emitting, fuel-efficient and carpool/van pool parking, low flow toilets, showers and changing rooms in Building A for cyclists, open office planning and skylights for enhanced day-lighting and views to the exterior, material/resource efficiency, regional/bio-based, certified wood/ reused materials/ recycled content strategies, low VOC's, enhanced durability and reduced maintenance of materials, energy star appliances and office equipment. This project will exceed mandatory T-24 energy efficiency requirements and plan to provide operable windows in Building A at a minimum.

In addition to CALGreen Tier 1 prerequisites, we are considering the following elective strategies for sustainability and energy efficiency: Division 5.1 – LID civil design and changing rooms with lockers and showers; Division 5.2 – Provide solar panels to meet renewable energy requirements; Division 5.3 – Restoration of areas disturbed by construction; Division 5.4 – Choice of Materials; Division 5.5 – Acoustic ceilings and wall panels w/ verification of compliance.

The site provides bike racks for the required short-term parking and Class 1 lockers for the majority of the long-term bike parking. For Building A, due to space restraints, half of the long-term spaces (6 bikes) will be accommodated within a secured fenced area at the NE corner of the building and the other (6) will be provided Class 1 locker space. For Buildings B & C they each have a designated Class 1 locker in an easily accessible and centralized location to their respective building. Over the entire site we are providing (9) short-term bike spaces and (24) long-term bike spaces.