

This chapter provides a comprehensive description of The Cannery Project (proposed project), including proposed land uses, infrastructure improvements, off-site improvements, requested entitlements, and project objectives.

Figures referenced throughout this section are located at the end of the chapter.

2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

PROJECT LOCATION

The project site consists of approximately 100.1 acres of land located at 1111 East Covell

Boulevard, within the incorporated boundary of the City of Davis (APNs: 035-970-34, 035-970-35, 035-970-37, and 035-970-51). The project site, formerly the location of the Hunt-Wesson tomato cannery, is north of East Covell Boulevard and east of the Union Pacific Railroad line and the F Street drainage channel. The northern and eastern boundaries of the project site are coterminous with the Davis city limits.

Figure 2-1 shows the project's regional location. Figure 2-2 shows the project vicinity.

PROJECT SITE AND SURROUNDING LAND USES

The project site is generally a slanted rectangle with boundaries defined by East Covell Boulevard on the south, an existing Union Pacific Railroad (UPRR) line and the F Street open drainage channel on the west and agricultural lands on the north and east. Residential neighborhoods are located west of the UPRR line and F Street Channel. Multi-family residential (Cranbrook Apartments) and office uses are across East Covell Boulevard, south of the site. Adjacent lands to the north and east are currently zoned Limited Industrial (M-L) under the jurisdiction of Yolo County, and are seasonally farmed with rotating annual crops. Surrounding land uses are shown in Figure 2-3.

The site was annexed and previously developed by the Hunt Wesson division for food processing and warehousing products more than fifty years ago. The cannery was constructed in 1961 and operated for 38 years before closing in 1999. The obsolete canning facilities were demolished and a few building foundations remain in the southern portion of the site. The northern portion of the site, once intended for facilities plant expansion, remains undeveloped.

The 100.1-acre site is within the City of Davis and currently zoned PD-1-00 (Planned Development-Industrial) and designated in the General Plan as Industrial. Since the site is zoned for urban uses and is within the city limits, it is not subject to the requirements of Measure R¹.

¹ This measure requires a vote by the city's voters on any proposal which would change an agricultural or urban reserve designation in the Davis General Plan to an urban or urban reserve designation.

2.2 PROJECT BACKGROUND

As noted above, the project site is the former location of the Hunt-Wesson tomato canning facility. The canning facility was constructed in 1961 and operated for 38 years, before closing in 1999. In 2000 the Davis City Council rezoned the project site from Industrial to PD-1-00 (Planned Development-Industrial), to allow for the possible development of a business park. The obsolete canning facilities were demolished and a few building foundations remain in the southern portion of the site. The northern portion of the site, once intended for facilities plant expansion, remains undeveloped.

In 2004, Lewis Planned Communities (Lewis) acquired the project site from ConAgra and proceeded with the pursuit of residential mixed-use development of the project site. However, on March 16, 2009, just prior to embarking on the EIR preparation process for the Cannery project application, Lewis Planned Communities withdrew their application. Subsequently, on September 7, 2010, ConAgra regained title to the property and reinitiated planning efforts by submitting a pre-application for development of The Cannery project. On October 26, 2010, the Davis City Council authorized a pre-application process for the project site. On September 23, 2011, ConAgra submitted a formal application for The Cannery. The project description and site plan for the proposal were submitted to the City on February 1, 2012.

2.3 PROJECT GOALS, OBJECTIVES, AND ENTITLEMENT REQUESTS

GOALS AND 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 of Davis and the project applicant have identified the following goals and objectives for the proposed project:

1. Provide for a mix of land uses that integrate housing, business park, and neighborhood serving retail on a single site with public open space, an urban farm, naturalized environments and park land, in an overall design that advances “smart growth” principles.
2. Provide a development plan that is focused on connectivity to adjacent neighborhoods and the City core through improvements and enhancements to the City’s bike and pedestrian network of trails and dedicated bike routes.
3. Provide opportunities for physical improvement to public infrastructure such as public roadways, sidewalks, intersections, public transportation stops, and bike and pedestrian trails.
4. Provide for diverse housing types in support of the City’s goal for providing an inclusive multigenerational approach to residential development.
5. Provide a sufficient number of new housing units to assist the City in satisfying its Regional Housing Needs Allocation (RHNA) obligation.

6. Provide for increased residential densities on a site within the City presently planned for urban growth with accessible infrastructure, in furtherance of growth policies identified in the Blueprint for Regional Growth prepared and adopted by the Sacramento Area Council of Governments (SACOG).
7. Provide for a mix of housing densities and product types integrated into other land uses in a compact but logical manner.
8. Use park land and naturalized environments as the organizing element of the overall neighborhood development plan.
9. Develop a unique and creative approach to sustainable neighborhood design by integrating environmental engineering and landscape architecture elements into a comprehensive neighborhood plan.
10. Provide an urban farm as a community asset and as a transition between urban uses and adjacent agricultural land.
11. Provide for the adaptive reuse and redevelopment of a former industrial site located within the city limits.
12. Provide a sufficient number of residential units within the Project area to support necessary improvements to public facilities.
13. Include a mix of land uses and facilities, which are fiscally feasible and implement funding mechanisms to maintain a neutral/positive fiscal impact to the City's general fund.

ENTITLEMENT REQUESTS

Implementation of the proposed project would require the following entitlements from the City of Davis:

- Certification of the Environmental Impact Report
- General Plan Amendment to modify the General Plan Land Use Map, as shown in Figure 2-4
- General Plan Amendment to create a new General Plan Land Use Category for Neighborhood Mixed Use
- Rezoning
- Planned Development
- Affordable Housing Plan
- Development Agreement
- Large Lot and Small Tentative Subdivision Maps
- Design Review to establish design guidelines and development standards

OTHER AGENCY PERMITS AND APPROVALS

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

- California Public Utilities Commission (CPUC) – Approval of At-Grade Railroad Crossing;
- California Department of Fish and Wildlife - Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code;
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities, Section 401 water quality certification, and permitting fill of isolated wetlands under the State’s Porter-Cologne Act;
- Yolo-Solano Air Quality Management District - Approval of construction-related air quality permits;
- Federal Emergency Management Agency (FEMA) - Conditional Letter of Map Revision (CLOMR and LOMR-F (Letter of Map Revision based on fill));
- U.S. Army Corps of Engineers (USACE) – Issuance of 404 permit under the Clean Water Act for offsite infrastructure improvements within the F Street Drainage Channel and verification of the wetland delineation; and
- U.S. Fish and Wildlife Service (USFWS)- Possible Section 7 Consultation under the Endangered Species Act to determine impacts to special-status species within the F Street Drainage Channel.

2.4 PROJECT DESCRIPTION

PROJECT OVERVIEW

The project proposes a mix of land uses consisting of low, medium, and high density residential uses; a mixed-use business park component; drainage detention areas; open spaces including greenbelts, agricultural buffers, and an urban farm; parks; and a neighborhood center. The project would include up to 610 residential dwelling units and up to 236,000 square feet of mixed-use commercial, office and high density residential uses.

In coordination with staff from the City of Davis, the project applicant team continues to make refinements and minor revisions to the site plan and the total unit count for residential units and non-residential building areas within the project. The Notice of Preparation issued for this EIR stated that the project would include up to 610 residential dwelling units and up to 236,000 square feet of mixed-use commercial, office and high density residential uses. Since that time, the applicant has indicated that a reduced number of residential units may be requested. Additionally, the square footage of the uses within the neighborhood mixed use center may be reduced. Figure

2-5 shows the Illustrative Land Use Plan that was included in the NOP, which includes up to 610 residential units. This land plan was current as of February 2012. Figure 2-6 shows the updated Illustrative Land Use Plan, dated December 2012, which indicates that up to 551 residential units may be constructed along with up to 40 accessory dwelling units (granny flats), and 171,270 square feet of neighborhood mixed use development.

In order to ensure that this EIR fully and conservatively addresses the full range of environmental impacts that may occur with project implementation, the analysis in this EIR is based on the upper limit of development that may occur with the Cannery project site. This upper limit of development is consistent with the development totals and intensities presented in the NOP (the 610 residential units shown in Figure 2-5), and are described in greater detail below. The project applicant has proposed a site plan with a reduced development intensity compared to the scenario analyzed in this EIR (the current plan is for 551 residential units as shown in Figure 2-6). If a reduced intensity project were to be approved by the City of Davis, the environmental impacts of that reduced intensity project would not create new impacts not identified in this EIR, or result in an increase the severity of any of the identified impacts. In other words, the analysis in this EIR presents a conservative “worst case” scenario with respect to the potential environmental impacts of the proposed project.

Table 2-1 provides a summary of the proposed land uses. This table represents the upper end of unit count totals and development intensity.

The proposed land use plan that was included in the project NOP is shown in Figure 2-5. A more current land use plan is shown in Figure 2-6. As stated above, the land use plan may continue to undergo minor revisions and refinements.

GENERAL PLAN AND ZONING DESIGNATIONS

General Plan Designations

The Project site is designated in the General Plan as Industrial. The Project includes two General Plan Amendments. The existing General Plan designations for the site are shown on Figure 2-3. The proposed General Plan designations for the site are shown on Figure 2-4.

1. General Plan Amendment to designate the site Neighborhood Mixed Use, Residential-Low Density, Residential-Medium Density, Residential-High Density, Parks/Recreation, Public/Semi-Public, Urban Agriculture Transition Area and Neighborhood Greenbelt on the General Plan Land Use Map.
2. General Plan Amendment to create a new General Plan Land Use category in the Davis General Plan for Neighborhood Mixed Use. The following describes the new Neighborhood Mixed-Use category:

Neighborhood Mixed Use

Intent: To provide a mix of non-residential and residential uses in areas conveniently located to neighborhoods and to facilitate transit and bicycle/pedestrian travel through a blending of retail, job-generating, and residential uses.

This land use category is distinguished from the other General Plan land use categories (including Neighborhood Retail, Office, Business Park, and Residential) in that this category expects a mix of the uses allowable in the other categories.

Allowable Uses:

1. Retail and service uses to serve the daily needs for goods and services of surrounding City residents and businesses such as groceries, restaurants, pharmaceuticals, dry cleaning, printing, office supplies, and similar uses.
2. Office, research, and research / development uses.
3. Business park and light industrial uses (see Business Park land use category).
4. Commercial service uses.
5. Residential uses, including home occupations and live/work uses.
6. Public and institutional buildings and facilities.
7. Open space, including greenbelts, squares, and plazas.

The specific uses, maximum amounts of the specific uses, and the preliminary site plan in a Neighborhood Mixed-Use designated site shall be:

- Established in the site’s zoning, anticipated to be a Planned Development district.
- Compatible with surrounding development.

Maximum Floor Area Ratio: 50 percent, with a potential total of 80 percent through the following:

- A 15 percent increase if the project consists of both residential and non-residential components, and the residential component consists of a minimum of 15 percent and a maximum of 70 percent of the total floor area; and/or
- A 15 percent increase if a minimum of 70 percent of the required off-street parking spaces in the project is provided below-grade.

Zoning Designations

The Project site is currently zoned PD-1-00 (Planned Development-Light Industrial). The Project includes a rezone from PD-1-00 (Planned Development – Light Industrial) to PD-1-11 (Planned Development).

PROPOSED LAND USES

The proposed Project involves the development of a 100.1-acre mixed-use community. The Project consists of residential uses, neighborhood mixed-use center, parks, open space areas and public/quasi-public uses. The projected population of the Project is 1,493 based on 2.71 persons per household. Tables 2-1 and 2-2 summarize Project land uses shown within The Cannery Planned Development shown on Figure 2-7.

TABLE 2-1: PLANNED DEVELOPMENT LAND USES

PD Area	Planned Development (PD) Designation	General Plan Designation	Gross Acres	Net Acres	Units	Square Footage	Notes
A	The Park Homes	Residential – Low Density	15.26	10.87	87		50-55’ x 90’
B	Cannery Village	Residential – Medium Density	2.73	2.16	20		45’x 105’
C	The Cottages	Residential – Medium Density	10.69	6.35	76		48’ x 75’
D	The Bungalow Alleys	Residential – Medium Density	6.07	3.57	44		40’ x 80’
E	The Courts	Residential – Medium Density	7.91	4.56	72		
F	The Brownstones	Residential – High Density	4.87	2.28	72		
G	The University Flats	Residential – High Density	4.49	2.85	96		
H	The Cannery Lofts	Residential – High Density	1.95	1.46	60		Rental units
I	Neighborhood	Neighborhood Mixed-	15.22	12.10	12		171,270

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PD Area	Planned Development (PD) Designation	General Plan Designation	Gross Acres	Net Acres	Units	Square Footage	Notes
	Mixed-Use (Market Flats, Studio Row)	Use			12		Live work units
J	Greenbelt	Neighborhood Greenbelt	2.75	1.70			
K	Clubhouse	Residential – Medium Density	0.79	0.66			
L	Park	Parks/Recreation	6.84	5.25			
M	Ag Buffer/Urban Farm (East)	Urban Agriculture Transition Area	7.42	7.42			
N	Ag Buffer/Detention Basin (North)	Urban Agriculture Transition Area	6.68	6.68			
O	Open Space/Detention Basin (West)	Neighborhood Greenbelt	1.89	1.89			
P	Open Space (West)	Neighborhood Greenbelt	1.96	1.96			
Q	Well Site	Public/Semi-Public	0.23	0.23			
R	Park	Parks/Recreation	0.39	0.39			
S	Park	Parks/Recreation	0.25	0.16			
T	East Covell Boulevard	Roadway	1.72	1.72			
	Roadways			25.30			
	Total		100.1	100.1	551	171,270	

TABLE 2-2: LAND USE SUMMARY

	Acres (gross)	Square Footage	Units	Average Density (gross)	Acreage as a Percentage of Total Area
Residential					
Residential – Low Density	15.3		87	5.4 du/ac	
Residential – Medium Density	27.4		212	7.8 du/ac	
Residential – High Density	11.3		228	20.0 du/ac	
<i>Residential subtotal</i>	54.0		527	9.5 du/ac	53.9%
Neighborhood Mixed-Use					
West Side	6.5	71,600	12		
East Side	8.7	99,670	12		
<i>Neighborhood Mixed-Use subtotal</i>	15.2	171,270	24		15.2%
Open Space					
Greenbelt	2.8				
West Edge – Open Space/Detention Basin	3.9				
North Edge – Ag Buffer/Detention Basin	6.7				
East Edge – Ag Buffer/Urban Farm	7.4				
<i>Open Space subtotal</i>	20.8				20.8%
Parks/Recreation					
Neighborhood Park	6.8				
Southwest Park	0.6				
<i>Parks/Recreation subtotal</i>	7.4				7.4%
Clubhouse	0.8				0.8%
Public/Semi-Public					
Well Site	0.2				
<i>Public/Semi-Public subtotal</i>	0.2				0.2%
East Covell Boulevard	1.7				1.7%
	100.1	171,270	551		100.0%

Residential

As currently proposed, the residential component of the Project consists of 551 residential dwelling units, with an average density of 9.5 units per gross acre. As described above, this represents a reduction from the 610 residential units described in the NOP and analyzed in this EIR as a conservative scenario. The Project offers many sizes, types, densities and styles of housing including ownership and rental housing, detached and attached homes in low, medium and high densities ranging from three to thirty units per acre. Table 2-3 summarizes residential land uses in the Project.

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TABLE 2-3: RESIDENTIAL LAND USE SUMMARY

	Low Density Residential (LDR)	Medium Density Residential (MDR)	High Density Residential (HDR)	Project Total
Acres (gross)	15.3	27.4	11.3 [1]	54.0
Units	87	212	228	527 [1]
Share of Total Units	16.5%	40.2%	43.3%	100%
Density Range	3.0 to 5.9 du/ac	6.0 to 13.9 du/ac	14 to 30 du/ac	
Average Density	5.4 du/ac	7.8 du/ac	20.0 du/ac	9.5 du/ac

[1] ACREAGE FOR THE HIGH DENSITY RESIDENTIAL CATEGORY AND THE UNIT COUNTS DO NOT INCLUDE 24 UNITS IN THE NEIGHBORHOOD MIXED-USE SITE.

ACCESSORY DWELLING UNITS

The Project includes the opportunity for 20 to 64 accessory dwelling units. In The Bungalow Alleys (44 units), single family residential home designs will accommodate a second unit over the garage. The Bungalow Alleys will include 25 accessory dwelling units. In the Cannery Village (20 units), each single family home will include a cottage unit (accessory dwelling unit).

RESIDENTIAL HOMES WITH LIVABLE DESIGN

The Project proposes to integrate livable design concepts into residential home design to integrate long-lasting functionality and universal design principles. Livable design addresses the desire of residents for a home designed to accommodate them through their life without the need for expensive future retrofits.

LOCAL BUILDER UNITS

The Project will be developed by a master developer. Consistent with City policy, the Project will offer a portion of the lots to local builders for purchase and construction.

AFFORDABLE HOUSING

The Cannery Project Individualized Plan (PIP) Affordable Housing Plan is proposed consistent with Ordinance Section 18.05.050(a)(5) which allows projects to meet the City's affordable housing requirement with a project individualized program that generates an amount of affordability equal to or greater than the amount than would be generated under the standard affordability requirements. However, as of the date of the release of this EIR for public review, the City of Davis is in the process of exploring revisions to the Affordable Housing Ordinance. The Project includes 551 residential units and proposes to satisfy the required 110 affordable housing units (as required by the City's current Affordable Housing Ordinance) through a combination of a multi-family rental project, accessory units (accessory dwelling units) and rental units in the mixed-use site, as summarized on Table 2-4.

TABLE 2-4: AFFORDABLE HOUSING DISTRIBUTION

Affordable Housing Type	Area	Housing Area	Unit Type	Affordable Units
Accessory Dwelling Units – Cottage Units	B	Cannery Village	Rental	20 units
Accessory Dwelling Units – Above Garage Units	D	The Bungalow Alleys	Rental	25 units
Multi-Family Rental Apartments	H	The Cannery Lofts	Rental	60 units
Mixed-Use Site Rental Apartments	I	Market Flats	Rental	5 units
			Total	110 units

Multi-Family Rental Apartments (Cannery Lofts). The Project includes an approximately 1.95-acre site (Area H) for the construction of a 60-unit multi-family project with 40 low-income units and 20 very-low income units. The project will be constructed by an affordable housing builder/developer.

Accessory Dwelling Units. The Project includes 45 second units (accessory dwelling units) suitable for rental to very-low, low- and moderate-income households. 20 units will be provided as detached cottage units accessory to the single family residential units in Cannery Village (Area B) and 25 of the units will be provided as second units over garages on the alley-loaded single family residential units (The Bungalow Alleys) (Area D).

Mixed-Use Site Apartments. Five (5) of the apartments (Market Flats) above the market hall in the neighborhood mixed-use site (Area I) will be made available for rental to very-low and low-income households. The Market Flats are located in the East Side of the mixed-use site on the second level of the market hall.

As indicated above, the affordable housing program for the Project described above is based upon the City's Affordable Housing Ordinance currently in effect (as of the date of release of this EIR for public review). If the City Council takes action to amend the Affordable Housing Ordinance, the affordable housing program for the Project will be revised to comply with the requirements of the updated ordinance.

Neighborhood Mixed-Use

A 15.1-acre neighborhood mixed-use site (Area I) is planned along The Cannery's frontage with East Covell Boulevard. The neighborhood mixed-use site includes the 6.4-acre West Side and 8.7-acre East Side. Together, these sites could accommodate up to approximately 236,000 square feet of uses and employment opportunities for approximately 600 to 850 jobs. The Neighborhood Mixed-Use conceptual site plan is shown in Figure 2-8 and identifies 171,270 square feet of uses as currently proposed.

The primary entrance to the mixed-use site is via Entry Road A from East Covell Boulevard. The secondary entrances are from J Street (Entry Road B) and Loop C, adjacent to the neighborhood park site. Entry Road A will separate the mixed-use parcels, connecting East Covell Boulevard to Loop C, immediately south of the neighborhood park. Parking for the neighborhood mixed-use

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will include a combination of on-site areas, parking on Loop Road C, on adjacent roadways and garages for live-work units.

TABLE 2-5: NEIGHBORHOOD MIXED-USE CONCEPTUAL PLAN

	Building	Stories	Use	Square Footage				Res Units	
				Retail/ Restaurant	Flex Use	Market Stands	Residential		Total
East Side	A	1	Retail	9,500				9,500	12
	B	1	Restaurant	5,950				5,950	
	C	1+	Market Hall	11,940				11,940	
	D	2	Restaurant	6,100				6,100	
	E	2	Apartments (over C)				25,480	25,480	
	F	1	Retail	5,000				5,000	
	G	1	Retail	4,500				4,500	
	H	1	Retail	6,500				6,500	
	I	2	Office (over G/H)		12,500			12,500	
	J	1	Retail	11,000				11,000	
	K	1	Market Stands/ Bicycle Parking			1,200		1,200	
				60,490	12,500	1,200	25,480	99,670	12
West Side	L	1	Market Stands/ Bicycle Parking			1,200		1,200	12
	M	1	Flex – Office/R&D		12,400			12,400	
	N	1	Flex – Office/R&D		6,700			6,700	
	O	1	Flex – Office/R&D		10,000			10,000	
	P	1	Flex – Office/R&D		8,000			8,000	
	Q	1	Flex – Office/R&D		6,000			6,000	
	R	2 or 3	Live/Work Units				24,000	24,000	
	S	1	Daycare/School/Tutor	3,300				3,300	
				3,300	43,100	1,200	24,000	71,600	12
Total - East Side and West Side				63,790	55,600	2,400	49,480	171,270	24

NEIGHBORHOOD MIXED-USE – WEST SIDE

The types of uses planned in the West Side of the neighborhood mixed-use site include local-serving offices and services, flexible space for research and development and mid-sized technology businesses.

Twelve live-work units are included in the conceptual site plan (Studio Row) and are planned on the northwest side of the neighborhood mixed-use site adjacent to Loop C. The live work units may be two and three-story townhomes which include work space on the ground level and residential living space in the levels above.

NEIGHBORHOOD MIXED-USE – EAST SIDE

Uses in the East Side will include neighborhood-serving retail, commercial, services, small office, and restaurants. The anchor use for the East Side may be a market hall with small eateries and fresh food sales.

Twelve (12) high density residential units (Market Flats) are planned in the East Side above the market hall space in the north portion of the east side of the neighborhood mixed-use site.

Open Space

The Project includes 20.8 acres of open space uses consisting of the open space/bioswale on the west edge, agricultural buffer on the north edge, agricultural buffer/urban farm on the east edge and greenbelts.

OPEN SPACE – WEST EDGE

The Project's west edge (Areas O and P) will accommodate a sloped, naturalized bio-swale feature with water quality functions, habitat area and greenbelt. The bio-swale, vegetated with native species, will capture and treat stormwater runoff from the site and convey flows to the storm drain system and detention basin along the northern edge of the site. In some storm events, the bio-swale will provide storage capacity for stormwater.

The greenbelt on the east edge of the buffer (along the upper bench of the sloped swale) will include landscaping and a ten-foot multi-use path. A safety fence will be located along the length of the railroad right-of-way. Tree plantings would be installed adjacent to the railroad right-of-way along the west edge of the project site to create a visual and sound screen. Residential uses are setback a minimum of 130 feet from the railroad tracks.

OPEN SPACE – AGRICULTURAL BUFFER/DETENTION BASIN – NORTH EDGE

Along the Project's north edge, a 150-foot agricultural buffer is planned (Area N). The Agricultural Buffer/Retention Basin creates a definable edge.

The buffer will include a stormwater detention basin area with water quality functions and a greenbelt. The detention basin is designed to receive flows from the bio-swales on the west and east sides of the Project and, in storm events, detain and treat stormwater flows. The basin will be naturalized with vegetation and gentle side slopes. Landscaping and the multi-use path separate the detention area from rear yards of adjacent lots.

OPEN SPACE – AGRICULTURAL BUFFER/URBAN FARM – EAST EDGE

Along the Project's east edge (Area M), a 150-foot agricultural buffer is planned consisting of a 100-foot buffer and 50-foot urban/agricultural transition area.

North of Loop C (North), the 150-foot agricultural buffer will include a portion of the stormwater detention basin, habitat areas and a greenbelt. The greenbelt will include shade trees, landscaping and a 10-foot wide multi-use path with seating and interpretive exhibits. North of Loop C (North),

the 10-foot wide multi-use path will be located along the west edge of the 50-foot urban/ag transition area.

Southeast of Loop C (North), the eastern 120 feet of the buffer area will contain a 7.4-acre urban farm. South of Loop C (North), the 50-foot urban/agricultural transition area will contain a portion of the urban farm, the 10-foot bioswale, 10-foot multi-use path and 7-foot landscape parkway with parallel parking along east edge of Loop C (East). Farm operations would extend east to the property line.

Primary access to the urban farm will be available from Entry Road B and extend along a ten-foot gravel maintenance road the entire length of the farm to provide access to individual plots. Irrigation will be provided from either the rehabilitation of existing agricultural wells, installation of a new agricultural well or from municipal supplies, as described in Section 3.15 of the EIR. Facilities such as a small barn, cooler, packing shed, and equipment, composting and storage areas will be located in the southern end of the farm, near East Covell Boulevard. Equipment storage areas will be screened in the southern portion of the site by landscaping. The Project will construct and the Center for Land-Based Learning (CLBL) may operate the urban farm. The farm site is proposed to be dedicated to the City following construction of the farm facilities.

GREENBELTS

Approximately 2.8 acres are planned as greenbelts (Area J), linear landscaped features which contain water quality treatment features and swales. Within the greenbelts, a paved, pedestrian/bicycle path is planned.

Parks/Recreation

The Project includes 5.80 net acres (7.48 gross acres) of parks in two park sites: a 5.25 net acre (6.84 gross acres) Neighborhood Park and 0.55 net acre (0.64 gross acres) Southwest Park.

NEIGHBORHOOD PARK

The Neighborhood Park (Area L) is the spine through the center of the neighborhood from the clubhouse south to Loop C north of the mixed-use site. The park is comprised of several park spaces (Clubhouse Park, The Field, and Central Park) connected by pedestrian/bicycle pathways. The Neighborhood Park may include informal turf play areas, bocce ball courts, children's play areas, group picnic facilities and shade structures.

SOUTHWEST PARK AND DOG EXERCISE AREA

Immediately west of the mixed-use site is Southwest Park (Areas S and R) which will include passive recreation areas, a shade structure, dog exercise area, and seating for tenants and visitors of the mixed-use site. Area R will provide for future expansion for the City's drinking water well, Well 33.

Clubhouse

A clubhouse (Area K) is planned on the north edge of Loop C which will serve as a recreation, activity and information hub for the neighborhood. The facility will include a pool, barbeque areas, outdoor decks, meeting space, community information, and lounge areas. The clubhouse will be a homeowner's association facility available for use by residents of market-rate ownership units and accessory dwelling units within the Project.

Public/Semi-Public

The City of Davis owns and operates a well (Well No. 33) (Area Q) in the southwest corner of the Project site, north of East Covell Boulevard. Area R will provide for future expansion for this well.

TRANSPORTATION/CIRCULATION

On-Site Roadway Improvements

Primary and secondary vehicular access to the Project will be from East Covell Boulevard. The Project proposes an improved intersection at J Street/Entry Road B and East Covell Boulevard. A second access point located west of the East Covell/J Street (Entry Road B) intersection at Entry Road A/East Covell Boulevard is proposed, which would not be signalized, and would allow only right-turn-in and right-turn-out movements. Loop C is the primary route through the neighborhood from Entry Roads A and B. The Cannery on-site roadway system, shown in Figure 2-9 and described in Table 2-6, includes a hierarchy of streets including an arterial, minor arterial, collector streets and residential streets and alleys.

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TABLE 2-6: STREET SECTIONS

Section	Roadway Type	Segment	Vehicle Lanes	Right of Way	Median	On-Street Parking
A	Arterial	East Covell Boulevard	4	Varies 80-90 ft	Yes	No
B	Collector Street	Entry Road B	2	76 feet	Yes - 14' bioswale	No
C	Modified Local Street	Loop C (East)	2	89 feet	No	Yes
D	Modified Local Street	Loop C (West)	2	84-108 feet	No	Yes
E	Collector	Entry Road A	2	104 feet	No	Yes
F	Collector	Loop C (South)	2	89 feet	No	Yes
G	Residential Street	Loop J (South) and Loop K (South)	2	64 feet	No	Yes
H	Residential Street	Loop N, Loop C (N), Loop J (N and E), Loop K (N and W), Court L, Court M, Street D-G	2	51-64 feet	No	Yes
I	Narrow Residential Street	Street H, I, QQ and PP	2	47-53 feet	No	Yes
J	Residential Court	Loop P and Loop O	2	33 feet	No	Pocket parking
K	Private Alley	Alley Q, R, S, T, JJ, KK, LL, MM, NN, OO	2	20 feet	No	No

Off-Site Roadway Improvements

The Project proposes two off-site roadway improvements:

- **East Covell Boulevard Improvements.** The Project includes reconstruction of the existing East Covell Boulevard/J Street (Entry Road B) intersection to improve turning movements, reconfigure vehicle lanes, upgrade signalization and make safety improvements for all modes
- **Emergency Vehicle Access (EVA) Point.** An at-grade emergency vehicle access (EVA) is proposed across the Union Pacific railroad tracks and F Street drainage channel, in the vicinity of the Faro Avenue/F Street intersection (subject to approval by the railroad). The at-grade crossing would be designed for emergency use only and, hence, would not be available for bicycle, pedestrians or non-emergency vehicle use.

Pedestrian and Bicycle Paths

Approximately 9.9 miles of on-site bicycle and pedestrian improvements are proposed in the Project including 3.1 miles of Class 1 trails, 1.2 miles of Class 2 lanes and 5.6 miles of Class 3 routes. Class 1 trails are located corridors and greenbelts adjacent to open space with no vehicular interruptions. Class 2 bikeways are designated bike lanes on arterial roadways and collector

streets. Class 3 bikeways are bicycle routes shared with motor vehicle traffic. Onsite pedestrian and bicycle paths are shown on Figure 2-10.

Off-Site Pedestrian and Bicycle Path Connection

The Project proposes an off-site bicycle/pedestrian path connection to existing bicycle facilities south of the Project site. The proposed alignment is through the enhanced undercrossing east of the railroad tracks, beneath the East Covell Bridge and the F Street Channel. Off-site, south of the Project, trail improvements are proposed within and/or adjacent to the City's well site and two apartment complexes. South of East Covell Boulevard, the alignment would continue straight south to and link to the existing H Street bike tunnel. The proposed alignment is shown on Figures 2-11a through 2-11c. In addition to the proposed alignment, two alternatives are proposed to achieve the connection:

- **Alternative Alignment - Option 1.** This alternative would begin at Loop C and extend west of the City's well site and cross under the eastern end of the East Covell Boulevard grade separation over the UPRR tracks. South of East Covell Boulevard, it would turn easterly and continue along the southern face of the overcrossing until it reaches the elevation of East Covell Boulevard where it would tie into the existing bike trail south of East Covell Boulevard (Figure 2-12).
- **Alternative Alignment – Option 2.** This alternative would begin at the bike/pedestrian trail paralleling Loop C (west), approximately 1,100 feet north of East Covell Boulevard. The trail would extend southerly to a landing area where the bike trail would turn westerly. The trail would cross over the on-site bio-swale, the UPRR tracks, and the F Street Channel to a second landing. The trail would turn south and westerly to tie into the existing bike trail (Figure 2-13).

Transit

Unitrans and YoloBus will provide future transit services to The Cannery neighborhood. A new transit center, with a route map, shade structure and seating, will be constructed along the Cannery frontage on East Covell Boulevard, immediately west of the J Street/Entry Road B intersection.

PUBLIC SERVICES

Water

Currently the greater Davis area relies entirely upon groundwater for its municipal water supply. Water supply and distribution for the Project will be provided by the City's Public Works Department.

The City of Davis owns and operates a well (Well No. 33) located southwest of the site and north of East Covell Boulevard. Water supply for the Project is secured through a 2005 agreement between the Project and City, which states that the City will provide water service to the Project so long as

the demands of the Project are less than the capacity of City Well No. 33. The well capacity, rated at 1,750 gallons per minutes, exceeds the peak hour demands of the Project, which are estimated at 1,280 gpm. Since the capacity of the well exceeds the peak hour demand of the Project, there is no need for diurnal storage within the Project. Please refer to the Water Supply Assessment prepared for the Project, Appendix F to the EIR.

Development of the site will require the extension of City of Davis water mains onto the site. Two points of connection are planned at Entry Road A and Entry Road B to an existing ten-inch diameter main in East Covell Boulevard. The water distribution system will consist of a looped ten-inch diameter water main that will connect to an existing 10-inch diameter water main in East Covell Boulevard. If further analysis concludes that that the proposed two points of connection fail to provide adequate pressures to serve the project, a third connection would be made to an existing water line west of the project. One possible connection would be to tie in to the 6-inch water line in Faro Street, which would be made by crossing under F Street, the F Street Channel and the UPRR tracks.

When the Hunt-Wesson cannery was in operation on the Project site, four on-site wells were used to supply water to the facility. It may be feasible to refurbish one or more of the wells on-site to generate an additional source of non-potable water, or in the alternative to drill a new well to supply irrigation water. This additional source of non-potable water could potentially be used for landscape irrigation and the urban farm. For the purpose of the water supply analysis in this EIR, it is assumed that the Project will be served by the City’s municipal water supply.

Sewer

Since demolition of cannery facilities, the site has not been served by a public sewer system. Existing facilities on-site include an abandoned six-inch diameter sewer line that is stubbed to the southern side of the Project, near East Covell Boulevard. Development will require the extension of the City’s sewer system onto the site. The estimated total sewer demands for the Project are as follows:

Average Daily Dry Flow (ADDF)	0.19 million gallons per day
Peak Wet Weather Flow (PWWF)	0.44 million gallons per day

The on-site sewer system for the Project would consist of a system of eight-inch and ten-inch diameter sewer lines under local streets which would collect and convey wastewater flows generated from the Project to one or more points of connection. The on-site sewer system would connect to the existing 42-inch diameter trunk sewer just west of L Street. Flows from the Project would be conveyed easterly in a new 10-inch diameter sewer line to the existing 42-inch diameter trunk sewer and then northeasterly to the City’s existing treatment plant. Alternatively, the existing 36-inch diameter trunk line would be upsized from J Street to L Street. The City’s existing trunk sewer system and treatment plant have adequate capacity to convey and treat Project sewer flows.

Drainage and Flood Control

There are two existing drainage patterns on the site. The southern portion of the site drains westerly through three parallel 36-inch diameter culverts under the adjacent UPRR tracks, discharging into the F Street Channel. These culverts are proposed to be abandoned and runoff from the southern half of the site will be re-directed to the proposed detention basin. The northern portion of the site drains easterly across neighboring agricultural lands before entering Channel A.

Development of the Project will generate increased stormwater runoff compared to the existing condition. To mitigate increased runoff, the Project proposes to construct a storm drainage detention basin and water quality facility on-site within the agricultural buffer on the northern edge of the site. The facility would have a capacity of approximately 42.7 acre-feet and feature a wet pond for water quality purposes. The detention facility is sized to attenuate peak flows back to pre-development conditions.

The proposed detention basin will discharge stormwater to two discharge points at flow rates that are less than existing conditions. An off-site drainage outfall would be constructed within the F Street channel near the northwest corner of the site. Two pumps will discharge outflow from the Project detention basin to the F Street Channel. Pumping will be programmed with the then-existing flows in the F Street Channel by readings from two monitoring gages to be installed off-site in the F Street Channel. During design storm events greater than the City's 10-year/24-hour design storm, flows will spill over a weir in the northeastern corner of the detention basin and flow to the east consistent with pre-project conditions.

The on-site drainage system will convey storm flows in underground drainage pipes for the design storm and overland through streets during the 100-year storm event. Flows would enter the detention basin and water quality bio-swales.

A 7.5± acre area, generally located in the northeast portion of the site is identified by FEMA in Zone A, within the 100-year flood plain. The volume of flooding contained within this area is estimated to be 15.5 acre-feet. Development of the site will fill the portion of the site that is contained within Zone A. Prior to development within this area, a Conditional Letter of Map Revision (CLOMR) from FEMA would be required.

Dry Utilities

As an industrial site, dry utilities are stubbed to the southern boundary on East Covell Boulevard. The Hunt-Wesson electric utility substation on East Covell Boulevard was removed during demolition of the canning facilities as were overhead powerlines. Pacific Gas & Electric (PG&E), AT&T and Comcast have indicated a willingness to serve future development. The Project will be constructed with conduit and wired to support technology and high speed data transmission to support residents and users in neighborhood mixed-use site.

Schools

The Project is within the Davis Unified School District (DJUSD) and would generate approximately 350 students at full buildout. Students would likely attend Davis Senior High School, Holmes Junior High School and North Davis Elementary School. The Cannery is part of the DJUSD Community Facilities District #2, which, through special assessments, provides additional funding for facility needs generated by the Project.

SUSTAINABILITY COMPONENTS

The Project will comply with the Davis General Plan policy and Tier 1 of the 2010 California Green Building Standards Code (adopted by the City January 1, 2011) and proposes a carbon reduction plan in compliance of the City's greenhouse gas emissions reductions standards, as described and discussed in greater detail in Section 3.7 of this EIR.

The Project proposes the following types of sustainability measures:

- Passive solar design measures.
- Energy efficient building design— high-performance windows, walls and roofs; high-efficiency heating, cooling and water heating equipment, high-efficiency lighting, ventilation cooling.
- Measures to reduce GHG emissions – opportunities for photovoltaic systems, zero net energy for lighting of public spaces, transportation measures, sustainable site and building design.
- Water conservation measures – turf reductions, smart irrigation controllers, water-reducing fixtures and appliances.
- Stormwater management practices – low impact development (LID) and best management practices, site grading and flood control measures, permeability features.

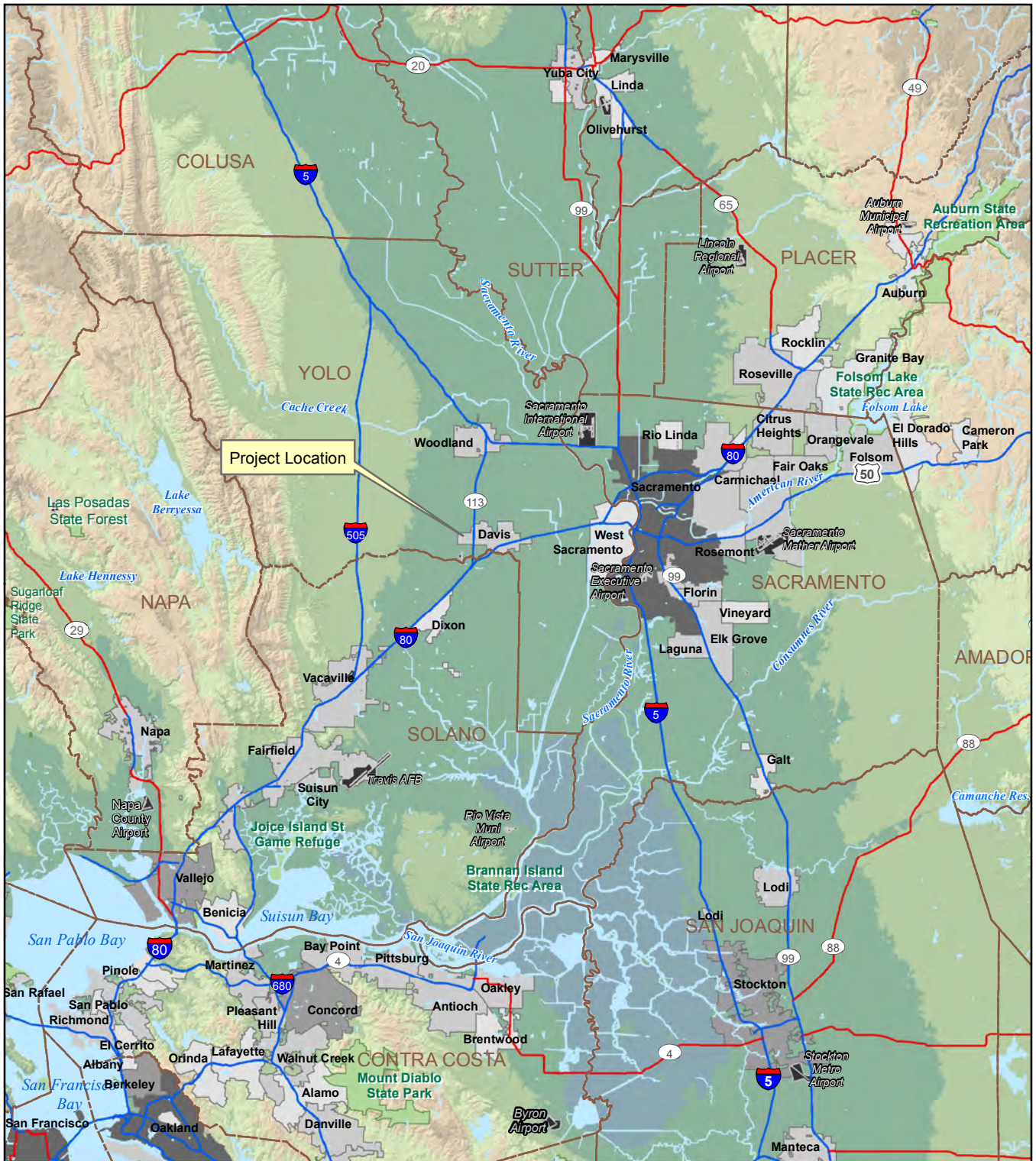
OFF-SITE IMPROVEMENTS

As described above, the Project includes the following off-site improvements:

- **East Covell Boulevard Improvements.** Reconstruction of the existing East Covell Boulevard/J Street (Entry Road B) intersection to improve turning movements, reconfigure vehicle lanes, upgrade signalization and make safety improvements.
- **Emergency Vehicle Access (EVA).** An at-grade EVA is proposed across the Union Pacific railroad tracks and F Street drainage channel, opposite the Faro Avenue/F Street intersection.

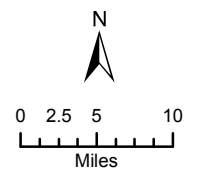
- ***Bicycle/Pedestrian Path Connection.*** A bicycled/pedestrian path connection to link the Project to existing bicycle facilities south of the Project site to the H Street bike tunnel. The Project considers a preferred alignment and two alternative alignments.
- ***Drainage Improvements.*** A drainage outfall would be constructed within the F Street Channel near the northwest corner of the site. Two monitoring gages will be installed in the F Street channel to coordinate flows.

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Data sources: California Spatial Information Library, ESRI's StreetMap North America. Map date: March 5, 2012.

City of Davis: The Cannery Project
Figure 2-1: Regional Location Map






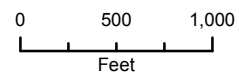
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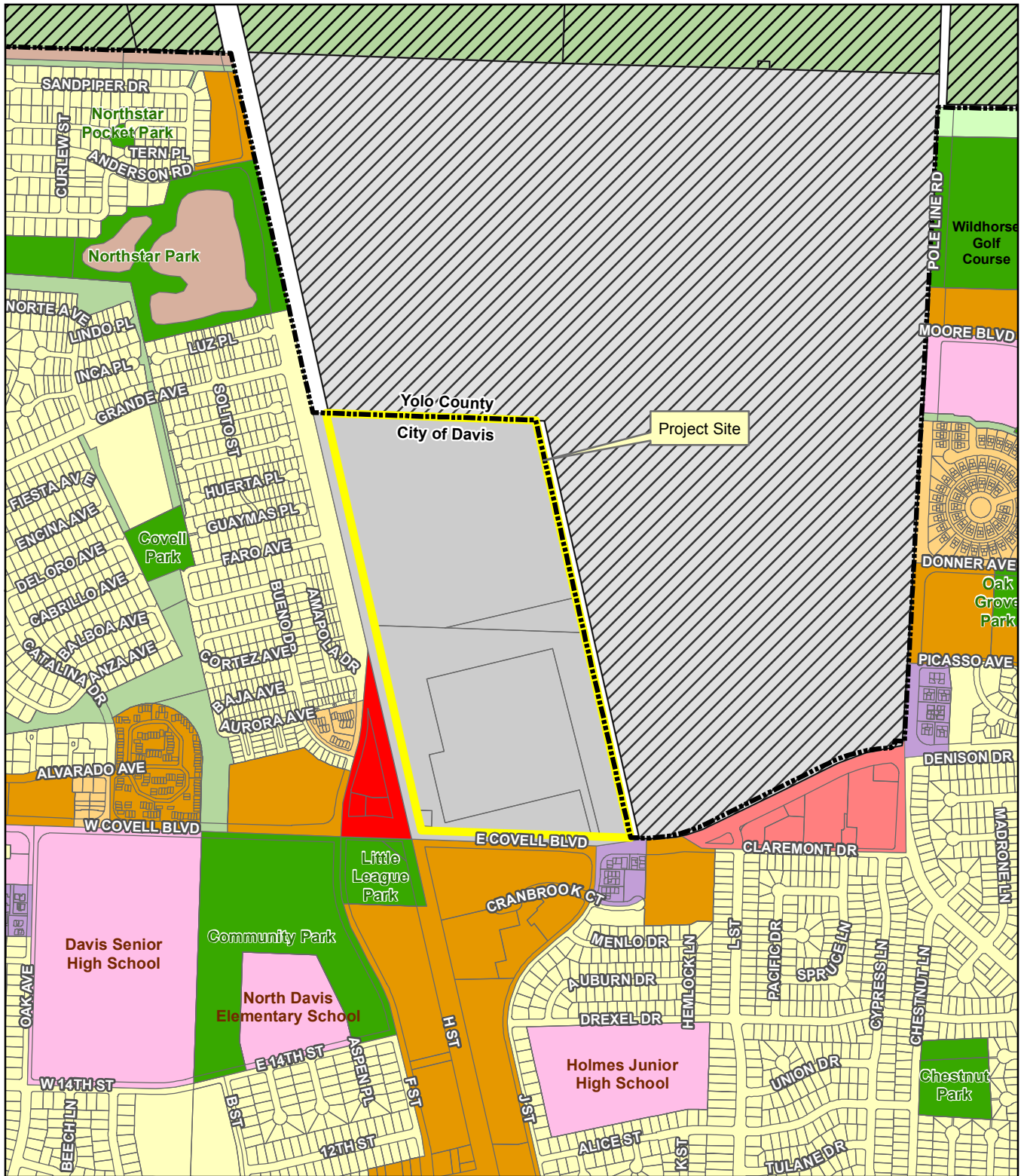
CITY OF DAVIS: THE CANNERY PROJECT

Figure 2-2: Project Vicinity Map

-  Project Site
-  City Limits
-  Existing Drainage Channel



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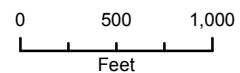
City of Davis Land Use Designations

- | | |
|---|--|
| ■ GC - General Commercial | ■ NG - Neighborhood Greenbelt |
| ■ NR - Neighborhood Retail | ■ P - Parks/Recreation |
| ■ I - Industrial | ■ PSP - Public/Semi-Public |
| ■ O - Office | ■ RLD - Residential Low Density |
| ■ NHA - Natural Habitat Area | ■ RMD - Residential Medium Density |
| ■ UATA - Urban Agricultural Transition Area | ■ RHD - Residential High Density |

Yolo County Land Use Designations

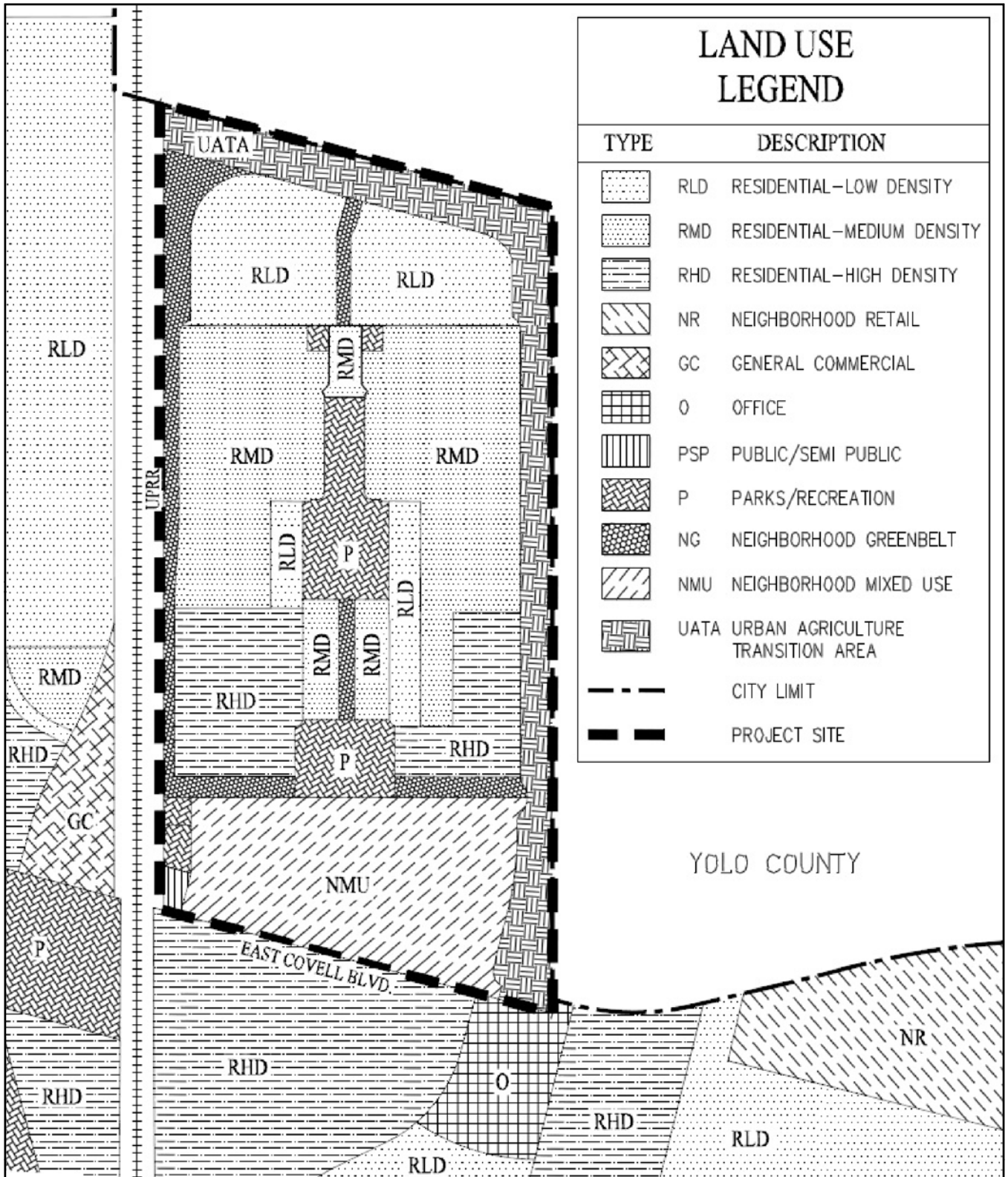
- | | |
|--|--|
| ▨ Agricultural | ▨ Industrial Limited |
|--|--|

CITY OF DAVIS: THE CANNERY PROJECT
 Figure 2-3: Land Use Designations
 (Current Conditions, 2012)



Data sources: City of Davis GIS; Yolo County GIS. Map date: March 5, 2012.

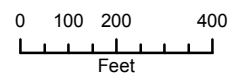
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LAND USE LEGEND

TYPE	DESCRIPTION
	RLD RESIDENTIAL-LOW DENSITY
	RMD RESIDENTIAL-MEDIUM DENSITY
	RHD RESIDENTIAL-HIGH DENSITY
	NR NEIGHBORHOOD RETAIL
	GC GENERAL COMMERCIAL
	O OFFICE
	PSP PUBLIC/SEMI PUBLIC
	P PARKS/RECREATION
	NG NEIGHBORHOOD GREENBELT
	NMU NEIGHBORHOOD MIXED USE
	UATA URBAN AGRICULTURE TRANSITION AREA
	CITY LIMIT
	PROJECT SITE

CITY OF DAVIS: THE CANNERY PROJECT
Figure 2-4: Land Use Designations (Proposed)



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CITY OF DAVIS: THE CANNERY PROJECT

Figure 2-5: Illustrative Land Plan Shown in NOP



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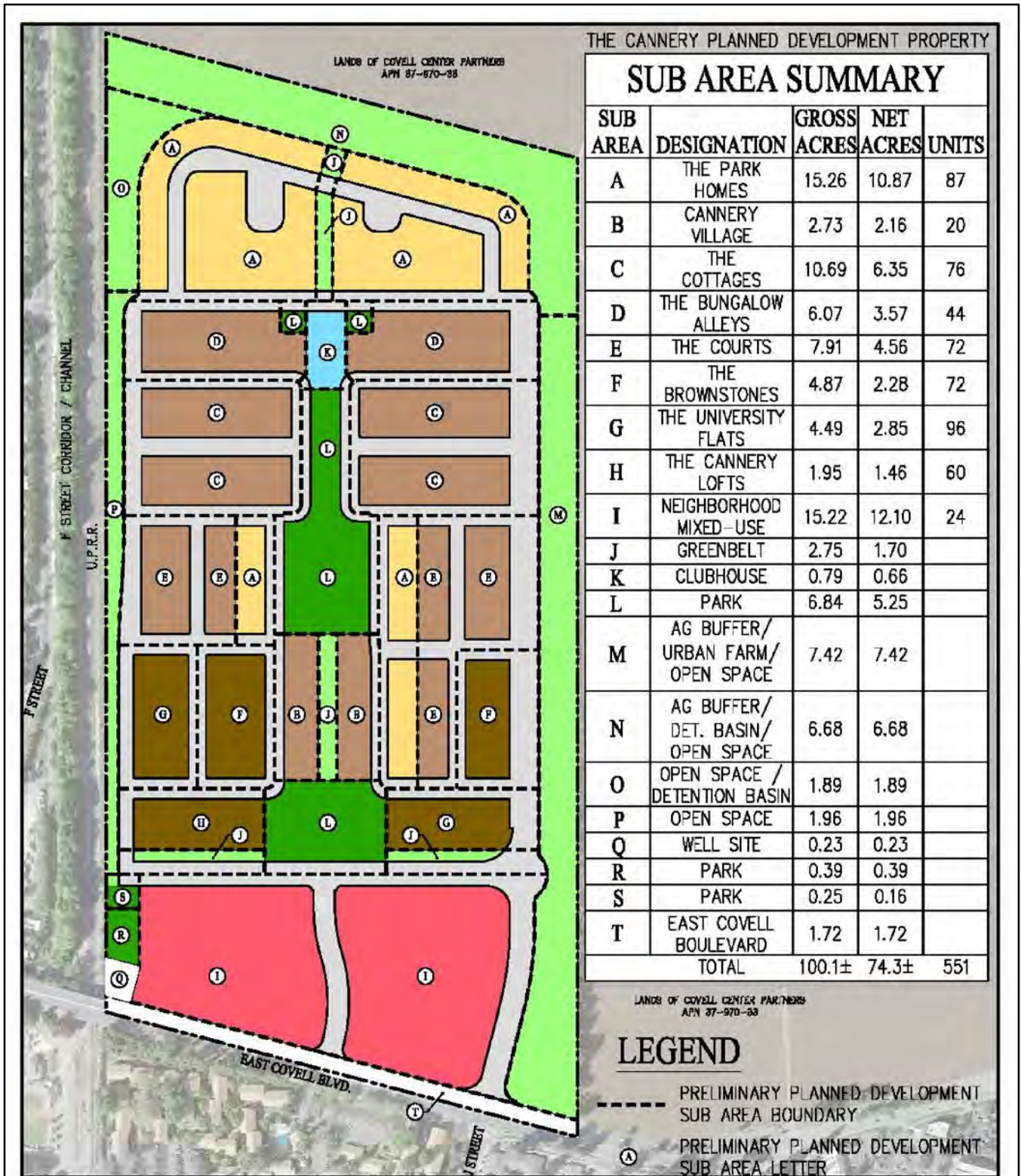


CITY OF DAVIS: THE CANNERY PROJECT

Figure 2-6: Current Illustrative Land Plan



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CITY OF DAVIS: THE CANNERY PROJECT

Figure 2-7: Cannery Planned Development



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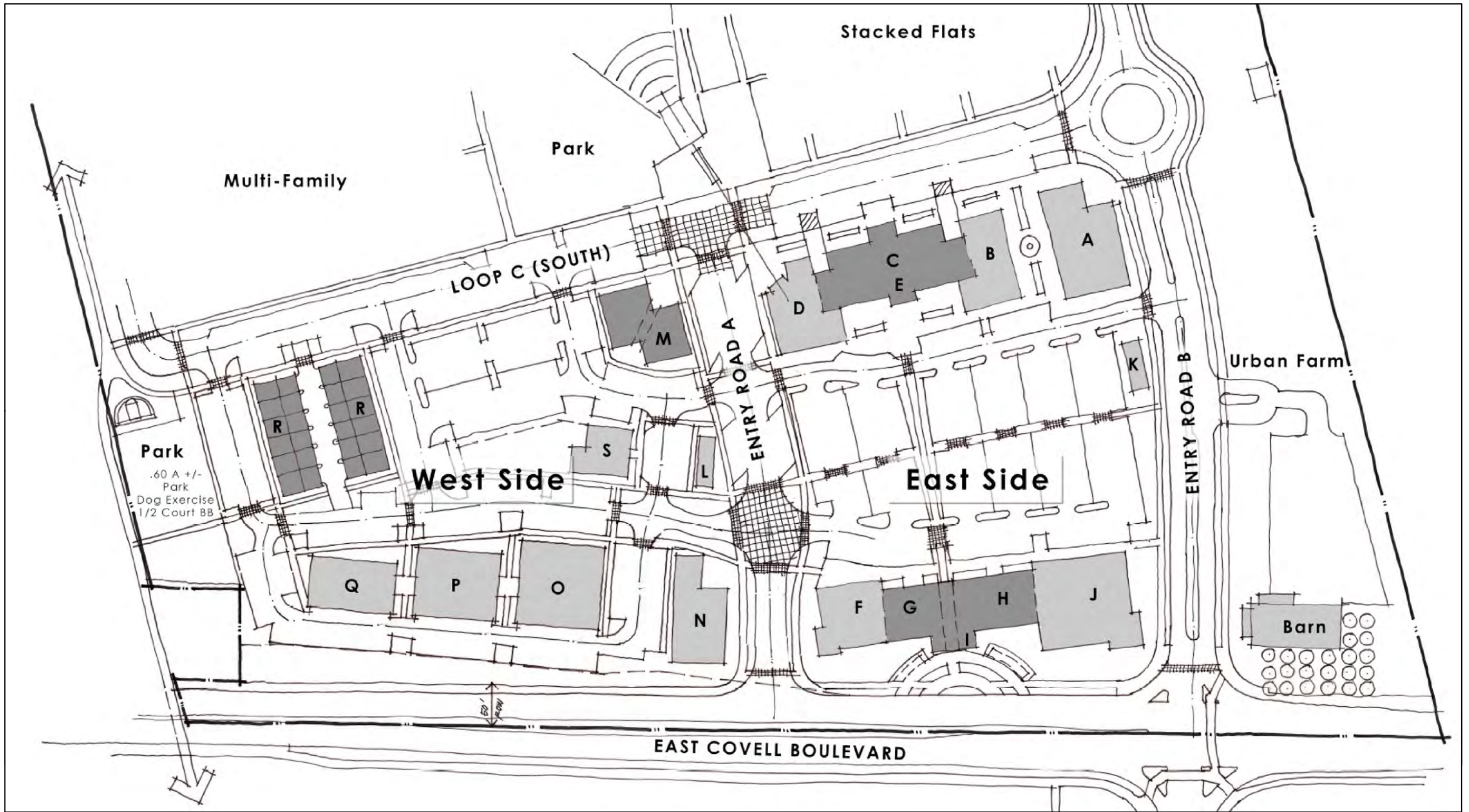
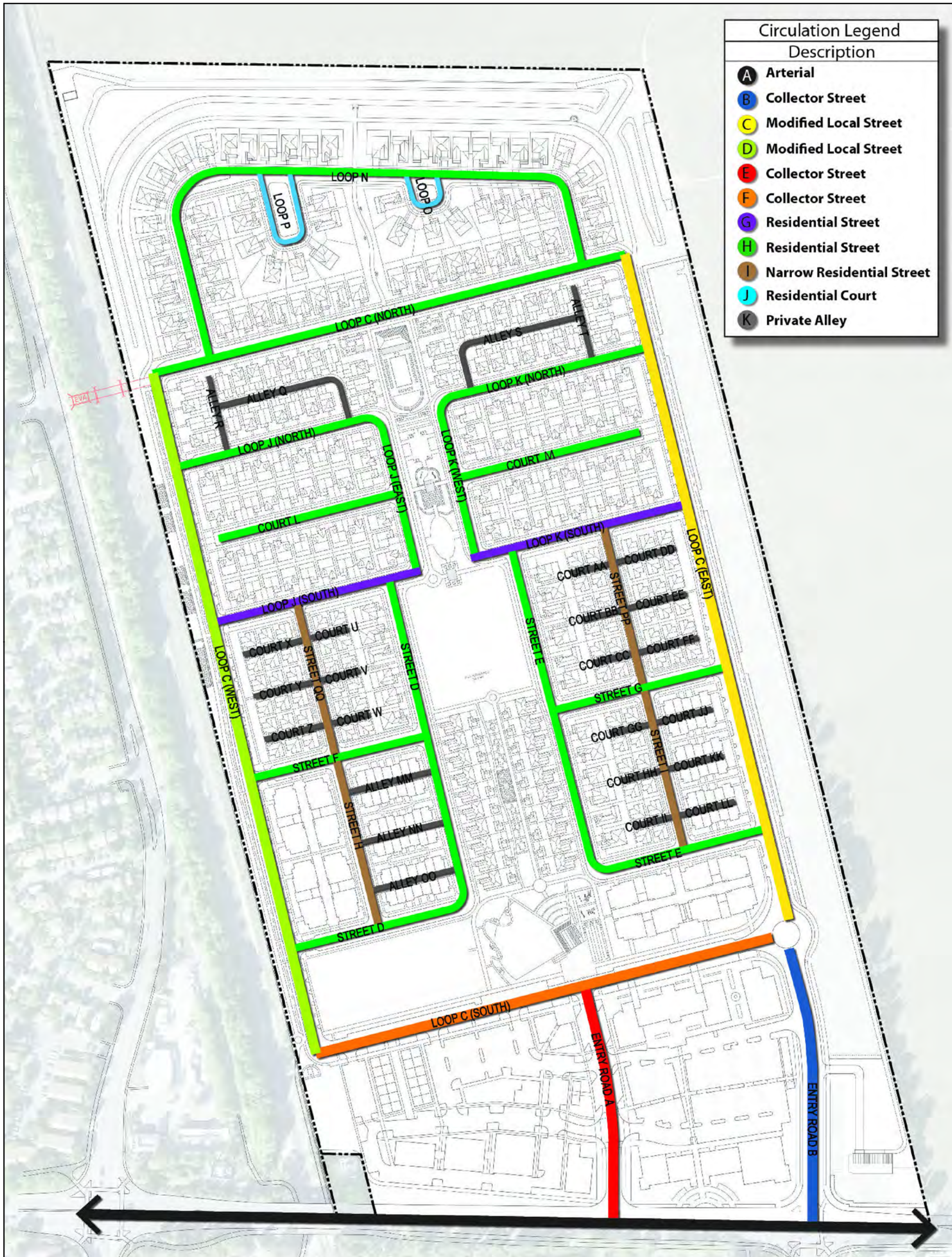


Figure 2-8: Mixed-Use Site Schematic Site Plan



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Circulation Legend	
Description	
A	Arterial
B	Collector Street
C	Modified Local Street
D	Modified Local Street
E	Collector Street
F	Collector Street
G	Residential Street
H	Residential Street
I	Narrow Residential Street
J	Residential Court
K	Private Alley

CITY OF DAVIS: THE CANNERY PROJECT

Figure 2-9: On-Site Circulation Diagram



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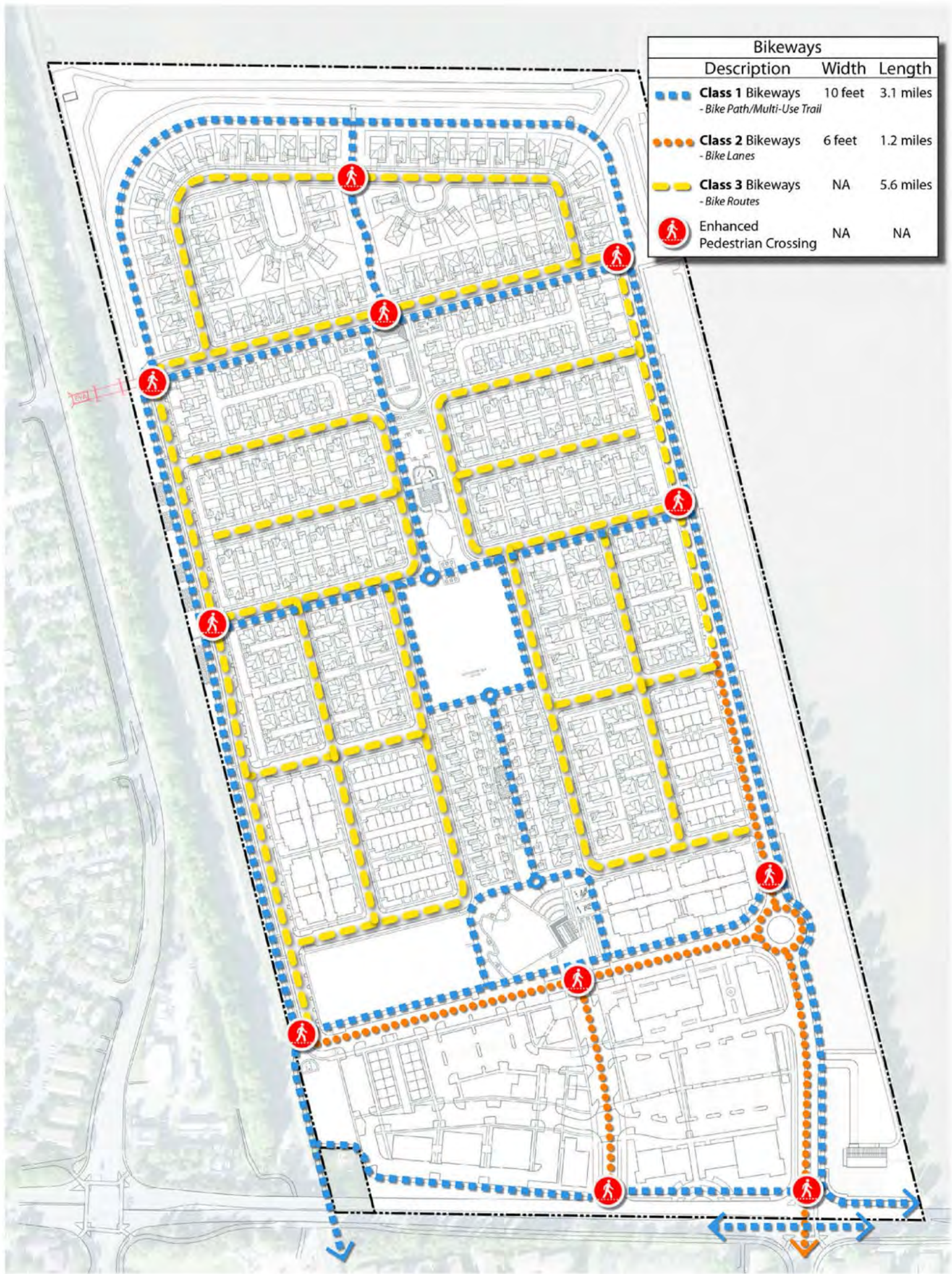
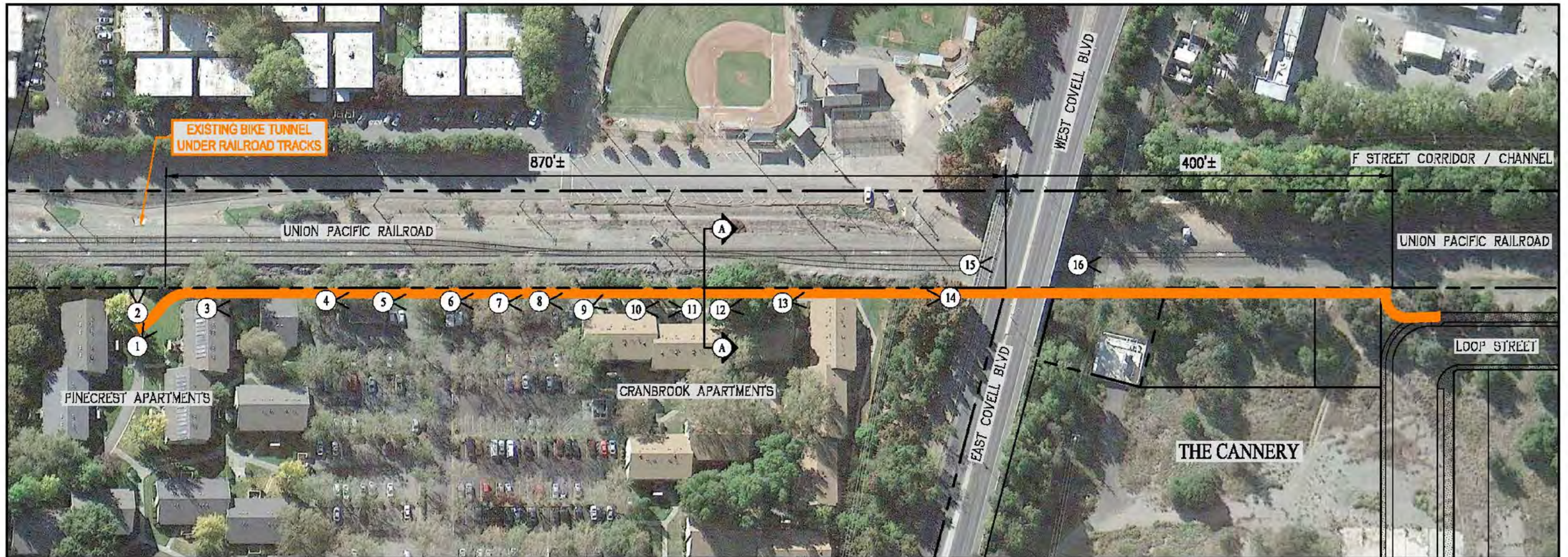


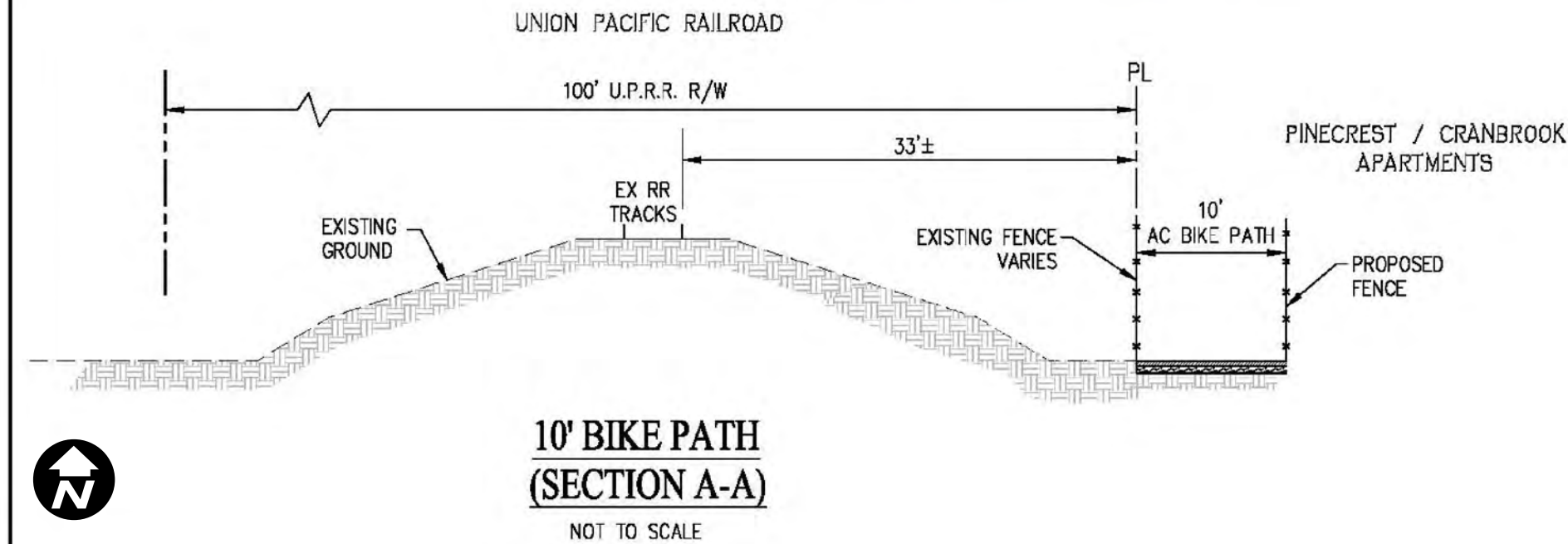
Figure 2-10: On-Site Pedestrian and Bicycle Network



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Data source: Carlson, Barbee, & Gibson, Inc. (January 10, 2013). Map date: January 16, 2013.



LEGEND

- PROPOSED 10' OFFSITE BIKEWAY CONNECTION
- 5 PICTURE NUMBER WITH LINE OF SIGHT

CITY OF DAVIS: THE CANNERY PROJECT
Figure 2-11a: Proposed Off-Site Bike Path Alignment

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1

NOT TO SCALE



2

NOT TO SCALE



3

NOT TO SCALE



4

NOT TO SCALE



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NOT TO SCALE



6

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7

NOT TO SCALE



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NOT TO SCALE

Figure 2-11b: Proposed Off-Site Bike Path Alignment

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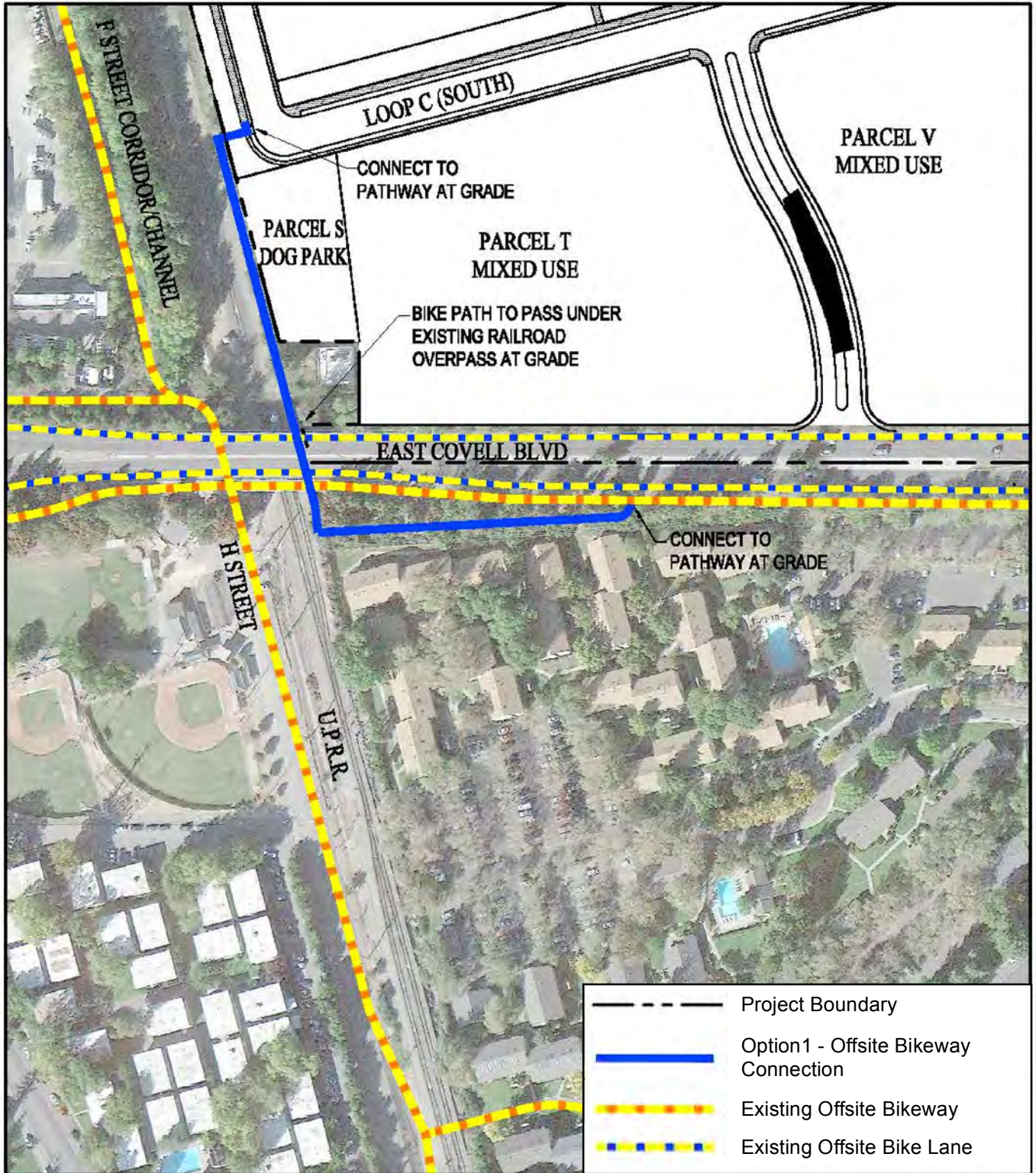
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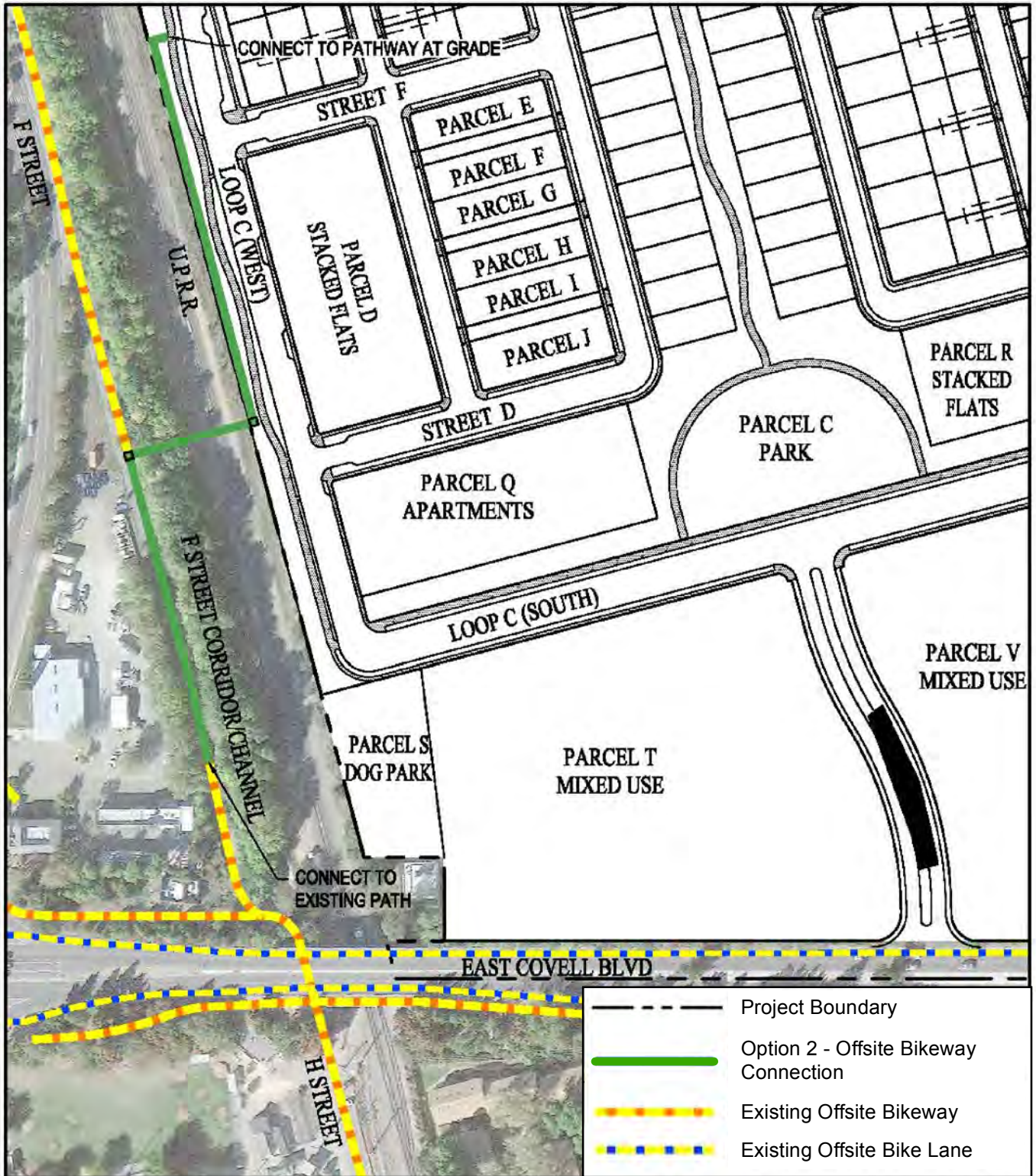


CITY OF DAVIS: THE CANNERY PROJECT

Figure 2-12: Off-Site Bike Path Option 1



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CITY OF DAVIS: THE CANNERY PROJECT

Figure 2-13: Off-Site Bike Path Option 2



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