5.1 CEQA REQUIREMENTS

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that meet most or all project objectives while reducing or avoiding one or more significant environmental effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6[f]). Where a potential alternative was examined but not chosen as one of the range of alternatives, the CEQA Guidelines require that the EIR briefly discuss the reasons the alternative was dismissed.

Alternatives that are evaluated in the EIR must be potentially feasible alternatives. However, not all possible alternatives need to be analyzed. An EIR must "set forth only those alternatives necessary to permit a reasoned choice." (CEQA Guidelines, Section 15126.6(f).) The CEQA Guidelines provide a definition for a "range of reasonable alternatives" and, thus limit the number and type of alternatives that need to be evaluated in an EIR.

First and foremost, alternatives in an EIR must be potentially feasible. In the context of CEQA, "feasible" is defined as:

> *… capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.* (CEQA Guidelines 15364)

The inclusion of an alternative in an EIR is not evidence that it is feasible as a matter of law, but rather reflects the judgment of lead agency staff that the alternative is potentially feasible. The final determination of feasibility will be made by the lead agency decision-making body through the adoption of CEQA Findings at the time of action on the Project. (Mira Mar Mobile Community v. City of Oceanside (2004) 119 Cal.App.4th 477, 489 see also CEQA Guidelines, §§ 15091(a)) (3)(findings requirement, where alternatives can be rejected as infeasible); 15126.6 ([an EIR] must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation"). The following factors may be taken into consideration in the assessment of the feasibility of alternatives: site suitability, economic viability, availability of infrastructure, general plan consistency, other plan or regulatory limitations, jurisdictional boundaries, and the ability of the proponent to attain site control (Section 15126.6 (f) (1)).

Equally important to attaining the project objectives is the reduction of some or all significant impacts, particularly those that could not be mitigated to a less-than-significant level. The following significant and unavoidable impacts of the Cannery Project are discussed in Chapters 3.1 through 3.15 (project-level) and Chapter 4 (cumulative-level):

Impact 3.3-1: Project implementation may result in substantial increases in criteria pollutants from project operations.

Impact 3.3-6 and 4.3: Project implementation may result in cumulative air quality impacts.

Impact 3.11-4 and 4.12: Transportation noise at sensitive receptors

Impact 3.13-2 and 4.15: Project implementation could result in significant impacts to fire response times.

Impact 3.14-1: Project implementation would result in a significant impact at the unsignalized Covell Boulevard/Oak Tree Plaza Driveway Intersection (#20) (Significant and Unavoidable).

The following analysis of alternatives focuses on significant impacts, including both those that can be mitigated to a less than significant level and those that would remain significant even if mitigation is applied or for which no feasible mitigation is available.

A Notice of Preparation was circulated to the public to solicit recommendations for a reasonable range of alternatives to the proposed project. Additionally, a public scoping meeting was held during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. The following comment was received related to potential alternatives to the project to be addressed in the EIR:

- BJ Klosterman (April 10, 2012): Suggested addressing development of the site as one-story office uses.

PROJECT OBJECTIVES

The alternatives to the proposed project selected for analysis in the EIR were developed to minimize significant environmental impacts while fulfilling the basic objectives of the project. As described in Chapter 2, Project Description, the following objectives have been identified for the Cannery 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.

ALTERNATIVES NOT SELECTED FOR FURTHER ANALYSIS

As described in greater detail in Chapter 3.7, Greenhouse Gases and Climate Change, the proposed project is consistent with SACOG's Sustainable Communities Strategy (SCS). SB 375 establishes CEQA streamlining incentives to assist and encourage residential and mixed-use housing projects consistent with the SCS, and in particular, projects within TPAs. The CEQA streamlining benefits available under SB 375 are for residential and residential mixed-use projects that are consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the SCS. Under SB 375, an EIR prepared for a project that is consistent with the SCS is not required to reference, describe, or discuss (1) growth-inducing impacts; or (2) project specific or cumulative impacts from cars and light-duty truck trips on global climate change or the regional transportation network if the project incorporates the mitigation measures required by an applicable prior environmental document. In addition, an EIR prepared for an SCS-consistent project is not required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project, as described under Public Resources Code Section 21159.28.

Given the project's consistency with the SCS, the CEQA streamlining benefits provided by SB 375, and the reasonable range of project alternatives addressed in this EIR, a reduced intensity project alternative is not considered in this EIR.

5.2 ALTERNATIVES CONSIDERED IN THIS EIR

Four alternatives to the proposed project were developed based on City of Davis staff and City Council input, input from the public during the NOP review period, and the technical analysis performed to identify the environmental effects of the proposed project. The alternatives analyzed in this EIR include the following four alternatives in addition to the proposed Cannery project.

- No Project (No Build) Alternative
- Buildout under Existing General Plan Alternative
- Alternative Locations Alternative
- Site Reconfiguration Alternative

NO PROJECT (NO BUILD) ALTERNATIVE

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. For purposes of this analysis, the No Project (No Build) Alternative assumes that the project site would remain in its current condition and that the remaining industrial building pads and parking areas would not be removed. No site development would occur under this alternative. It is noted that the No Project (No Build) Alternative would fail to meet the project objectives identified by the City of Davis.

BUILDOUT UNDER EXISTING GENERAL PLAN ALTERNATIVE

Under this alternative, the project site would be fully developed, consistent with the current General Plan Land Use designation of Industrial and current zoning designation of PD-1-00 (Planned Development-Industrial). For the purposes of this analysis, it is assumed that the area of site disturbance on the project site would be essentially the same area proposed for disturbance under the proposed project. It is assumed that the site access points from Covell Boulevard would be in the same location as the access points for the proposed project and that the western, eastern, and northern interior edges of the project site would include the open space/detention basins currently being proposed for The Cannery project. However, the urban farm would not be included in this alternative. It is assumed that industrial development on the site under the existing Industrial land use designation would yield up to 2.14 million square feet of floor space (based on a floor area ratio (FAR) of 0.5, as allowed in the Davis General Plan for the Industrial land use designation).

ALTERNATIVE LOCATIONS ALTERNATIVE

In order to develop an alternative location for the project site, three vacant or underutilized parcels in the City are combined into a single project and would be developed with the same

number of housing units and non-residential building square footage as the proposed project (approximately 610 housing units and 236,000 square feet of non-residential commercial/retail/office uses). The three combined parcels that make up the Alternative Location for this analysis are shown in Figure 5-1.

The Wildhorse Ranch site is located approximately 1.3 miles east of the Cannery site. This 25-acre property currently has three residences, a large barn, and several horse corrals and other equestrian facilities. This property is located immediately north of East Covell Boulevard. This site is bordered by single-family residential homes to the north and west of the site. Lands to the east of the site are in active agricultural production. South of this site and south of East Covell Boulevard are additional single-family residences.

The PG&E Service Center property is a 27.5-acre site, located approximately 1 mile south-southeast of the Cannery site. This site is currently used as a corporation yard and service center by PG&E. There are several large warehouse type buildings located on the site. The site has significant areas of paved surfaces, which are used for utility vehicle storage, utility equipment storage, and equipment maintenance. The site is bordered by 2nd Street to the south, 5th Street to the north, L Street to the west, and high-density residences, open space, and park land to the east. Land uses to the west of the site include high-density residences and commercial uses, lands to the south of the site are primarily high-density residential uses, and lands to the north of the site are primarily commercial uses. It is assumed that all of the existing paved areas and structures on the site would be demolished and removed in order to facilitate development of this project alternative. It is also likely that site cleanup and remediation efforts may be required at this site prior to the development of residential uses, given the current industrial operations on the site, and the potential for these uses to have resulted in site contamination.

The Nishi property is located approximately 1.5 miles south of the Cannery site. This site is currently undeveloped and used primarily for agricultural purposes. This 44-acre property is bordered by Interstate 80 to the south and east, the UC Davis Campus and high-density residences to the west and north, and commercial uses to the north and east. This site is located outside of the Davis city limits, immediately adjacent to the city limits.

Combined, these parcels add up to approximately 96.5 acres, which is comparable to the size of the Cannery site (100.1 acres). For the purposes of this alternatives analysis, it is assumed that the 610 housing units and 236,000 square feet of mixed-use commercial/office/retail space proposed for the project would be split proportionally between these three parcels, based on the size of each parcel. Therefore, the Wildhorse ranch site would include 156 residential units at low, medium, and high densities, plus approximately 59,000 square feet of mixed-use commercial/office/retail uses. The PG&E site would include 172 residential units at low, medium, and high densities, plus approximately 67,000 square feet of mixed-use commercial/office/retail uses. The Nishi site would include 282 residential units at low, medium, and high densities, plus approximately 110,000 square feet of mixed-use commercial/office/retail uses.

SITE RECONFIGURATION ALTERNATIVE

Under this alternative, the project would be developed with the same number of residential units, and the same amount of mixed-use commercial development, but the site layout would be altered and reconfigured. The site reconfiguration would eliminate areas currently proposed for low-density residential development, reduce the area proposed for medium-density residential development, and increase the area proposed for high-density residential development. The areas proposed for mixed-use commercial development, the club house, parks, and the existing well site would remain unchanged compared to the proposed project. The area proposed for the urban farm along the project's eastern boundary would increase under this alternative. For the purposes of this analysis, the residential and mixed-use land uses on the site would be set back further from the northern and eastern edges of the property, which would increase the amount of open space/greenbelts on the site along the northern edge of the site and increase the width of the urban farm along the eastern edge of the site. The project's frontage along Covell Boulevard would remain unchanged, and the project's setback from the F Street Corridor and railroad tracks along the site's western boundary would remain unchanged. The following table provides a summary of the acres of each land use type that would be developed under this alternative, compared to the project's proposed land uses.

TABLE 5.0-1: SITE RECONFIGURATION ALTERNATIVE LAND USES

LAND USE	*PROPOSED PROJECT*		*SITE RECONFIGURATION ALTERNATIVE*	
	ACRES	*HOUSING UNITS*	*ACRES*	*HOUSING UNITS*
Low Density Residential	15.3	87	0.0	0
Medium Density Residential	27.4	212	15.1	142
High Density Residential	11.3	228	17.8	385
Mixed Use	15.2	24	15.2	24
Club House	0.8	--	0.8	--
Existing Well Site	0.2	--	0.2	--
Parks and Recreation	7.4	--	7.2	--
Open Space, Greenbelt and Urban Farm	20.8	--	42.1	--
East Covell Boulevard	1.7	--	1.7	
Total	**100.1**	**551**	**100.1**	**551**

5.3 ENVIRONMENTAL ANALYSIS

The alternatives analysis provides a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, Table 5.0-2 summarizes the comparative effects of each alternative.

NO PROJECT (NO BUILD) ALTERNATIVE

Aesthetics

The No Build Alternative would leave the project site in its existing state and would not result in increases in daytime glare or nighttime lighting. The visual character of the project site would not change under this alternative compared to existing conditions, but the remaining industrial building pads and parking areas would not be removed.. As described in Section 3.1, the proposed project would result in potentially significant new sources of light and glare, which would be mitigated to a less than significant level. The No Project Alternative would avoid these impacts altogether and would have less of an impact than the proposed project on aesthetics.

Agricultural and Forest Resources

The No Build Alternative would result in no development on the project site. As described in Section 3.2, there are active agricultural operations adjacent to the project site, and the potential exists for the proposed project to conflict with these adjacent agricultural operations. The analysis in Section 3.2 determined that this impact was less than significant, however, under this alternative, the potential for conflicts between urban and agricultural operations is avoided when compared to the proposed project.

Air Quality

As described in Section 3.3, and shown in Table 3.3-6, operation of the proposed project would result in significant and unavoidable impacts associated with air emissions generated by mobile sources. Under this alternative, the project site would not be developed and these mobile source air emissions would not occur. Additionally, while the proposed project would result in less than significant construction emissions impacts after mitigation, under this alternative, no construction emissions would be generated. Therefore, this impact is avoided under this alternative.

Biological Resources

As described in Section 3.4, while project implementation is not anticipated to result in significant impacts to biological resources, construction activities would result in tree removal and ground disturbing activities that may impact or harm biological resources, including special-status species. Under this alternative, the project would not be constructed, no trees would be removed and no ground disturbing activities would occur. Therefore, this impact would be eliminated under the No Build Alternative.

Cultural Resources

The No Build Alternative would result in no ground disturbing activities and would reduce the potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the proposed project is not anticipated to result in significant impacts to cultural or historical resources, the No Build Alternative would further reduce the risk of the unintentionally discovery of such resources.

Geology and Soils

The No Build Alternative would result in the project site remaining in its existing condition. There are currently no structures or buildings on the project site that are subject to seismic or geologic risks, including earthquakes, liquefaction, subsidence, etc. There are existing building pads and parking areas on the project site, but these features are not in use and are not at significant risk from geologic hazards. As described in Section 3.6, implementation of the proposed project would not result in any significant impacts related to geology and soils, but would result in the construction of new residential and commercial structures on the project site, which could be exposed to geologic hazards. Therefore, the No Build Alternative would have a no impact on geology and soils.

Greenhouse Gases and Climate Change

Development of the project site under this alternative would not provide for a development that is consistent with SACOG's SCS. While this is not a significant impact in and of itself, the proposed project assists with regional GHG reduction efforts by providing a mixed-use residential project at a density level that meets the SCS goals. As described in Section 3.7, the proposed project is consistent with SACOG's SCS and the City of Davis Climate Action and Adaptation Plan, as well as the City's GHG Thresholds and Standards for New Residential Development. Under the No Build Alternative, the site would not be developed, and there would be no potential for the project to conflict with any adopted plans or policies related to GHG reductions. As such, this impact would be avoided when compared to the proposed project.

Hazards

Under the No Build Alternative the project site would remain undeveloped and the remaining infrastructure from the previous canning operations on the site would not be removed. As described in Section 3.8, construction activities may result in the use and transport of common hazardous materials, including oils, fuels, paints and solvents. This potential impact would be eliminated under the No Build Alternative. Additionally, the former industrial uses on the site resulted in minor contamination of soils on the project site, and additional follow-up soil and groundwater sampling is required under Mitigation Measure 3.8-3. Under the no build alternative, no new land uses would be introduced to the site, and the potential for future residents to be exposed to contamination on the site would be eliminated. This impact, though less than significant, would be avoided under the No Build Alternative.

Hydrology and Water Quality

Under the No Build Alternative, the project site would remain undeveloped. Existing drainage near the northeast corner of the project site flows off of the project site onto the neighboring property to the east. A small portion of these flows are the result of onsite rainfall runoff from the north half of the project site. The majority of these flows are a result of overflows from the F Street Channel, which currently drains across the project site and then onto the neighboring property. Improvements are proposed to route the flows from both onsite and offsite sources through an on-site detention basin located at the north end of the project site. The south half of the project site currently drains to the F Street Channel through pipes under the railroad tracks. These pipes are proposed to be abandoned and runoff from the south half of the project site will be re-directed to the on-site detention basin. Because project improvements would manage and treat stormwater flows from the site, it would represent an improvement to water quality over the No Build Alternative. As described in Section 3.9, project implementation has the potential to result in the discharge of pollutants into surface waters, would change the existing drainage pattern on the site, and may place housing within the 100-year flood plain, although these impacts are less than significant as a result of project design and applied mitigation measures. Under the No Build Alternative, these potential impacts would be eliminated. On balance, potential impacts related to hydrology and water quality would be worse under the No Build Alternative when compared to the proposed project.

Land Use

The No Build Alternative would not require a change of the project site's General Plan Land Use designation from Industrial to a combination of residential, mixed use, and open space/parks uses. However, the proposed project will allow for the utilization of a significant infill site within the City of Davis, while the No Build Alternative would maintain this site in its current unutilized state. Moreover, the remaining industrial building pads and parking areas would not be removed under the No Build Alternative. While the analysis in Section 3.10 concluded that the proposed project would not result in any significant land use impacts, the No Build Alternative would not improve conditions on the subject property or devote it to a productive use, and therefore, would have adverse impacts compared to the proposed project.

Noise

As described in Section 3.11, implementation of the proposed project would result in increased transportation and stationary source noise levels. Under the No Build Alternative, the project site would not be developed and there would be no new noise sources nor would there be any new exposure to existing noise sources. Therefore, this impact is greatly reduced under this alternative.

Population and Housing

Under the No Build Alternative the proposed project would not be developed and additional housing sites within the City of Davis would not be provided. This alternative would not assist the City in providing additional housing sites for low-income residents. Additionally, as

described in Section 3.12, project implementation would slightly increase the City's jobs:housing balance from 0.70:1 to 0.71:1, which would help bring the City's jobs:housing balance toward the ratio identified in the General Plan Update EIR. Therefore, under this alternative, the proposed project would have more beneficial impacts than the No Build Alternative.

Public Services

Under the No Build Alternative the project site would remain undeveloped. As described in Section 3.13, implementation of the proposed project would result in a modest increase in demand for police and fire protection services, as well as increased demand for schools, parks and other public facilities. Under the No Build Alternative, there would be no increased demand for public services. Therefore, the No Build Alternative would have less of an impact than the proposed project on public services.

Traffic/Circulation

The No Build Alternative would not introduce additional vehicle trips onto the study area roadways identified in Section 3.14. As described in Section 3.14, implementation of the proposed project would require intersection and roadway improvements to ensure less than significant impacts to roadways and intersections within the City of Davis. Under the No Build Alternative, these potential impacts would be avoided, and the No Build Alternative would have less of an overall traffic impact than the proposed project.

Utilities

Under the No Build Alternative the project site would continue to have no demand for wastewater services, potable water supplies, or the need to construct additional stormwater drainage infrastructure. Additionally, the demand for solid waste disposal would be lower under the No Build Alternative than the proposed project. Overall, the demand for utilities would be reduced under the No Build Alternative when compared to the proposed project.

BUILDOUT UNDER EXISTING GENERAL PLAN ALTERNATIVE

Aesthetics

This alternative would result in the construction of up to 2.14 million square feet of light industrial uses on the project site. When compared to the proposed project, approximately the same area of the project site would be developed with urban uses. Developing the entire project site with light industrial uses would likely result in less variation in design between structures and buildings on the site when compared to the proposed project. Additionally, there would likely be less passive and active open spaces within the site under this alternative, which may decrease the visual and aesthetic appeal of the site compared to the proposed project. Light industrial uses may also result in additional signage and exterior advertising when compared to the proposed project, which may degrade the visual aesthetics of exterior spaces within the site. It is anticipated that additional parking areas would be required onsite under this alternative, which would increase the amount of paving on the site, which would detract

from the overall visual quality of the site. Overall, this alternative would have slightly worse impacts to aesthetics when compared to the proposed project.

Agricultural Resources

As described in Section 3.2, the proposed project would not result in significant impacts related to agriculture or agricultural operations. However, under this alternative, there would be no residences developed on the project site. The placement of residences adjacent to agricultural operations has the potential to result in nuisance impacts on residents from agricultural operations (dust, noise, odors, etc.). The placement of light industrial uses on the site would result in fewer sensitive receptors adjacent to agricultural operations, and the potential for nuisance impacts would be reduced under this alternative. When compared to the proposed project, this alternative has a reduced potential to result in impacts related to agriculture.

Air Quality

As described in Section 3.3, implementation of the proposed project would generate emissions during both the construction phase and the operational phase. Construction related impacts would be similar under this alternative when compared to the proposed project, as the area of ground disturbance would be comparable, and the duration of construction would be comparable. However, under this alternative, mobile source emissions would increase. Mobile source (vehicle emissions) are directly related to the number of vehicle trips generated by a project. As shown in Table 3.14-4 in Section 3.14, the proposed project is estimated to generate up to 12,040 new external vehicle trips on a daily basis. Under this alternative, the light industrial uses developed on the project site would generate up to 15,884 daily vehicle trips, which would generate increased levels of pollutants from mobile sources. Additionally, with more on-site industrial uses under this alternative, there would be the potential for increased stationary source emissions (small batch plants, emissions associated with painting/finishing, etc.). Therefore, this alternative would have increased impacts related to air quality when compared to the proposed project.

Biological Resources

Potential impacts to biological resources are related primarily to the area proposed for disturbance and less to the type of urban uses that would occur on the project site. Under this alternative, the same acreage of the project site would be disturbed when compared to the proposed project, and the potential for impacts to biological resources would remain unchanged when compared to the proposed project.

Cultural Resources

Potential impacts to cultural resources are primarily related to the area proposed for disturbance and less to the type of urban uses that would occur on the project site. Under this alternative, the same acreage of the project site would be disturbed when compared to the proposed project, and the potential for impacts to cultural resources would remain unchanged when compared to the proposed project.

Geology and Soils

Under this alternative, the project site would be developed with up to 2.14 million square feet of light industrial uses. These buildings and structures would be exposed to the same level of risk from geologic hazards as the proposed project. Therefore, under this alternative, this impact would remain unchanged under this alternative when compared to the proposed project.

Greenhouse Gases and Climate Change

Development of the project site under this alternative would not provide for a development that is consistent with SACOG's SCS. While this is not a significant impact in and of itself, the proposed project assists with regional GHG reduction efforts by providing a mixed use residential project at a density level that meets the SCS goals. Additionally, as described above, this alternative would result in increased daily vehicle trips when compared to the proposed project. The increase in daily vehicle trips would generate greater levels of GHGs from vehicles when compared to the proposed project. There is also the potential for increased GHG emissions associated with a greater amount of industrial uses on the project site under this alternative, compared to the primarily residential uses under the proposed project. Therefore, this impact would increase under this alternative when compared to the proposed project.

Hazards and Hazardous Materials

Under this alternative, the project site would be developed with up to 2.14 million square feet of light industrial uses. These buildings and structures would be exposed to the same level of risk from previous site contamination hazards as the proposed project. However, the industrial uses that may be introduced to the site under this alternative could result in the handling of larger volumes of hazardous materials than those under the proposed project, potentially resulting in increased transportation, storage, useage, etc. of hazardous materials with the accompanying potential for an accidental exposure or release. This impact would be increased under this alternative when compared to the proposed project.

Hydrology and Water Quality

Under this alternative, approximately the same surface area of the project site would be developed with urban land uses and impervious surfaces when compared to the proposed project. The potential for pollutants from stormwater runoff to enter local surface waters would be comparable to the proposed project. It is anticipated that the drainage improvements under this alternative would be the same as those for the proposed project, and that the potential to place structures within the 100-year flood plain would also be the same. As such, there would be no change related to this topic between this alternative and the proposed project.

Land Use and Planning

The Buildout Under the Existing General Plan Alternative would not require a change of the project site's General Plan Land Use designation from Industrial to a combination of residential, mixed use, and open space/parks land use designations. This alternative would be required to

be consistent with the General Plan, including the goals, policies, and standards and with the Zoning Code. While the analysis in Section 3.10 concluded that the proposed project would not result in any significant land use impacts, this alternative would be consistent with the adopted General Plan and other land use regulations, and therefore, would have less of an impact than the proposed project.

Noise

As discussed in Section 3.11, the primary sources of noise associated with implementation of the proposed project are from increased vehicle trips on study area roadways in the project vicinity from on-site uses, such as truck loading/unloading, HVAC systems, and increased noise from train whistles at the EVA. Under this alternative, noise associated with vehicle trips is expected to increase, while other on-site noise sources would likely be comparable to those generated by the proposed project. As shown in Table 3.14-4 in Section 3.14, the proposed project is estimated to generate up to 12,040 new external vehicle trips on a daily basis. Under this alternative, the light industrial uses developed on the project site would generate up to 15,884 daily vehicle trips, which would generate increased noise levels on area roadways. While this alternative would not expose new residential uses to noise sources, this alternative would have the potential for increased on-site stationary noise sources associated with activities associated with the industrial uses which may affect residential uses in the vicinity of the project site. Therefore, this alternative would have increased impacts related to noise when compared to the proposed project.

Population and Housing

Implementation of the Buildout Under the Existing General Plan Alternative would increase the supply of jobs within the City of Davis, but would not increase the supply of housing. There would be significantly more jobs created under this alternative when compared to the proposed project. As described in Section 3.12, the City currently has a jobs:housing balance of 0.72:1. The City's General Plan EIR identifies a jobs:housing balance in the range of 0.8:1 to 1.2:1 as the City's target. In other words, the City needs to increase the supply of jobs to raise the existing jobs:housing balance to the desired ratio range. This alternative would provide more jobs and fewer housing units than the proposed project, and would therefore, provide greater assistance to the City towards achieving the desired jobs:housing balance. This alternative would have a greater beneficial impact than the proposed project in terms of the jobs:housing balance.

Public Services

Implementation of the Buildout Under the Existing General Plan Alternative would increase the supply of jobs within the City of Davis, but would not increase the supply of housing. It is anticipated that implementation of this alternative would indirectly increase the population of the City of Davis, as it is likely that increased employment opportunities would motivate people to move to Davis to be closer to the new jobs created under this alternative. However, it is not anticipated that this alternative would increase the City's population as greatly as the proposed project, which would provide for up to 610 new housing units in Davis. Therefore, population growth would be reduced under this alternative. Since the project would result in less

population growth than the proposed project, there would be reduced demand for public services such as parks, libraries, schools, and other public facilities. Development of this alternative would likely generate similar demands for police and fire services when compared to the proposed project. Overall, this alternative would have a reduced impact to public services when compared to the proposed project.

Transportation/Traffic

As described above, this alternative would result in increase daily vehicle trips when compared to the proposed project. As shown in Table 3.14-4 in Section 3.14, the proposed project is estimated to generate up to 12,040 new external vehicle trips on a daily basis. Under this alternative, the light industrial uses developed on the project site would generate up to 15,884 daily vehicle trips. As shown in Table 3.14-4, the proposed project would generate up to 921 AM peak hour vehicle trips, and 937 PM peak hour vehicle trips. Under this alternative, up to 2,436 AM peak hour trips would be generated, and up to 2,903 PM peak hour trips would be generated. This alternative would more than double the amount of AM and PM peak hour vehicle trips generated at the project site. This has the potential to greatly increase impacts to area roadways and intersections. Impacts related to traffic and circulation would be increased under this alternative when compared to the proposed project.

Utilities

As shown in Table 3.15-1 in Section 3.15, the proposed project would generate approximately 186,960 gallons per day of wastewater. Using the wastewater generation factors provided by City staff, the Building Under Existing General Plan Alternative would generate approximately 196,800 gallons per day of wastewater. This represents a 5.6% increase in wastewater flows generated under this alternative when compared to the proposed project.

As shown in Table 3.15-6 in Section 3.15, the proposed project would generate the demand for approximately 439.6 acre-feet per year of potable water. Using the unit water demand factors provided by City staff, the Building Under Existing General Plan Alternative would generate demand for approximately 254.9 acre-feet per year of potable water. This represents a 42% decrease for water supplies under this alternative when compared to the proposed project.

Overall, under this alternative, wastewater generation would increase slightly and water demand would decrease significantly when compared to the proposed project. Overall, this alternative would have reduced impacts to utilities when compared to the proposed project.

ALTERNATIVE LOCATIONS ALTERNATIVE

Aesthetics

This alternative would result in the construction of the same number of housing units and the same square footage of mixed-use commercial uses as the proposed project. However, under this alternative, three separate sites in and around the City of Davis would be developed. The Nishi site is currently vacant and used for agricultural purposes. This site is highly visible from

Interstate 80. The development of the Nishi site would dramatically change the visual character of the site, and would change the perception of this area of Davis as a rural/agricultural area from the vantage of travelers on Interstate 80. The Wildhorse Ranch site is currently rural in nature and contains significant open areas and undeveloped fields. Development at this site would change the visual character of the site, and would be generally consistent with the land uses north and west of this site. The PG&E site is industrial in nature and has a very low existing visual quality. Development at this site would likely improve the visual quality of this site by introducing a mix of land uses with a common design theme, open spaces, landscaping and streetscaping.

Overall, this alternative would have similar visual impacts as the proposed project and would result in similar overall increases in nighttime lighting when compared to the proposed project. For this reason, this alternative would have a similar impact related to visual resources in comparison to the proposed project. At the same time, this alternative would not improve the conditions at the project site, because the remaining industrial building pads and parking areas would not be removed.

Agricultural Resources

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, three separate sites in and around the City of Davis would be developed. The PG&E site has no agricultural uses on or adjacent to the site, and the development of this site would have no impact related to agriculture. The Wildhorse Ranch site is designated Agricultural in the Davis General Plan, and is adjacent to active agricultural operations, and would have the same potential as the proposed project to be exposed to nuisance impacts related to the interface between residential lands and agricultural lands. The Nishi site is in active agricultural production, and the development of this site would remove this agricultural land from productivity. Given the loss of active agricultural land that would occur under this alternative, this alternative would have a greater impact to agricultural resources than the proposed project.

Air Quality

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. It is assumed that residential units constructed under this alternative would be developed at the same density ranges as those proposed for the project. While this alternative would distribute the total units throughout areas of Davis, total mobile source emissions would likely be very similar to those generated by the proposed project. However, under this alternative, significant demolition efforts would be required in order to prepare the PG&E site for development. This would include building demolition, pavement removal, and infrastructure removal prior to site preparation and grading. Given the level of effort that would be required to prepare the PG&E site for construction, it is assumed that construction-related air quality emissions would increase under this alternative when compared to the proposed project. Additionally, the Nishi site and the PG&E site are located in close proximity to Interstate 80, which is heavily travelled by

vehicles on a daily basis. The placement of residences in close proximity to the freeway has the potential to expose residents and sensitive receptors to concentrations of toxic air contaminants from vehicle exhaust, which may pose health risks. Overall, this alternative would have greater potential air quality impacts than the proposed project.

Biological Resources

Potential impacts to biological resources are primarily related to the area proposed for disturbance and less on the type of urban uses that would occur on the project site. Under this alternative, a similar area of total acreage would be disturbed, when compared to the proposed project. The Nishi site and the Wildhorse Ranch site have similar characteristics as the proposed Cannery site, and the potential for impacts to biological resources at these two sites would be comparable to the Cannery site. However, the PG&E site is fully developed with industrial uses, and there is little potential for this site to contain habitat for biological resources. Therefore, under this alternative, a decreased amount of land suitable for special-status species or other biological resources would be disturbed. This alternative would have a decreased impact to biological resources compared to the proposed project.

Cultural Resources

Potential impacts to cultural resources are primarily related to the area proposed for disturbance and less on the type of urban uses that would occur on the project site. Under this alternative, a similar area of total acreage would be disturbed, when compared to the proposed project. The Nishi site and the Wildhorse Ranch site have similar characteristics as the proposed Cannery site, and the potential for impacts to cultural resources at these two sites would be comparable to the Cannery site. However, the PG&E site is fully developed with industrial uses, and there is little potential for this site to contain previously undiscovered cultural resources, given the amount of land disturbance and development that has already occurred on this site. Therefore, under this alternative, a decreased amount of land that may contain previously undiscovered cultural resources would be disturbed. This alternative would have a decreased impact to cultural resources compared to the proposed project.

Geology and Soils

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. These buildings and structures would be exposed to the same level of risk from geologic hazards as the proposed project. This impact would remain unchanged under this alternative when compared to the proposed project.

Greenhouse Gases and Climate Change

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, the three alternative sites that would be developed under this alternative are not all identified as infill sites by the SACOG SCS (the PG&E Service Center property is an infill site, but the Nishi property and the Wildhorse Ranch site are not). The development of sites in the City of Davis that are not

identified as TPAs or priority infill areas in the SCS is not a significant impact, however, the development of these alternative locations would not assist in implementing the SCS as well as development of the proposed project site would. The development at each site under this alternative would be required to demonstrate compliance with the City's Climate Action and Adaptation Plan, and implement GHG reduction measures required by the City's Residential GHG reduction program. Overall, emissions of GHGs under this alternative would be similar to the proposed project, however, this alternative would have greater impacts related to consistency with local and regional plans aimed at reducing GHG emissions, as it would not implement the SACOG SCS as effectively as the proposed project. Under this alternative, impacts related to GHGs would be slightly greater than the proposed project.

Hazards and Hazardous Materials

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. As described in Section 3.8, additional measures are required to verify the final cleanup efforts to remove contamination from the former cannery operations at the proposed project site. The Nishi property is currently used for agricultural operations, and there is the potential that the site has been contaminated with pesticides and fertilizers, which may require remediation prior to the development of residential uses at this site. Additionally, the PG&E site is an industrial corporation yard, and the potential exists that past and current industrial operations at this site have resulted in soil and potentially groundwater contamination. The level of cleanup and remediation to make this site suitable for residential development is not known. Given the extensive level of study that has been done at the Cannery site, and the level of known information regarding past contamination at the Cannery site, compared to the relatively unknown hazardous conditions at the Nishi and PG&E sites, this alternative could potentially result in greater exposure to hazards and hazardous materials compared to the proposed project.

Hydrology and Water Quality

Under this alternative a similar amount of land would be covered with impervious surfaces compared to the proposed project. However, this alternative would involve the demolition and removal of the existing uses and impervious surfaces at the PG&E site. Development of the PG&E site would likely result in fewer impervious surfaces than currently exist on this site, given that most of this site is currently paved. Development of this alternative would include open space areas on site, the construction of natural bioswales and other BMPs to reduce surface water quality impacts. This alternative may improve drainage and water quality conditions at the PG&E site. Under this alternative, however, the project site would remain undeveloped. Existing drainage near the northeast corner of the project site flows off of the project site onto the neighboring property to the east. A small portion of these flows are the result of onsite rainfall runoff from the north half of the project site. The majority of these flows are a result of overflows from the F Street Channel, which currently drains across the project site and then onto the neighboring property. Improvements are proposed to route the flows from both onsite and offsite sources through an on-site detention basin located at the north end of the project site. The south half of the project site currently drains to the F Street Channel through pipes

under the railroad tracks. These pipes are proposed to be abandoned and runoff from the south half of the project site will be re-directed to the on-site detention basin. Because project improvements would manage and treat stormwater flows from the site, it would represent an improvement to water quality over this alternative as it relates to conditions on the project site. Additionally, as described in Section 3.9, portions of the northeastern area of the Cannery site are currently within the 100-year flood plain, while none of the alternative sites are located within the 100-year flood plain. Impacts related to hydrology and water quality would be comparable when compared to the proposed project in regard to post-development conditions, but worse under this alternative as it relates to the project site itself.

Land Use and Planning

Under this alternative a General Plan Amendment would be required in order to develop the uses that would occur on each of the three sites included in this alternative. The Nishi site and the Wildhorse Ranch site are currently designated Agriculture under the Davis General Plan Land Use Map. The PG&E site is currently designated Industrial. Each site would need to have the General Plan Land Use designation changed in order to accommodate the mix of residential and commercial uses that would occur on each site under this alternative. Both the Nishi site and the Wildhorse Ranch site would also require Measure R voter approval. As a result, the impact would be worse under this alternative compared to the proposed project, in part due to the unknown and speculative outcome of the voter approvals required to implement this alternative.

Noise

As discussed above and in Section 3.11, the primary sources of noise associated with implementation of the proposed project are from increased vehicle trips on study area roadways in the project vicinity and from activities associated with on-site activities. Under this alternative, increased noise levels would also occur on area roadways. The potential for on-site residential uses to be exposed to excessive noise levels would remain comparable to the proposed project. However, there is an increased potential for existing adjacent residential uses to be affected by on-site activities. In particular, the Wildhorse Ranch and PG&E sites are in closer proximity to existing residential uses than the propose project. Noise associated with on-site commercial and office uses, such as truck loading/unloading and mechanical/HVAC noise, and noise associated with on-site parks would have an increased potential to affect existing residential uses. Additionally, the Nishi site and the PG&E site are in relatively close proximity to Interstate 80, which may result in the exposure of residential uses on these sites to noise from the freeway. Therefore, under this alternative, noise impacts affecting on-site uses are increased when compared to the proposed project. However, this alternative would eliminate the need for an emergency access railroad crossing, and thus would lower the potential noise impacts associated with train horns at this location. As a result this alternative would eliminate the significant and unavoidable impact in this regard that is associated with the project.

Population and Housing

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. There would be no change in the population and employment generated under this alternative when compared to the proposed project. Therefore, this alternative would have the same impacts to the City's jobs:housing balance when compared to the proposed project. There would be no change under this alternative.

Public Services

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. There would be no change in the population and employment generated under this alternative when compared to the proposed project. As such, this alternative would generate the same demand for public services as the proposed project. However, the Nishi property and the PG&E property are located within the 5-minute fire department response time zone, while the Wildhorse Ranch site is located outside of the 5-minute fire department response time zone. Under this alternative, fewer residential units would be located outside of the 5-minute fire department response time zone. While this impact would be reduced under this alternative, fire response times for residential units in the Wildhorse Ranch site would remain significant and unavoidable.

Transportation/Traffic

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. It is assumed that this alternative would generate a similar volume of daily vehicle trips and peak hour vehicle trips as the proposed project. However, these vehicle trips would originate and terminate in three dispersed locations throughout the City, rather than at a single location at the Cannery site. Under this alternative, traffic in the immediately vicinity of the Cannery site would be reduced. However, the PG&E site is in close proximity to downtown Davis, which generally experiences higher traffic volumes and increased congestion than the roads in the vicinity of the Cannery site. The PG&E site is also closer to the UC Davis campus, and uses at this site would likely have better opportunities for walking and bicycling to campus and other key areas of the downtown. The Nishi site is adjacent to the UC Davis campus, and traffic from this site would interact with campus traffic, which may result in LOS impacts in this area of the City. A quantitative traffic analysis to determine roadway and intersection impacts has not been conducted for this alternatives analysis. It is assumed that this alternative would have similar impacts to traffic when compared to the proposed project. It is likely that this alternative would avoid the impact at the unsignalized Covell Boulevard/Oak Tree Plaza Driveway Intersection (Impact 3.14-1) but because of its location in proximity to the downtown core and UC Davis, it is likely that other significant and unavoidable impacts to City intersections would occur under this alternative that are not associated with the project.

Utilities

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. It is assumed that the uses under this alternative would be developed at the same densities as the proposed project, and as such, this alternative would have a similar demand for water and wastewater services. This impact under this alternative would be comparable to the proposed project.

SITE RECONFIGURATION ALTERNATIVE

Aesthetics

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, more of the housing units would be constructed as high-density housing, and a greater amount of open space areas would be provided. The elimination of low-density housing under this alternative, and a reduction in the amount of medium-density housing under this alternative would result in more residential structures greater than one-story in height. High-density housing units would be built at two-three stories in height, which would increase the number of taller structures on the project site under this alternative. This increase in the amount of taller buildings would make the development under this alternative more visually prominent from areas surrounding the site. Conversely, this alternative would increase the amount of open space, the urban farm, and undeveloped areas of the site compared to the proposed project. In general, open space areas are considered more visually pleasing and less visually obtrusive than developed areas. Given that this alternative would result in more structures two-three stories in height, and greater areas of undeveloped open space, this alternative would have similar visual impacts compared to the proposed project.

Agricultural Resources

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, there would be greater setbacks along the project's northern and eastern property lines, which are adjacent to existing agricultural operations. This increase in setback from adjacent agricultural operations would likely decrease the potential for nuisance impacts to occur. Therefore, this impact would be reduced under this alternative when compared to the proposed project.

Air Quality

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, more of the housing units would be constructed as high-density housing. Low-density housing would be eliminated under this alternative, and medium-density housing would be reduced under this alternative. In other words, under this alternative, more apartments and

condos would be developed, and fewer single-family homes would be developed when compared to the proposed project. As shown in Table 3.14-4, apartments generate fewer daily vehicle trips and fewer peak hour vehicle trips than single-family residences. Therefore, under this alternative, the total daily and peak hour vehicle trips would be reduced. As described in Section 3.3, the proposed project would generate mobile source emissions during the operation phase of the project. Under this alternative, fewer vehicle trips would be generated, and mobile source emissions would be reduced when compared to the proposed project. Additionally, under this alternative, less of the project site would be graded, and construction emissions would be slightly reduced under this alternative when compared to the proposed project. Overall, this impact would be reduced under this alternative, but would be significant and unavoidable under either scenario.

Biological Resources

Potential impacts to biological resources are primarily related to the area proposed for disturbance and less on the type of urban uses that would occur on the project site. Under this alternative, a smaller area of the project site would be disturbed when compared to the proposed project, and the potential for impacts to biological resources would be reduced when compared to the proposed project.

Cultural Resources

Potential impacts to cultural resources are primarily related to the area proposed for disturbance and less on the type of urban uses that would occur on the project site. Under this alternative, a smaller area of the project site would be disturbed when compared to the proposed project, and the potential for impacts to cultural resources would be reduced when compared to the proposed project.

Geology and Soils

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. These buildings and structures would be exposed to the same level of risk from geologic hazards as the proposed project. This impact would remain unchanged under this alternative when compared to the proposed project.

Greenhouse Gases and Climate Change

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, more of the housing units would be constructed as high-density housing. Low-density housing would be eliminated under this alternative, and medium-density housing would be reduced under this alternative. In other words, under this alternative, more apartments and condos would be developed, and fewer single-family homes would be developed when compared to the proposed project. As shown in Table 3.14-4, apartments generate fewer daily vehicle trips and fewer peak hour vehicle trips than single-family residences. Therefore, under this alternative, the total daily and peak hour vehicle trips would be reduced. This reduction in

daily and peak hour vehicle trips would result in fewer GHG emissions from vehicles. Additionally, this alternative would continue to be consistent with SACOG's SCS, and this project would still be subject to the City's GHG reduction measures described in Section 3.7. Overall, this alternative would have reduced GHG impacts when compared to the proposed project.

Hazards and Hazardous Materials

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. These buildings and structures would be exposed to the same level of risk from previous site contamination hazards as the proposed project. This impact would remain unchanged under this alternative when compared to the proposed project.

Hydrology and Water Quality

Under this alternative a reduced volume of surface area of the project site would be developed with urban land uses and impervious surfaces when compared to the proposed project. The potential for pollutants from stormwater runoff to enter local surface waters would be slightly reduced when compared to the proposed project, given that a reduced area of the site would be paved and covered with impervious surfaces. Additionally, as shown in Figure 3.9-4, the northeastern portion of the project site is currently located within the 100-year flood plain. Under this alternative, project setbacks along the northern and eastern edges of the site would be increased, which would place fewer housing units within the 100-year flood plain. This alternative would also provide for increased areas of open space, which can be used for stormwater detention/retention, and provide additional areas for the installation of natural BMPs to reduce pollutants in stormwater runoff. This impact would be reduced under this alternative when compared to the proposed project.

Land Use and Planning

Under this alternative a General Plan Amendment would be required in order to develop the uses that would occur. The site is currently designated Industrial, and the uses contemplated under this alternative would not be allowed under this existing land use designation. This impact would be the same as the proposed project.

Noise

As discussed above and in Section 3.11, the primary sources of noise associated with implementation of the proposed project are from increased vehicle trips on study area roadways in the project vicinity and from on-site activities associated with the proposed commercial, office, and park uses. This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, more of the housing units would be constructed as high-density housing. Low-density housing would be eliminated under this alternative, and medium-density housing would be reduced under this alternative. In other words, under this alternative, more apartments and condos would be developed, and fewer single-family homes would be developed when compared to the proposed project. As shown in Table 3.14-4,

apartments generate fewer daily vehicle trips and fewer peak hour vehicle trips than single-family residences. Therefore, under this alternative, the total daily and peak hour vehicle trips would be reduced, thereby reducing project-generated noise from mobile sources. The potential to expose sensitive receptors to noise associated with the commercial and office uses, including truck loading/unloading and mechanical/HVAC systems, and to noise associated with the on-site parks would remain similar to the proposed project. Overall, under this alternative, noise impacts would be reduced when compared to the proposed project, however because the emergency vehicle railroad crossing would be required under either scenario, impacts would be significant and unavoidable.

Population and Housing

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. There would be no change in the population and employment generated under this alternative when compared to the proposed project. Therefore, this alternative would have the same impacts to the City's jobs:housing balance when compared to the proposed project. There would be no change under this alternative.

Public Services

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. There would be no change in the population and employment generated under this alternative when compared to the proposed project. As such, this alternative would generate the same demand for public services as the proposed project. There would be no change under this alternative.

Transportation/Traffic

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, more of the housing units would be constructed as high-density housing. Low-density housing would be eliminated under this alternative, and medium-density housing would be reduced under this alternative. In other words, under this alternative, more apartments and condos would be developed, and fewer single-family homes would be developed when compared to the proposed project. As shown in Table 3.14-4, apartments generate fewer daily vehicle trips and fewer peak hour vehicle trips than single-family residences. Therefore, under this alternative, the total daily and peak hour vehicle trips would be reduced. This reduction in trips would reduce impacts to area roadways and intersections when compared to the proposed project.

Utilities

This alternative would result in the construction of the same number of housing units and the same area of mixed-use commercial uses as the proposed project. However, under this alternative, more of the housing units would be constructed as high-density housing. Low-density housing would be eliminated under this alternative, and medium-density housing would

be reduced under this alternative. In other words, under this alternative, more apartments and condos would be developed, and fewer single-family homes would be developed when compared to the proposed project. As shown in Table 3.15-1 in Section 3.15, the proposed project would generate approximately 186,960 gallons per day of wastewater. As shown in this table, the demand factors for wastewater generation is the same for high-density and low-density residential uses. Therefore, under this alternative, wastewater generation would be the same as under the proposed project.

As shown in Table 3.15-6 in Section 3.15, the proposed project would generate the demand for approximately 439.6 acre-feet per year of potable water. As shown in this table, low-density and medium density residential units have a unit demand factor of 0.54 acre-feet per year for water, while high-density residential units have a unit demand factor of 0.27 acre-feet per year for water. Additionally, under this alternative, the acreage of open space and greenbelts would increase to 44.1 acres. This land use has a water demand factor of 4.3 acre-feet per year per acre. The total water demand under this alternative would be approximately 436.2 acre-feet per year, compared to 439.6 acre-feet per year for the proposed project. This is negligible difference.

Overall, this alternative would not significantly change the demand for water and wastewater services when compared to the proposed project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

As Table 5.0-2 presents a comparison of the alternative project impacts with those of the proposed Cannery Project.

TABLE 5.0-2: COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE PROPOSED PROJECT

ENVIRONMENTAL ISSUE	*NO BUILD ALTERNATIVE*	*BUILDOUT UNDER EXISTING GENERAL PLAN ALTERNATIVE*	*ALTERNATIVE LOCATIONS ALTERNATIVE*	*SITE RECONFIGURATION ALTERNATIVE*
Aesthetics	Less	Greater	Equal	Equal +/-
Agricultural and Forest Resources	Less	Less	Greater	Less
Air Quality	Less	Greater	Greater	Less
Biological Resources	Less	Equal	Less	Less
Cultural Resources	Less	Equal	Less	Less

Environmental Issue	*No Build Alternative*	*Buildout Under Existing General Plan Alternative*	*Alternative Locations Alternative*	*Site Reconfiguration Alternative*
Geology and Soils	Less	Equal	Equal	Equal
Greenhouse Gases	Less	Greater	Greater	Less
Hazards and Hazardous Materials	Less	Greater	Greater	Equal
Hydrology and Water Quality	Greater	Equal	Less	Less
Land Use & Planning	Greater	Less	Equal	Equal
Noise	Less	Greater	Less	Less
Population and Housing	Greater	Less	Equal	Equal
Public Services	Less	Less	Less	Equal
Transportation and Circulation	Less	Greater	Equal	Less
Utilities	Less	Less +/-	Equal	Equal +/-

Greater = Greater impact than that of the proposed project
Less = Decreased impact than that of the proposed project
+/- = Greater Impact with regard to some aspects of impact and decreased impacts in other aspects
Equal = No Substantial Change in impact from that of the proposed project

As shown in the table above, the No Build Alternative is the environmentally superior alternative. However, as required by CEQA, when the No Project Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. Therefore, the Site Reconfiguration Alternative is the next environmentally superior alternative to the proposed project. However, it is noted that the Alternative Locations Alternative eliminates one of the significant and unavoidable impacts associated with development at the project site, i.e. the noise impact associated with train horns at the proposed emergency vehicle crossing. Other significant and unavoidable impacts of the project (air quality, transportation level of service and fire response times would remain under all of the development alternatives analyzed.

5.4 COMPARATIVE EVALUATION OF THE PROJECT AND ALTERNATIVES TO SATISFY PROJECT OBJECTIVES

This section examines how each of the alternatives selected for more detailed analysis meets the project objectives.

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.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative no development would occur, either on the project site or elsewhere. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses. This alternative would not integrate other land uses on the project site, and thus would not constitute a mixed use development combining residential, employment and retail uses on the site. Buildout under the Existing General Plan would not satisfy this project objective. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, but would not involve the development of a single site and thus would achieve the land use synergy associated with the mixed use concept to a lesser degree than the proposed project. Further, this alternative would not include the development of an urban farm at any of the three sites in question. The Site Reconfiguration Alternative would contain a mix of land uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating medium- and low-density residential development from the site. In this regard, the Site Reconfiguration Alternative would not provide a full range and mix of land uses, and thus would satisfy this objective to a lesser extent than the proposed project.

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.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative, no development would occur, either on the project site or elsewhere. It is assumed that other alternatives that involve development of the project site (the Existing General Plan and Site Reconfiguration Alternatives) would provide for connectivity to adjacent neighborhoods to a comparable degree to the proposed project, but the narrower range of land uses within these two alternative site plans would diminish opportunities for use of internal site connections as a means of reducing external trips. It is further assumed that the Alternative Locations Alternative would provide for some connectivity of the three sites in question to the surrounding community, but the sites themselves would be separated from one another. Each of the development alternatives would satisfy this objective to varying degrees that are specific to the development plan and/or locations in question, but none of the alternatives would satisfy this objective to the same level as the proposed project.

3. *Provide opportunities for physical improvement to public infrastructure such as public roadways, sidewalks, intersections, public transportation stops, and bike and pedestrian trails.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative, no development would occur, either on the project site or elsewhere. It is assumed that other alternatives that involve development of the project site (the Existing General Plan and Site Reconfiguration Alternatives) would provide for public infrastructure and access improvements to a comparable degree to the proposed project, but the narrower range of land uses within these two alternative site plans would diminish opportunities for use of internal site connections as a means of reducing external trips. It is further assumed that the Alternative Locations Alternative would provide for connectivity of the three sites in question to the surrounding community, but the sites themselves would be separated from one another. Neither the Existing General Plan nor Alternative Locations Alternatives would provide for a transit center at the project site. These development alternatives would satisfy this objective to varying degrees that are specific to the development plan and/or locations in question, but would not satisfy this objective to the same level as the proposed project. Because the Site Reconfiguration Alternative would develop a similar number of residential units and non-residential square footage as the proposed project, it is assumed that this alternative would achieve this object to a comparable degree as the project itself.

4. *Provide for diverse housing types in support of the City's goal for providing an inclusive multigenerational approach to residential development.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative, no development would occur, either on the project site or elsewhere. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses. This alternative would not integrate residential land uses on the project site. Buildout under the Existing General Plan would not satisfy this project objective. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, but would not involve the development of a single site and thus would achieve the land use synergy associated with the mixed use concept to a lesser degree than the proposed project. The Site Reconfiguration Alternative would contain a mix of land uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating medium- and low-density residential development from the site. In this regard, the Site Reconfiguration Alternative would not provide a full range and mix of diverse housing types or a multi-generational approach to residential development, and thus would satisfy this objective to a lesser extent than the proposed project.

5. *Provide a sufficient number of new housing units to assist the City in satisfying its Regional Housing Needs Allocation (RHNA) obligation.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative, no development would occur, either on the project site or elsewhere. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of

light industrial uses. This alternative would not integrate residential land uses on the project site, and thus would not provide new housing units in furtherance of the City's RHNA obligations. Buildout under the Existing General Plan would not satisfy this project objective. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, and would include a mix of residential products and densities. It would thus satisfy this objective to a similar degree as the project. The Site Reconfiguration Alternative would contain a mix of land uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating low-density residential development from the site, increasing the potential for the units to be credited toward low-income RHNA obligations. In this regard, the Site Reconfiguration Alternative would satisfy this objective to an equal or greater extent than the proposed project.

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).*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative, no development would occur, either on the project site or elsewhere. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses. This alternative would not integrate residential land uses on the project site, and thus would not provide new housing units. Buildout under the Existing General Plan would not satisfy this project objective. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, and would include a mix of residential products and densities. However, two of the three sites (Nishi and Wildhorse Ranch) are designated as Agriculture under General Plan, and thus development under this alternative would not be on a site presently planned and designated for growth, as this objective requires. The Site Reconfiguration Alternative would contain a mix of land uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating low-density residential development from the site. In this regard, the Site Reconfiguration Alternative would satisfy this objective to an equal or greater extent than the proposed project.

7. *Provide for a mix of housing densities and product types integrated into other land uses in a compact but logical manner.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative no development would occur either on the project site or elsewhere. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses. This alternative would not integrate residential land uses on the project site. Buildout under the Existing General Plan would not satisfy this project objective. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, but would not involve the development of a single site and thus would achieve the land use synergy associated with the mixed use concept to a lesser degree than the proposed project. The Site Reconfiguration Alternative would contain a mix of land

uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating low-density residential development from the site. In this regard, the Site Reconfiguration Alternative would not provide a full range and mix of housing densities and residential product types, and thus would satisfy this objective to a lesser extent than the proposed project. The Site Reconfiguration Alternative represents a more compact plan of development on the same site as the project, but does not represent a logical plan of development to the same degree as the proposed project, due to the absence of a range and mix of densities and product types.

8. *Use park land and naturalized environments as the organizing element of the overall neighborhood development plan.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative, no development would occur either on the project site or elsewhere. No park area would be provided because the status quo on the site would be maintained. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses, but would not include park or recreation amenities, or naturalized environments for public use. The Alternative Locations Alternative would lack the ability to develop park facilities or recreational amenities to the same extent as development on the project site, because of the fragmented nature of this alternative, which proposes development on three parcels ranging between 25 and 44 acres in area. The Site Reconfiguration Alternative would provide a larger open space and greenbelt area compared to the proposed project, though developed park facilities would be slightly less. The Site Reconfiguration Alternative would thus achieve this project objective to an equal or greater extent compared to the project.

9. *Develop a unique and creative approach to sustainable neighborhood design by integrating environmental engineering and landscape architecture elements into a comprehensive neighborhood plan.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative no development would occur either on the project site or elsewhere. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses. This alternative would be unique, and would not integrate residential land uses on the project site or incorporate neighborhood design elements. Buildout under the Existing General Plan would not satisfy this project objective to any significant degree. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, but would not involve the development of a single site and thus would achieve the land use synergy associated with the mixed use concept to a lesser degree than the proposed project. The Site Reconfiguration Alternative would contain a mix of land uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating low-density residential development from the site. In this regard, the Site Reconfiguration Alternative would not represent a neighborhood design concept to the same extent as the proposed project, and thus would not fully satisfy this objective. The Site Reconfiguration Alternative represents a more compact plan of development on the same site as the project, but does not represent a logical plan of development to the same degree as the

proposed project, due to the absence of a range and mix of densities and product types. It would be expected that under the Site Reconfiguration Alternative, environmental engineering and landscape architecture elements would be utilized to a similar extent to the project.

10. *Provide an urban farm as a community asset and as a transition between urban uses and adjacent agricultural land.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative no development would occur, either on the project site or elsewhere. No urban farm would be provided because the status quo on the site would be maintained. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses, but would not include an urban farm. The Alternative Locations Alternative would not include the development of an urban farm at any of the three sites in question. Accordingly, none of these alternatives would satisfy this project objective to any extent. The Site Reconfiguration Alternative would provide a larger urban farm area than the proposed project, and would thus achieve this project objective to an equal or greater extent compared to the project.

11. *Provide for the adaptive reuse and redevelopment of a former industrial site located within the city limits.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative no development would occur, either on the project site or elsewhere. Existing conditions on the project site would remain. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses, which would be a redevelopment of the project site. However, due to the absence of a mixed use component and continued industrial emphasis, it would not represent an adaptive reuse of the site. The Alternative Locations Alternative would locate development on three separate sites, only one of which (PG&E Service Center) is industrial. The other two sites comprising the Alternative Locations Alternative are designated for agricultural use. Accordingly, the ability of this alternative to satisfy this objective is greatly diminished compared to the project. The Site Reconfiguration Alternative would provide for a mix of uses on the project site, and thus would achieve this objective to a similar degree as the project.

12. *Provide a sufficient number of residential units within the Project area to support necessary improvements to public facilities.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative no development would occur, either on the project site or elsewhere. Existing conditions on the project site would remain. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses, but would not contain residential development. Therefore, this alternative would achieve this objective to a lesser extent than the proposed project. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, and would include a mix of residential products and densities. It would thus satisfy this objective to a similar degree as

the project with respect to the areas surrounding the sites in question, but would not advance the objective of providing improvements to public facilities in the vicinity of the project site. The Site Reconfiguration Alternative would contain a mix of land uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating medium- and low-density residential development from the site. This would result in a lower tax base associated with this alternative compared to the project. In this regard, the Site Reconfiguration Alternative would satisfy this objective to a lesser extent than the proposed project.

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.*

The No Project (No Build) Alternative would not satisfy this project objective, because under this alternative no development would occur, either on the project site or elsewhere. Buildout under the Existing General Plan would result in the development of 2.14 million square feet of light industrial uses. This alternative would not integrate other land uses on the project site, and thus would not constitute a mixed use development combining residential, employment and retail uses on the site. While business park uses on the site are likely to be fiscally neutral or positive to the City, buildout under the Existing General Plan would not satisfy this project objective. The Alternative Locations Alternative would develop a mix of land uses on three separate sites elsewhere in the City of Davis, but would not involve the development of a single site and thus would achieve the land use synergy associated with the mixed use concept to a lesser degree than the proposed project. The Site Reconfiguration Alternative would contain a mix of land uses similar to the proposed project, but would increase the amount of higher density residential units while eliminating medium- and low-density residential development from the site. In this regard, the Site Reconfiguration Alternative would not provide a full range and mix of land uses, and thus would satisfy this objective to a lesser extent than the proposed project. This would result in a lower tax base associated with this alternative compared to the project. In this regard, the Site Reconfiguration Alternative would satisfy this objective to a lesser extent than the proposed project.

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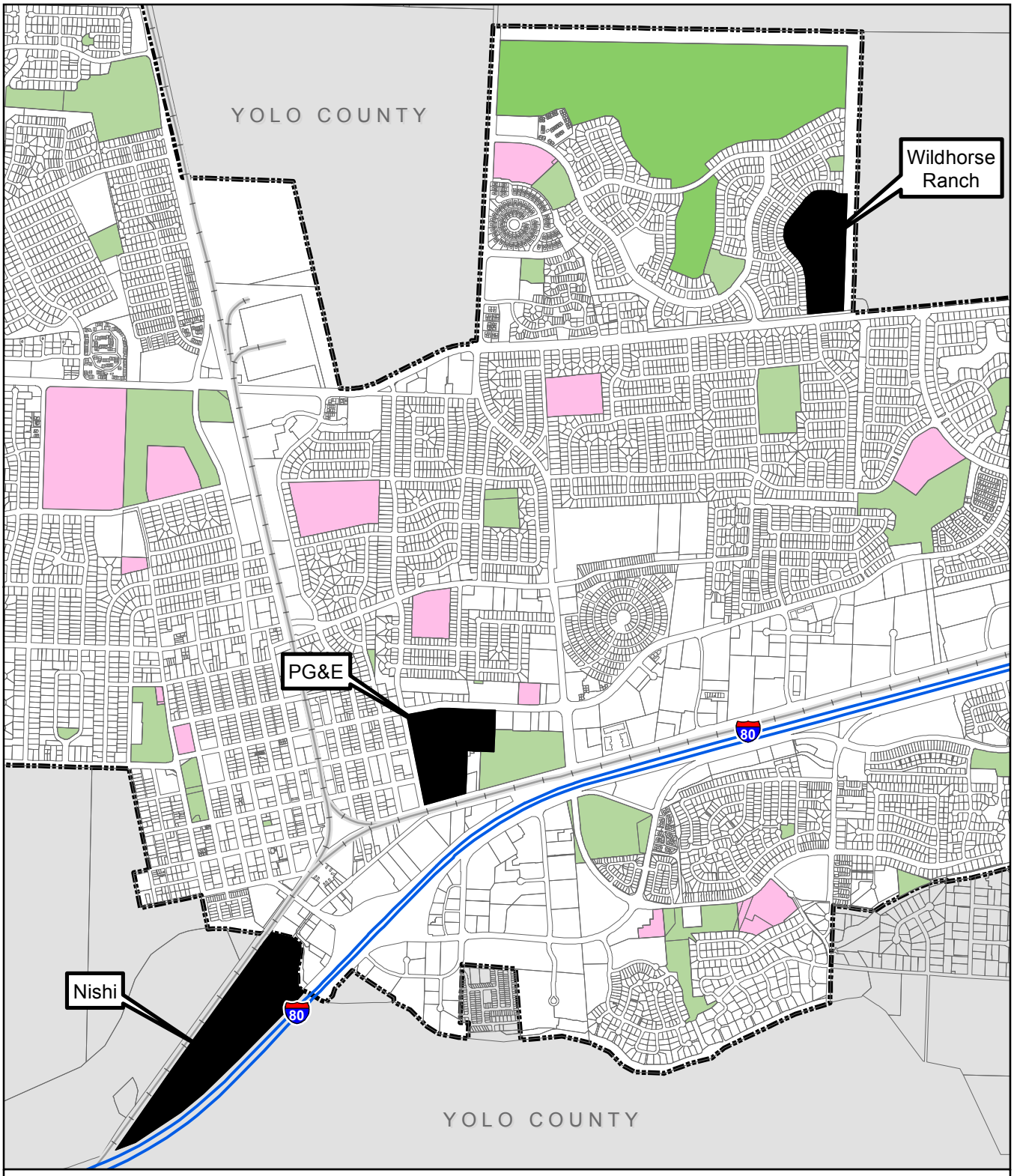

City of Davis: The Cannery Project

Figure 5-1: Alternative Locations

Alternative Locations (Total - 96.5 acres)

Wildhorse Ranch - 25 acres

PG&E Service Center - 27.5 acres

Nishi Property - 44 acres

Park

School

Golf Course

Davis City Limits

0 600 1,200

Feet

1:24,000

N

Data sources: City of Davis GIS; Yolo County GIS. Map date: September 26, 2012.

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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