

**CENTRAL VALLEY FLOOD PROTECTION BOARD**

3310 El Camino Ave., Rm. 151  
SACRAMENTO, CA 95821  
(916) 574-0609 FAX: (916) 574-0682  
PERMITS: (916) 574-2380 FAX: (916) 574-0682

**RECEIVED**

March 29, 2012

APR 02 2012

Mr. Mike Webb  
City of Davis  
23 Russel Blvd., Suite 2  
Davis, California 95616

City of Davis  
Planning & Building

Subject: The Cannery  
SCH Number: 2012032022  
Document Type: NOP – Notice of Preparation of a Draft Environmental Impact Report (DEIR)

Dear Mr. Webb:

Staff of the Central Valley Flood Protection Board (Board) has reviewed the subject document and provides the following comments:

The proposed project is located within the regulated areas of the Davis Drain under the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection, and flood fight procedures (CCR Section 131).

Mr. Mike Webb  
March 29, 2012  
Page 2 of 2

Vegetation requirements in accordance with Title 23, Section 131 (c) states "Vegetation must not interfere with the integrity of the adopted plan of flood control, or interfere with maintenance, inspection, and flood fight procedures."

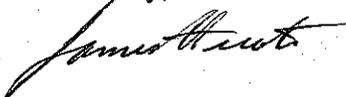
The accumulation and establishment of woody vegetation that is not managed has a negative impact on channel capacity and increases the potential for levee over-topping. When a channel develops vegetation that then becomes habitat for wildlife, maintenance to initial baseline conditions becomes more difficult as the removal of vegetative growth is subject to federal and State agency requirements for on-site mitigation within the floodway.

Hydraulic Impacts - Hydraulic impacts due to encroachments could impede flood flows, reroute flood flows, and/or increase sediment accumulation. The DEIR should include mitigation measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts. Off-site mitigation outside of the State Plan of Flood Control should be used when mitigating for vegetation removed within the project location.

The permit application and Title 23 CCR can be found on the Central Valley Flood Protection Board's website at <http://www.cvfpb.ca.gov/>. Contact your local, federal and State agencies, as other permits may apply.

If you have any questions, please contact me by phone at (916) 574-0651, or via email at [jherota@water.ca.gov](mailto:jherota@water.ca.gov).

Sincerely,



James Herota  
Staff Environmental Scientist  
Flood Projects Improvement Branch

cc: Governor's Office of Planning and Research  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, California 95814

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

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March 30, 2012

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Cannery Project

Notice of Preparation for Draft Environmental Impact Report

Mike Webb

City of Davis

23 Russell Blvd., Suite 2

Davis, CA 95616

Dear Mr. Webb,

Thank you for the opportunity to review and comment on the Notice of Preparation for a Draft Environmental Impact Report regarding the Cannery project. The project proposes a mix of land uses which will consist of a low, medium, and high density residential development, a business park, agricultural buffers, an urban farm, and parks including green belts and a neighborhood center. The residential component will include up to 610 dwelling units and 236,000 square feet of mixed use commercial office and high density residential uses. The proposed project site, 98.4 acres in size, is located approximately 1.5 miles north of Interstate (I-80), and approximately 1.5 miles east of State Route (SR) 113. Our comments are as follows:

- The project proponent should complete a Traffic Impact Study (TIS) identifying appropriate mitigation measures and developed in accordance with the "Caltrans Guide for the Preparation of Traffic Impact Studies". A copy of the guide can be downloaded at: [www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf).
- The TIS scope should include, but not be limited to:
  - A trip distribution analysis to determine the projected traffic circulation;
  - Analysis of local roads including J Street, Covell Blvd., F Street, Pole Line Road, Richards Blvd., and Mace Blvd.; and
  - An analysis of State facilities including I-80 segment between Mace Blvd. and SR 113, the I-80 Mace Blvd. interchange, I-80 Richards Blvd. interchange, and SR 113.
- We would appreciate the opportunity to review the scope of the TIS before the Study begins.

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City of Davis  
Planning & Building

Mr. Mike Webb  
March 30, 2012  
Page 2

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments please contact Arthur Murray, Yolo County Intergovernmental Review Coordinator at (916) 274-0616.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eric Fredericks".

Eric Fredericks, Chief  
Office of Transportation Planning - South



EDMUND G. BROWN JR.  
GOVERNOR



MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

**Central Valley Regional Water Quality Control Board**

6 April 2012

Mike Webb  
City of Davis  
23 Russel Boulevard, Suite 2  
Davis, CA 95616

**RECEIVED**

APR 09 2012

City of Davis  
Planning & Building  
CERTIFIED MAIL

7011 2970 0003 8939 9633

**COMMENTS TO THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, THE CANNERY PROJECT, STATE CLEARINGHOUSE NO. 2012032022, YOLO COUNTY**

Pursuant to the State Clearinghouse's 9 March 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Notice of Preparation for the Draft Environmental Impact Report* for the Cannery Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding water quality.

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml)

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

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<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

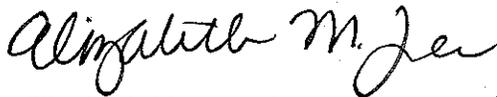
**Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/water\\_quality\\_certification/](http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/)

If you have questions regarding these comments, please contact me at (916) 464-4787 or EMLee@waterboards.ca.gov.



Elizabeth M. Lee, P.E.  
Senior Water Resource Engineer

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

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APR 11 2012

City of Davis  
Community Development

To: City of Davis, Community Development and Sustainability Dept.  
230 Russell Blvd, Ste 20 Davis, CA 95616

Attn: Michael Webb

From: BJ Klosterman

2906 Pole Line Rd. Unit 4 Davis, CA 95618  
(530) 756-3920

10 April 2012

IN RE: The Cannery, Scope of Draft EIR.

Thank You for chance to comment.

Most of the comments below review my comments made orally  
27 March 2012 at the scoping meeting to Mr. Steve McMurtry  
for DeNovo Planning Group, Draft EIR preparer.

1. Notice for scoping meeting was for "Program" EIR.  
Is this really Project EIR? As G.P.A. involved, the  
cumulative impacts, influence thereon, need full  
consideration. (I'm just unclear on "Program" vs. "Project.")
2. Full ~~compliance~~<sup>compliance</sup> with General Plan policies and with  
G.P. policies Interpretations should be assessed by City  
Staff and EIR preparer, not just <sup>the</sup> claims of applicant  
accepted.
3. Water: The City has made clear that the Community has  
foreseeable shortfall in enough water supplies (quantity)  
of appropriate quality (ies) for urban uses. The imported  
supplemental waters supply project is neither fully approved  
or effected. The proposed <sup>project</sup> represents a significant  
increase in demand and significant impact on water  
supply (ies) of appropriate qualities. A well site, or even  
a well, enables demand to impact supply-that-is-limited.  
That is Not a mitigation. Real, adequate mitigation  
would be requirement for no net increase in demand  
(vs. supply). Mr. McMurtry mentioned xeriphytic landscapes  
and off-sets. There are <sup>also</sup> other means; I would be happy to discuss.  
(See Also Comment 2.2 Please.)

The Cannery, Draft EIR Scope  
Comments to City of Davis, M. Webb, from BJ Klosterman  
10 April 2012, Page 2

4. Project Description: Please note the Land Use Plan and the Parks and Open Space Plan appear to have inconsistencies, compared to each other.
5. Opportunity cost / impact of loss of large industrial G.P. site with R.R. access? City long on housing; short on jobs creation? University research discoveries are then manufactured where?
6. Alternatives: Why is this site better for mixed use commercial, office and some high density residential than redevelopment/intensity of one story offices area on Kennedy Place and J street and the adjacent empty infill site? These are just south of Covell. Or make multi-story development of west part Oak Tree Plaza.
7. Site Setting: proposal description notes County zoning of limited industrial, but does not note City G.P.'s designation of Ag for land to north and east? Important to context considerations.
8. HDR on "affordable" site of 25 du/acre? On 2.5 acres, given site scale constraints, (and extra costs of elevators maintenance) is this reasonable expectation of actual real du? Therefore, reasonable to credit/count ~~as~~<sup>toward</sup> meeting requirement/need?
9. "Affordable" site HDR shoved along RR/drainage, other HDR and Mixed Use Commercial. Unsafe. Switch some HDR westward to allow Affordable HDR site directly north of park or just northeast of N/S greenbelt connection to park. Affordable HDR is usually aimed at families with K-12 age and pre-school children. The bike routings around this HDR under current proposal are esp. unsafe, in re opportunities for crime impacts, assault/bullying, RR tracks, drug sales etc. (even small child drowning in high water period?)

The Cannery Draft EIR Scope  
Comments to City of Davis, M. Webb, from BJ Klosterman  
10 April 2012, page 3

10. Project as whole, and HDR (4 story?) impacts on needs for additional, or specialized, Fire fighting station, crews, equipment/trucks/ladders?
11. <sup>a+b</sup> Housing distribution, less dense at perimeter north to denser as approach Covell Blvd, makes sense, but seems unduly segregated (in re G.P. policy Interpretation). Also, Are HOA fees to be applied to HDR? If so, clubhouse needs to be more centrally located, closer to HDR.
12. Park needs: where are active use facilities? Ball wall, playground as well as tot lot, picnic facilities, basketball court, swings, soccer field, as well as sanitary w.c. facilities with means to wash hands. These types of facilities are important public park features for mid/lower income families that cannot afford much private rec. costs. I note the east (2nd) Wildhorse Park has yet to be developed by City (it was due 2004 CE7). This Wildhorse park gobbles water and mowing maintenance but offers relatively little value to many Wildhorse residents, though Wildhorse ~~the~~ dwelling units pay their City infrastructure fees, including for this park development.
13. Hazardous waste: As this is old industrial site, to what extent can drainage/retention system ~~be~~ (and other earth moving) be done without soils + water movements onsite being exposed to disposed waste on/in ground contamination? What testing of site, esp. northeast, on-site, of old ~~plan~~ facility, has been done?
14. See next page please, start at #15

The Cannery, Draft EIR Scope  
Comments to City of Davis, M. Webb, from BJ Klosterman  
10 April 2012, page 4

15. Urban Farm: While this ~~concept~~ <sup>proposal</sup> would have been practical under the old G.P. concept of a 500 to 1,500 foot wide transition zone, the old G.P. concept has been shrunk thru City decisions down to a mere 150 feet, including only 50 feet width of public access. The proposed farm is so narrow it cannot function as organic, due to urban drainage chemicals and air drift from both urban horticulture chemical uses and conventional ag. chemical uses, from west and east respectively. But if the Urban Farm is not organic, its chemical uses impinge on public access area, (which seems to be less than minimum 50 ft width).

~~16.~~ Better use would be true tree windrows, trees groves, and hedgerows that help with Integrated Pest Management. These would not only benefit the interface of this proposed project with the ag land to east and north, but also would address and mitigate the significant negative impacts on scenic vistas from Green Meadows and La Buena Vida neighborhoods (Views of trees with coastal ranges beyond esp. at sunset).

16. Scenic Vista Impacts: see # 15 above, I'm happy to discuss water-thrifty trees and shrubs with City staff, EIR preparer or Applicant.

17. Trees: Many of the greenbelt / Open space corridors seem so narrow that trees do not have adequate space, with likelihood that roots will conflict with bike/ped paths (and ped/biker safety and comfort) and conflict with property fences, while individual tree canopy crowns will be over multiple properties (public/private) creating maintenance and related expense problems for City, HOA and others.

The Cannery, Draft EIR Scope  
Comments to City of Davis, M. Webb, from BT Klosterman  
10 April 2012, page 5

18. Pedestrians' and Bicyclists' Safety: Many paths so narrow, "fenced-in" between accesses as to be virtual trap in re personal safety. Also some paths so isolated, or so associated with higher crime / safety risk potential arrangements (such as "back" of H&R along ditch and RR tracks to crossing under cover into areas with poor visibility (hill for overcrossing, or elevation for RR), as to be safety risk, in extreme.

I've been attacked in a university town on a public sidewalk after dark; I'm a rape survivor; and I've been bicycling Davis (as my primary transportation for over 30 years).

And I wouldn't touch some of the routes proposed, for love or money (though I'll bike most existing routes in Davis).

Major modifications to overly narrow-long and to isolated bike/ped. routes are needed, for this proposal. I'd be happy to discuss further.

19. Drainage, "Detention": Above-ground drainage, "detention", has benefits. But, who will construct and manage, given soil types, settling, shrink and swell, and earth moving during construction (often affecting top-soil and clay-lens arrangements), to prevent standing water, slow water movement facilitating mosquito infestations, propagation problems? Mosquito-carried illnesses are a concern. The bugs won't just impact Cannery residents only. How will this be avoided or controlled?

The Cannery, Draft EIR Scope  
Comments to City of Davis, M. Webb, from BJ Klosterman  
10 April 2012, page 6.

20. Traffic Study:

- a. should be done not during <sup>summer</sup> vacation season.
- b. should be done while UCD in session.
- c. City has already collected full funding for up to 4-way signalized intersection <sup>mitigation</sup> modifications at Moore and Pole Line from Wildhorse developer (so I was told by Public Works staff involved).

d. Reminder: upper Pole Line is a truck route. As trucks will make deliveries to Commerce Centers in The Cannery, ~~how~~ via Covell, how will trucks be routed in and out? And should that affect intersection design (for pedestrian/bicyclist safety) at Cannery Commerce Drive intersection with Covell?

e. I understand that the La Buena Vida Homeowners Association, 272 households as members, through the HOA Board of Directors (via AMC manager Chris Peters, e-mail) has requested that the intersection of Pole Line with Donner be included in the traffic study. Along with La Buena Vida, part of Green Meadows subdivision is also, like La Buena Vida, fully dependent on this intersection for motorized transportation routing. About 350 households total. Various City sponsored or required traffic studies have indicated the left turn from Donner to go south on Pole Line, at peak hours, involves a wait of from over 30 seconds to over 5 minutes. Another traffic issue is noise. Cumulative Impacts on a significant portion of La Buena Vida (at G.P. BuildOut) are well over 60 CNEL dB, and only part of interiors impacted have been mitigated. No mitigation of exterior areas has been done.

The Cannery, Draft EIR Scope  
Comments to City of Davis, M. Webb, from BJ Klosterman  
10 April 2012, page 7.

21. Schools, K-12:

After school child generation study, and once it is considered where (which schools, specific elementary and Junior High(s) children would go, then pedestrian/bicyclist routing from and to the Cannery might be better planned?

22. Water, again! (see also Comment #3)  
and Energy:

Possible Expert Resources:

Rocky Mountain Institute.

Mike Webb, Thank you for stating at the 27 March meeting that my handwritten comments were OK to submit, as I am currently "unplugged" at my residence. Any questions? (530) 756-3920.  
BJ Klosterman

## Allan Akers

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**From:** Michael Webb  
**Sent:** Thursday, April 12, 2012 1:32 PM  
**To:** Michael Webb  
**Subject:** Cannery NOP Comment

BJ Klosterman noted to me verbally that the project description incorrectly states that trains do not run at night (tracks adjacent to the project site). She noted that they do run at night, sometimes at 2 and 4 in the morning.

## Allan Akers

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**From:** Kevin Combo [kcombo@sac-yolomvcd.com]  
**Sent:** Thursday, April 12, 2012 7:03 AM  
**To:** Michael Webb  
**Subject:** Cannery Project NOP  
**Attachments:** Cannery Response Letter NOP.doc

Attached is the response from the Sacramento Yolo Mosquito and Vector Control District in review of the Cannery Project NOP. If you have any questions or comments please feel free to contact me at any time.

Regards,

**Kevin Combo**  
**Sacramento Yolo Mosquito and Vector Control**  
**Ecological Management Department**  
Office (916) 405-2093  
Cell (916) 417-5592  
E-Mail [kcombo@fightthebite.net](mailto:kcombo@fightthebite.net)

**MAILING ADDRESS**  
**SACRAMENTO COUNTY**  
8631 BOND ROAD  
ELK GROVE, CA 95624

**YOLO COUNTY**  
1234 FORTNA AVENUE  
WOODLAND, CA 95695

1.800.429.1022  
FIGHTtheBITE.net

City of Davis  
Community Development and Sustainability Department,  
23 Russell Boulevard  
Davis, CA 95616.  
ATTN: Michael Webb

Re: Cannery NOP

The Sacramento-Yolo Mosquito and Vector Control District (District) appreciates the opportunity to review and comment on the Notice of Preparation (NOP) for the proposed Cannery Project

The District is providing the following comments and concerns relating to the proposed project as proposed.

- *Consider the environmental effects regarding public health, specifically the potential to breed mosquitoes as a separate section during the DEIR process.*

Failure to address these issues during the DEIR process may result in enforcement actions to the landowner after the proposed project has been completed. The District has the authority to abate a public nuisance as defined in Section 2010 (HSC) and may pursue enforcement actions pursuant to Sections 2060 of the California Health and Safety Code (HSC) which can involve civil fines of up to \$1000/per day.

Please review and implement the District's Mosquito Reducing Best Management Practices (BMPs) for design and maintenance guidelines to reduce or prevent the breeding of mosquitoes as a result of this project. The District's BMP Manual is may be viewed and at:

[http://www.fightthebite.net/download/ecomangement/SYMVCD\\_BMP\\_Manual.pdf](http://www.fightthebite.net/download/ecomangement/SYMVCD_BMP_Manual.pdf)

Should you have any questions or concerns please feel free to contact me at (916) 405-2093.

Sincerely,

**Kevin Combo**  
Ecological Management Department  
Sac-Yolo Mosquito and Vector Control District  
916-405-2093  
kcombo@fightthebite.net

## Allan Akers

---

**From:** Pamela Heffley [pcheffley@ucdavis.edu]  
**Sent:** Wednesday, April 11, 2012 4:59 PM  
**To:** Michael Webb  
**Subject:** Regarding the List of Study Intersections for the Cannery EIR Traffic Study

Dear Mr. Webb,

I am writing to you to express my concern about the omission of the intersection of Pole Line Road and Donner Ave. from the list of study intersections for the Cannery EIR Traffic Study.

I reside in the La Buena Vida complex and often cross Pole Line Road on my bike as I commute to work at UCD or run errands in town. (I also use my car, on occasion. ;-))

I am urging you to include the intersection of Donner and Pole Line in the EIR. During peak commute hours, there is often a significant delay in accessing Pole Line from Donner, due to the number of cars on the road.

Many of these cars are traveling at more than the posted speed limit. The combination of increased numbers and speeding make it difficult to safely enter traffic. As a cyclist, I often wait for up to 5 minutes to cross the street.

In my opinion, the amount of traffic on Pole Line has noticeably increased since the construction of housing in Woodland, along with the development of the shopping center adjacent to Interstate 5 (e.g. Costco).

Please seriously consider the addition of the Donner/Pole Line intersection to the EIR study.

Thank you for your time,

Pam Heffley

## Allan Akers

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**From:** Pam Nieberg [pnieberg@dcn.org]  
**Sent:** Wednesday, April 11, 2012 3:56 PM  
**To:** Michael Webb  
**Subject:** comments on Cannery NOP  
**Attachments:** commentsoncanneryparkproposal.doc

Attention Mike Webb, City of Davis, Community Development and Sustainability Department, 23 Russell Blvd., Suite 2, Davis, CA 95616

Hi Mike:

Attached are some comments I am submitting on the NOP for the Cannery EIR. If there are any questions, you can reach me at:

Pam Nieberg  
3010 Loyola Drive  
Davis, CA 95618  
530-756-6856  
[pnieberg@dcn.davis.ca.us](mailto:pnieberg@dcn.davis.ca.us)

To: Michael Webb  
Community Development and Sustainability Department  
23 Russell Blvd. Suite 2  
City of Davis  
Davis, CA 95616

April 11, 2012

From: Pam Nieberg  
3010 Loyola Drive  
Davis, CA 95618

Re: Notice of Preparation for Cannery EIR

Thank you for the opportunity to submit comments on the Cannery EIR NOP. I have a number of concerns about this project. My comments are below.

General.

This project, for some reason, is being presented as the best thing to come to Davis since Village Homes. Unfortunately, that is far from accurate. The Wild Horse Ranch proposal was far more environmentally sensitive than this project, and even Village Homes, though several decades old, contains more sustainability features than the Cannery proposal. The Cannery proposal is nothing more than another typical proposal for another typical sprawl development like the ones we have seen for years in Davis—with the exception of Village Homes and Wild Horse Ranch.

Wild Horse Ranch was one of the most sustainable and innovative projects ever proposed for Davis. It would truly have set the bar for housing development in Davis. Unfortunately, it failed to pass a Measure J vote. However, the proposal did demonstrate what could be done and still afford a profit for the builder while meeting and exceeding local and state energy and environmental goals. Why are we now moving forward with a project that does none of these things and comes nowhere near meeting the criteria set by the WHR proposal? The Cannery project falls far short even when compared to the nearly 40 year old Village Homes development.

For example, the WHR proposal offered:

- 40 apartment units that were 100% accessible for the elderly and those with disabilities. Many of the homes also met accessibility and visitability requirements.
- The homes would have incorporated the latest technology in green construction and design including design, wall and roofing materials, and recycled construction products.
- The project would have utilized high efficiency heating and air, reflective roofs and walls to reduce solar gain, lighting that exceeded minimum Title 24 requirements by 50%.
- Solar water heaters were to be a feature.
- The proposal guaranteed a 90% green house gas emissions reduction on site, twice the City's recommendation.
- The project was to be 100% solar, including apartments for an average of 2.4 KWs per household for a total of 458 KWs of clean solar power.
- The proposal would have exceeded the City's established emission thresholds, standards and mitigation guidelines by 100%.
- The project would have exceeded Title 24 energy conservation standards by 50%.

- The project reduced water consumption by using water-efficient irrigation and water saving fixtures and using native and drought-tolerant species in landscaping.
- An ag well on the property that does not draw from the City's drinking water aquifer was to provide water for green belts and open spaces.
- The project proposed use of permeable pavement bioswales to slow run off and increase infiltration.
- More than 37% of the property was set aside as open space.
- The energy and water conservation features built into the project would have raised the standard for future development in Davis.

The Cannery project, in contrast, is a throw-back to the same old 1950s style sprawl that covers most of the state, including much of Davis. We should be holding this and all future development to a higher standard shown to be possible with the WHR proposal.

For example: The project offers no solar whatsoever. "Residential units would be built to accommodate and be wired for a rooftop PV system. Rooftops of residential units and commercial buildings could be used for PV systems through a combination of lease and/or ownership programs." "Within the project, there are opportunities for photovoltaic systems on high-density residential uses and commercial and office structures in the mixed-use area."

The Cannery project does not propose to include accessible units, but "to the extent possible" to address the City's housing policy to support aging in place by including in "as many low and medium density units as feasible" bedroom and bath on the first level. This is no guarantee, as was the case with WHR, but simply a nod to the policy.

This proposal does not begin to approach the energy and environmental goals set by the WHR project and is no better than any other recent proposal that has come to Davis. This is, in fact, very similar to the Covell Village proposal that came before us in 2005 and was soundly defeated in a Measure J vote. Where is the "wow" factor? We should be at the very least be demanding the latest in technology and energy and environmental conservation features such as those proposed for the WHR project.

#### Environmental and Energy Goals for the EIR.

**Aesthetics and Visual Resources.** The EIR must mitigate for the impacts on visual resources (open space, trees and other vegetation), viewscapes, and aesthetics (loss of viewscapes and inclusion in the project of multiple flat, stacked, three story buildings within site of surrounding neighborhoods).

**Biological Resources.** Though this was an industrial use for many years, it has been vacant for more than 10 years, and many species of reptiles, birds and mammals are now making use of the habitat offered at the site. Studies must be done to determine which types of habitat exist on the site and which species utilize that habitat. The developer must mitigate for the loss of that habitat and impacts on those species.

**Hazards and Hazardous Materials.** The site was a cannery for many years. Cleaning and other hazardous products used in canning, trucking, etc. were used and disposed of on site. Soil and groundwater studies must be done to determine if there is any contamination on site as a result of

the industrial practices carried out on site and to determine what mitigation measures must be taken to remove the toxic wastes.

Land Use/Planning. This is the last large parcel left in Davis that is zoned for industrial uses. This is an ideal site for a high tech research/ business park. An argument has been made by some that the location of this site away from easy highway access and visibility is a draw back. But, as stated by the Cannery developers, this is an ideal site for mid-size technology and manufacturing businesses. “A high visibility site is not a critical element to their location strategy.” This site should be actively promoted for high tech uses. That has not been the case so far. Neither the city nor the property owner has aggressively marketed this site for high tech uses. Residential development is generally always a negative fiscal impact on any jurisdiction. We do not need more housing, especially in the current market, but we do need more jobs. This property should be retained as a site for light industry/high tech/ business park—uses that will provide jobs and bring much needed income to the city.

Public Services. Where is the water going to come from for this project? What impacts will this project have on the city’s existing water supply? What impact will this project have on our WWTP capacity? Will we take the opportunity to dual-pipe this project so that potable water is used only for drinking, cooking, bathing, etc. and non-potable water (from the old ag well, recycling, etc.) is used for irrigation? These issues must be studied in the EIR. How is this project going to help pay for the increased police and fire services needed for the project? Is this going to put more pressure on the need for a 4<sup>th</sup> fire station?

Transportation/Traffic. This project will add hundreds of cars to already densely traveled Covell Blvd. and will greatly impact surface streets and intersections in surrounding neighborhoods. How are these impacts to be mitigated? Traffic resulting from a business park occurs twice a day. Traffic resulting from housing is constant. What impacts will this have on the surrounding streets and neighborhoods? Housing and traffic along Covell, F, J, L, and Monarch especially will be impacted. How are these impacts to be mitigated?

Greenhouse Gases. Since this project makes use of no solar whatsoever, this project will greatly add to the green house gas emissions in the city both on site and off via maintenance of the homes including heating and cooling and greatly increased traffic and automobile trips. Traffic moves into and out of a business park only twice a day, for the most part. Traffic moves into and out of a residential neighborhood constantly. How is this to be mitigated?

In my opinion, this site should remain zoned for high tech uses. The city will benefit from the high paying jobs and taxes generated by high tech/business park/light industrial uses. Another sprawl residential neighborhood offers no benefits to the existing community. If we are to have more residential development, we must first look to infill and densification before we approve more peripheral sprawl. And, we must demand the very best and latest technology in terms of energy and water conservation and in lessening our impact on the environment.

Thank you for the opportunity to comment.

Pam Nieberg  
Davis Resident

**Allan Akers**

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**From:** Jeff Lloyd [jeff\_c\_lloyd@hotmail.com]  
**Sent:** Wednesday, April 11, 2012 2:45 PM  
**To:** Michael Webb  
**Subject:** Comments/Input Draft Program Environmental Impact Report  
**Attachments:** Comments\_Draft\_Environmental\_Impact\_Report\_Cannery\_Project.doc

Dear Mr. Webb,

Attached is a letter to you containing my comments regarding the Draft Program Environmental Impact Report for the Cannery Park project.

Please let me know if you have any questions.

Thank you,  
Jeffrey Lloyd

Jeffrey Lloyd  
1736 Fremont Court, Unit #1  
Davis, CA 95618  
April 11, 2012

Michael Webb  
Principal Planner  
City of Davis Community Development and Sustainability Department  
23 Russell Boulevard, Suite 2  
Davis, CA 95616

Subject: Cannery project located at 1111 East Covell Boulevard, Davis, CA 95616

Dear Mr. Webb:

I am a resident of our city living in the La Buena Vida development located just a half mile east of the proposed Cannery project. I am writing to express my concern about the omission of two road intersections from the "List of Study Intersections for the Cannery EIR Traffic Study" document.

The first omission of concern is the intersection of Donner Avenue and Pole Line Road. Donner Avenue is the only road providing access to the La Buena Vida development comprised of some 260 dwellings and many more vehicles. It is currently often difficult, time consuming and sometimes dangerous to access southbound Pole Line Road during peak morning commute hours. I believe the additional traffic stemming from the proposed development of the Cannery will only make things worse and with no alternate way to exit the development, I am deeply concerned about the vehicular, bicycle and pedestrian safety of all residents, visitors and passers-by of the La Buena Vida development.

The second omission, though perhaps a lesser concern, is the intersection of Picasso Avenue and Pole Line Road. I am somewhat less concerned about this intersection as there is alternate access provided from East Covell Boulevard via Matisse Street. However, I feel in order to have a complete picture of traffic that this intersection should also be included in the Cannery EIR Traffic Study.

I understand from reading the Physical Attributes section of the Applicant Project Description document that "Additional access points to Cannery Park are proposed for potential future connections to the north and east through lands currently located in the Yolo County, and not a part of this development application". Any additional access to the Cannery project from the east in the future only exacerbates the traffic problem and further raises my level of concern.

I trust the intent of the City of Davis and the EIR consultant is to have a complete and meaningful Environmental Impact Report when it is completed. As such, I implore you to

Michael Webb  
April 16, 2012  
Page 2

consider the addition of the intersections of Donner Avenue and Picasso Avenue with Pole Line Road in the list of study intersections for the Cannery EIR Traffic Study.

Thank you for your consideration of this very important matter.

Sincerely,

Jeffrey Lloyd  
Phone: 925.998.2052  
E-mail: [jeff\\_c\\_lloyd@hotmail.com](mailto:jeff_c_lloyd@hotmail.com)

## Allan Akers

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**From:** José Pacheco [ppjelota@gmail.com]  
**Sent:** Wednesday, April 11, 2012 10:48 AM  
**To:** Michael Webb  
**Subject:** RE: La Buena vida attention: Michael Webb

En lo personal me opongo a ese proyecto porque vivo en el area. Si a ustedes les afectara su vida diaria tambien se opondria espero que se ponga en nuestra situacion y decidan.

Sent from my iPhone

## Allan Akers

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**From:** firefly@dcn.davis.ca.us  
**Sent:** Tuesday, April 10, 2012 4:33 PM  
**To:** Michael Webb  
**Subject:** re EIR for cannery and my neighborhood

Please be aware that both Picasso Avenue and Donner Avenue are already heavily impacted by traffic on Poleline Road during the UCD school year. There are no traffic lights to help the bus and motorists and bicyclists exit these streets and easily enter the flow of traffic on Poleline Road.

The speed limit is quite fast on most of Poleline north of Covell Blvd and traffic does not slow readily when approaching the Covell intersection from the other direction.

The EIR should reflect the effect on the outer streets as well as the adjacent streets to the Cannery Project.

As a pedestrian, it can be difficult to get across Picasso during peak traffic times.

I believe it is a bad idea to add more traffic to this area, especially if you do not consider the impact on the outlying areas as well.

Beyond the quality of life impact on our quiet area, it seems to me that the Cannery exit was always in a dangerous location at the base of the overpass.

Putting an exit leading to Poleline is also a bad idea and a terrible location for an access road that would be heavily travelled.

Please consider these factors in your decision.

Thank you

D. Morgenthal

Resident La Buena Vida

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mail2web - Check your email from the web at  
<http://link.mail2web.com/mail2web>

**Allan Akers**

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**From:** Chris Peters [christine@assocmc.com]  
**Sent:** Tuesday, April 10, 2012 4:14 PM  
**To:** Michael Webb  
**Cc:** pgaffney@cal.net  
**Subject:** traffic study

Mr. Webb,

As the manager of the La Buena Vida Homeowner's Association, I am representing the Board of Directors in their request to include the intersection of Pole Line Rd and Donner Avenue in the List of Study Intersections for the Cannery EIR Traffic Study.

This intersection has become extremely busy and dangerous for vehicles trying to turn left from Donner Ave. to Pole Line Rd.

Thank you.

Chris Peters  
La Buena Vida HOA  
Manager

## Allan Akers

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**From:** Lydia Delis-Schlosser [shredmama@comcast.net]  
**Sent:** Tuesday, April 10, 2012 3:02 PM  
**To:** Michael Webb  
**Cc:** Ken Hiatt  
**Subject:** Comment submittal for Cannery EIR scope.  
**Attachments:** Final - EIR Comment ROP 4-9-12\_EP.pdf

Hi Mike,  
Attached please find our memo with input and comments for the Cannery EIR scope of work.  
Please contact me anytime if you have questions.

Please confirm you received this email and attachment.  
Thank you,  
Lydia

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Lydia Delis-Schlosser  
Davis Neighbors, Inc.  
Cell: 530-574-8013  
Office: 530-231-5720  
Fax: 530-756-3114  
[davisneighbors@comcast.net](mailto:davisneighbors@comcast.net)



April 9, 2012

Subject: Comments and Input for the preparation of a Draft EIR for the Cannery Project

To: City of Davis, Community Development and Sustainability

From: Davis Neighbors, Inc.

We offer the following comments to enhance the scope and content of the environmental information that will be evaluated for the Cannery Park project.

**General comments:**

No EIR should be conducted before formulation of a plan that is acceptable and meets the needs of the Davis community. The current plan is not acceptable for three reasons:

1. The number of senior-friendly lots in the current plan is insufficient. Parcels must be adequately sized to accommodate the qualities and amenities that Davis seniors have defined as desirable (single story, accessible, 1200-2200 sf). Determination of the size of houses that will fit on the allocated lots is difficult without setbacks in place.
2. Based on the project description, 45 percent of the units appear to be high-density condominiums. Recent reports from Davis realtors indicate that condos and half-plexes have declined in value from their peak sales level. This decline is about 2.5 times as great as the decline in lower-density homes in Davis. This evidence indicates that the free-market system reflects declining desirability of condos and half-plexes. Construction of this percentage, of these types of dwellings that have declined in appeal and value does not appear to make sense.
3. We understand from staff that the plan shown in the EIR Scope has undergone significant changes, which have yet to be made public. Including the updated plan in the EIR evaluation will be helpful to the public during the review period of the DEIR.

**Specific suggestions for additions to the EIR scope:**

1. Eventually the neighboring property will be developed. We suggest that consideration should be given to the overall interrelated impacts of the two pieces of property. For example, assuming a build-out of the neighboring property at 1,200 units would enable adequate evaluation of the potential impacts to the area. Such a comprehensive evaluation would provide a basis by which the City could assess fair-share financial obligations to the Cannery now and to the neighboring site when it develops.
2. Access to the existing bike tunnel under the tracks, south of Covell Blvd along the Cranbrook Court property, can be an option only if the City is willing to use eminent domain in order to acquire the easement.



3. Sanitary sewer options C and D will change the intended use of that easement, and therefore can be an option only if the City is willing to use eminent domain.
4. Professional review of the Flood Control Master Plan, which channelizes the drainage run-off across the neighboring property, has raised concern about the potential negative effects to both agriculture and future development on that land. The review calls into doubt the ability of the current plan to achieve the goal of maintaining runoff flow equivalent to pre-existing conditions.
5. The habitat detention pond plan and profile (*Figure 8, cross section C-C, in the 12/7/11 Flood Control Master Plan for Cannery*) appears to encroach approximately 10 feet onto the neighboring property along the Cannery Park north-west and northern border.
6. The *List of Study Intersections for the Cannery EIR Traffic Study* fails to include a study of two consequential intersection zones:
  - a. Picasso Avenue and Pole Line Road – already congested by existing traffic patterns attributable to the athletic club and day-care facility located on Picasso.
  - b. All F Street intersections and at-grade bicycle crossings – increase in traffic on F street north of Covell Blvd. will congest the intersections at Bueno Drive, Amapola Drive, Faro Avenue, Grande Avenue and Anderson Road.

The above consequential environmental factors should be incorporated as part of the EIR evaluation of a comprehensive plan for the Cannery Park project.

Thank you for your consideration of these important points.

*Davis Neighbors, Inc.*

(530) 231-5720

(530) 574-8013

**Allan Akers**

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**From:** roberta stuart [rfs1733@yahoo.com]  
**Sent:** Monday, April 09, 2012 3:58 PM  
**To:** Michael Webb  
**Subject:** RE: La Buena Vida Attention Michael Webb

Dear Mr. Webb,

As an owner in residence at 2867 Bidwell Place #3, Davis, Ca., I would like to bring to your attention my concern regarding the planned List of Study Intersections for the Cannery EIR Traffic Study. My thoughts and reservations regard the study's planned lack of consideration for what is the only entrance and exit for our communtiy. The intersection of Donner and Pole Line Roads.

Unless the decision not to include the above mentioned intersection was based on a projected extrapolation of the findings regarding Moore and Pole Line Rd., I don't understand the oversight. Even with that extrapolation of research, it would seem short sighted when considering the lack of any other egress for our community. We are already experiencing a good deal of traffic at peak times of the day, coming from the north on Pole Line, with what appears to be a complete disregard for the posted speed limits. Those ignored limits are marked well before Moore, even, since they begin at crossing the City of Davis line.

I think the difficulty for our south bound traffic to enter Pole Line Rd. with a left turn, having to cross over northbound traffic, along with any increased southbound traffic is a problem waiting to happen.

Having only one entrance/exit for our community leaves us in a vulnerable situation.

Compounding that vulnerability, with a stew of new traffic moving out onto our only available access corridor, will certainly impact our meager options with some negative outcome and I believe it is reason enough to include the Donner and Pole Line intersection in your analysis.

Thank you for your consideration.

Sincerely, Roberta Stuart

## Allan Akers

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**From:** Jeri Kemp [jeri.kemp@gmail.com]  
**Sent:** Friday, April 06, 2012 4:23 PM  
**To:** Michael Webb  
**Subject:** Donner and Poleline Intersection

Dear Mr. Webb:

I realize there are three roads accessing Poleline from the east: Picasso, Donner and Moore. I do not know enough about the timing on stop lights to make enlightened suggestions but I do know that getting on to Poleline from Donner has become a major pain.

It is not practical to put three lights so closely together, I know, but perhaps you could put up a light that would only work when someone is trying to access Poleline and have the traffic coming in from Woodland stop at the same time. I find that the timing is such that even if the way is clear from Davis, the traffic from Woodland on Poleline can still block exiting in a timely manner.

No matter what is done people will undoubtedly complain but maybe a light on the north side of Moore Ave.? It has gotten to the point when something really must be done and I trust the city will come up with a sensible solution before people start getting hurt.

It took injuries and death to extend the timing on the Covell/Poleline intersection. Please let's not get to that point this time.

Thank you for your attention.  
Jeri Kemp

## Allan Akers

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**From:** Judy and Doug [hitchfeld@sbcglobal.net]  
**Sent:** Wednesday, March 28, 2012 8:52 PM  
**To:** Michael Webb; Dan Wolk; Joe Krovoza; Rochelle Swanson; Stephen Souza; Sue Greenwald  
**Subject:** Cannery Park Proposal

Dear Council Members and city staff

As seniors and longtime Davis residents we continue to support the Conagra proposal for Cannery Park. It will meet the needs of seniors with its universal design plans to both allow "aging in place" and the possibility of living in a diverse community with people of all ages, including families with children. Inclusion of the small business park and urban farm enhance the design by providing the possibility of community involvement and neighborhood connections for seniors who might otherwise be more isolated in a primarily senior setting. We are hopeful that you will continue to process this project and that there will be a favorable outcome.

Thank you for considering our opinion in this matter.

Sincerely

Judith Feldman and Douglas Hitchcock

## Allan Akers

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**From:** Tim Hoban [hobts@sbcglobal.net]  
**Sent:** Tuesday, March 27, 2012 6:59 AM  
**To:** mwebb@cityofdavis.com  
**Cc:** Michael Webb  
**Subject:** Fw: Opinions on Con Agra Site EIR Meeting

Dear Mr. Webb:

As a long-time Davis citizen and taxpayer, I wish to express my strong support for the proposed development of the Con Agra site. (I am very, very opposed to continuing attempts for a massive project at the nearby Covell Village land, and believe this project would be quite damaging to the interests of our city and its people and have many significant harmful impacts.)

The Con Agra site is within city urban limits and would generate income for our city. This proposal has had LONG citizen planning efforts for almost a decade and would address the needs of all groups rather than be limited to seniors. Con Agra exhibits valuable planning efforts such as an agricultural zone and Universal Design and would meet our city's SACOG fair growth requirements. This project needs to gain EIR approval and not be forced into any redesign or alterations that impair or limit its many attributes. I ask that NO more than 15 acres of business park be permitted in this area, as larger commercial development here would have many traffic and quality of life impacts on nearby residents. I want you to know that I see the far more modest and appealing Con Agra project and the Covell Village site as completely separate projects and plans and warn against any possible consideration of combining them or viewing them as in any way complementary. Covell Village has strongly failed with voters and residents and continues to try again for the sole benefit of a very small group at the expense of the majority of us left to deal with its regrettable effects.

I urge you to move ahead without delay with the worthy Con Agra project and to reject the repeated efforts to resurrect a BAD Covell Village project in any of its forms.

Thank You for your consideration of this important issue.

Sincerely, Tim Hoban  
633 K Street, Davis

## Allan Akers

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**From:** Ken Celli [Kcelli@energy.ca.gov]  
**Sent:** Monday, March 26, 2012 4:22 PM  
**To:** Michael Webb; Michael Webb; shackney@countyofcolusa.org  
**Subject:** Cannery project

Dear Mr. Webb:

I am one of many cyclists who commute by bicycle to Sacramento from Davis. Pursuant to Public Resources Code sec, 21092.4 and Title 14 of the California Code of Regulations section 15065(a)(3), I am concerned that a new large development such as this will have direct, indirect and cumulative impacts to traffic and transportation; especially to cyclists. An increase in automotive vehicular traffic poses a risk to the public's health and safety and needs to be analyzed in the EIR.

To mitigate these impacts, I would urge the city of Davis to consider requiring developers to invest in infrastructure that separates cyclists from motor vehicles. Specifically, please consider providing access to the Old Rte. 40 bike path that runs parallel to (and is sandwiched between) the I-80 freeway and the Union Pacific R.R. tracks. Ramps connecting the bike path to the Dave Pelz Overcrossing and the Pole Line Overcrossing would enable commuter cyclists to bike out of town without having to share the road with motor vehicles.

I am a resident of South Davis but I can be reached at work at the contact information below. I am specifically requesting to be added to the mailing list (see Public Resources Code sec. 21092.2, 21092.5 and Title 14 of the California Code of Regulations section 15083).

Thank you for including this public comment in the scoping meeting.

Kenneth D. Celli  
Hearing Advisor II  
California Energy Commission  
Hearing Office  
1516 9th Street, MS 9  
Sacramento CA 95814-5512  
(916) 651-8893

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## Allan Akers

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**From:** Marian Derby [mlderby@ucdavis.edu]  
**Sent:** Sunday, March 25, 2012 8:21 PM  
**To:** Michael Webb  
**Subject:** Con Agra project opinion

Dear City of Davis Leaders,

I'd like to share my opinion with you about the Con Agra project. I am in favor of Con Agra because it will help us meet and satisfy our SACOG. fair growth requirements. I recommend the project **that is on the table now that the community has helped design.**

I **strongly oppose** any redesign that Citizens For Healthy Aging and the Covell Village developers are trying to push forward. They are trying to open up the gate to propose a new version of an enormous 400 acre Covell Village project.

Thank you for considering my opinion,

Marian Derby  
701 Oriole Avenue  
Davis, CA 95616-7500

## Allan Akers

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**From:** Mary French [shelledy@comcast.net]  
**Sent:** Friday, March 16, 2012 11:42 AM  
**To:** Michael Webb  
**Subject:** Cannery - objection to emergency vehicle crossing on F Street

Dear Mr. Webb,

I'm writing about The Cannery as I saw the notice of scoping meeting in the newspaper today. I am a resident of North Davis.

I would like to object to the inclusion of an emergency vehicle access road on the F Street side of this proposed project. This emergency vehicle access road will cross the train tracks. As a result, it is my understanding that trains will be required to blow their horns when passing this area. This will be extremely disruptive to the residents in north Davis. It will disrupt people during the day and night and will degrade the quality of our neighborhoods.

In general, at grade crossings are disfavored due to safety concerns. Therefore, in addition to the noise pollution concerns, I object to an at grade crossing on safety grounds. F Street is used by many cyclists and pedestrians. The crossing will create an attractive nuisance as minors and others will cross there to gain access to that area or to take a shortcut to school (the junior high for our area is Holmes Junior High, and a crossing at this location will undoubtedly be used as a new route to school). In addition, I am concerned that eventually this crossing could be used for more than just emergency vehicles and will create a traffic problem on F Street as cars may back up while trains are crossing. F Street is not able to handle that kind of traffic in a safe manner.

I would also like to contact the developer directly. How do I do that? Also, who else do I need to send my comments to in order to make sure that they are considered?

Sincerely,

Mary French

March 27, 2012

Mr. Michael Webb  
Community Development and Sustainability Department  
23 Russell Boulevard, Suite 2  
Davis, CA 95616

Hello Michael,

Here are several issues that should be addressed in detail in the Environmental Impact Report for the proposed "The Cannery" development.

**Economic:**

Given the recent new development that the City of Davis has experienced from Toyota City, Japan, and the limited area available for future development: Why is The Cannery "as proposed" a better economic value for the city in terms of the cost of services the city would be required to provide to the site for a mixed used project, when compared to 100% commercial/ industrial uses that could support the new enterprises that have an affinity to the new development on Second Street?

**Flood Risk:**

The rear portion of the Cannery site is located within a FEMA identified flood zone. Given the site constraints imposed by the railroad tracks to the west; why isn't the flood zone area proposed for open space/park land instead of development that will permit 6.5 units per acre?

What level of flood protection will the 5.2 acre Detention/Ag Buffer and interior drainage system provide to residents of "The Cannery"? Will storm drainage be adequate for a major flood event?

Is the 5.2 acre Detention/Ag Buffer sufficient to hold the peak flows from a 50-year, 100-year, or 200-year storm event? How many lots/homes would be flooded for each of these events?

If "The Cannery" is developed as proposed what are the potential costs to the City of Davis to provide emergency services and clean up of sediment to the residents of the homes that are built within that flood zone during a from a flood event?

If "The Cannery" is developed as proposed what is the risk that flood waters could outflank the detention basin and flood the adjoining ag lands and the properties located south of Covell Boulevard?

**Water Quality**

Will the city have the ability to provide clean water (odor free) to its current residents if there is a repeat of the severe drought cycle that northern California experience from 1987 to 1992? Would the development of "The Cannery" as proposed increase the risk of degraded water quality to the current users of the city's water system during a prolonged drought cycle?

Will the full cost of providing the infrastructure for the Cannery be borne by the current and subsequent owner's of the site? Or will the boundaries of the Community Facilities District that provides the infrastructure for The Cannery be extended beyond the boundaries of the former Hunt-Wesson site to adjoining neighborhoods south of Covell Boulevard and west of F Street?

**Traffic:**

Holmes Junior High School is an overburdened school site with portable class rooms that have become permanent fixtures on the property, and heavy congestion on neighborhood streets adjacent to the school in the morning and afternoon. Once the Cannery is built out and fully occupied, how much additional vehicle traffic from "The Cannery" will be routed through J Street and L Street and their adjoining residential streets to Holmes Junior High School? For how long will the periods of traffic congestion in the neighborhood increase? Will the traffic flows exceed an appropriate limit for a residential neighborhood during peak drop off and pick up periods?

The ingress and egress to development appears to be inadequate if "The Cannery" is developed as proposed. There are only three crossings of the Yolo Short Line Railroad tracks within the city limits. A single entrance at J Street is inadequate. Will the Covell Boulevard overcrossing of the railroad tracks need to be widened to six lanes to maintain traffic flows?

The "commerce district" would allow 236,000 sq.ft. of space for commercial development. A center this size is about double the size of a typical neighborhood center with one or two anchor tenants. Unless there are other traffic outlets to The Cannery; the proposed development, if successful, would cause huge traffic impacts to the neighborhoods south of Covell Boulevard. How many more vehicles will be traveling on J Street once The Cannery is built out before the city required a traffic outlet to F Street?

Thank you,

George Heubeck  
1241 Menlo Drive  
Davis, CA 95616



# The Cannery EIR Notice of Preparation Comment Form

This form may be used to provide comments and input regarding the scope and content of the environmental analysis that should be included in the Draft EIR.

Comments may be submitted tonight (by hand), by mail, or by email. Comments must be received by **5:00 p.m. Wednesday, April 11, 2012**. Email: [mwebb@cityofdavis.org](mailto:mwebb@cityofdavis.org). Mail: City of Davis, Attention: Michael Webb, Community Development and Sustainability Department, 23 Russell Boulevard, Suite 2, Davis, CA 95616.

Name: Steve Hayes

Email or Address: 1803 Poplar Lane, Davis, CA 95618

wtrbug00@aol.com wtrbug00@aol.com

Comments: Cannery project a good plan with a balanced  
responsible mix of industrial, residential and  
environmental resources. Project proponents  
have worked well with the residents and  
staff groups to produce a compliant  
project at destination. Agricultural  
input a big plus.

This project should provide  
a mix of housing for all age groups  
in Davis. In the past, project proponents  
have used senior housing as a wedge  
issue to gain approval from one  
sector of the population (and the city  
council) at the expense of younger  
(other) sectors of the population.  
This approach is divisive and violates  
the "Principles of Community" that  
have developed over the years in the  
City of Davis. This project doesn't  
appear to do this. Good seniors do not  
want to succeed at the expense of  
others. Our children have a tough enough  
road as it is.



## The Cannery EIR Notice of Preparation Comment Form

This form may be used to provide comments and input regarding the scope and content of the environmental analysis that should be included in the Draft EIR.

Comments may be submitted tonight (by hand), by mail, or by email. Comments must be received by **5:00 p.m. Wednesday, April 11, 2012**. Email: [mwebb@cityofdavis.org](mailto:mwebb@cityofdavis.org). Mail: City of Davis, Attention: Michael Webb, Community Development and Sustainability Department, 23 Russell Boulevard, Suite 2, Davis, CA 95616.

Name: Rena Mayyar

Email or Address: 2452 Bucklebury Rd #81 Davis, CA 95616

### Comments:

- \* Please provide community gardens for residents
- \* Please locate houses away from the railroad tracks  
(maybe the community gardens could be a buffer.  
The clubhouse could go next to the tracks... No one will  
want to live next to the tracks because of the noise.
- \* Please be sure there is medium sized affordable  
housing for seniors, first time home buyers, "workforce"  
housing (people who work in Davis but can't afford to live  
here), people wanting to downsize etc. This project should  
benefit everyone. (not just the needs of the senior  
lobbying group which I believe represents a minority  
of Davis).
- EIR or somewhere should address the above and:
- \* Project should not be a financial drain on the city so higher  
density, even if smaller homes with less tax base should together  
generate enough taxes.
- \* Please address how the project will help the city reach its  
goal of net zero carbon footprint in the next few decades.  
Although numbers are not yet available, it doesn't sound like  
this project goes far enough. It needs to be scientifically sustainable  
based on the overall carbon footprint needed regardless  
of meeting bureaucratic regulations.
- \* Keep the project self-contained - do not assume covell village will  
be built or try to connect to that!





## City of Davis, The Cannery Project EIR Scoping Meeting

Tuesday, March 27, 2012, 6:00 p.m.

Davis Veterans Memorial Center, 203 East 14<sup>th</sup> Street, Davis, CA 95616

### Summary of Public Comments Received:

#### Jerry Adler

EIR should include focus on the proposed changes to the General Plan and zoning map, in context of 1) state law requirement that before the City can amend the GP that the project must found to be in the public interest and 2) the requirement in the City's municipal code that before the GP or zoning can be amended that it be found that there is a requirement to change the designation. In doing the EIR, attention be paid to business park viability study prepared for Cannery Park site on behalf of the City (ESG, September 4, 2008) – addresses p. 64 – 71, 1) the proposition that the site is a viable and competitive location for business park development (p. 64), 2) that the Cannery Park site appears to be in a strong competitive position to capture future business park demand, especially in relation to the balance of the current inventory that can accommodate the demand, and on p. 68-71, 3) scenario 1 – basic business park without residential uses that is similar in form character and tenanting to the overall business park space is feasible, 4) in scenario 2, the business park with some residential is also feasible, and 5) in scenario 3, is also feasible.

In addition to the business park viability study, the EIR consultant should look to the business park land strategy dated October 26, 2010 presented in a staff report to the City Council. Address that the ConAgra property has the highest valuation for overall site characteristics and location/access for a business park.

Consider three sections of the Davis Municipal Code: Article 40.19 – Industrial Administration and Research District, Article 40.20 – Industrial District, and Article 40.22 – Planned Development District.

Government Code Sec 65358 (a): change of GP must be in the public interest. City Code 40.36.070 – GP amendment requires finding that public necessity, convenience, and general welfare require amendment of GP EIR.

#### **Susan Monheit**

Would like to see spectrum of ages supported by the project be noted and evaluated in terms of supporting the health and vibrancy of the community as a whole.



## **Merna Villarejo**

Traffic analysis should consider the composition (age) of the residents – if primary families, then traffic jams in the morning when everyone leaves, students will dribble out throughout the day, and seniors don't dribble out at all. All talk of seniors is to put in the north end (yellow part of project) – that is too far to walk to Nugget – shared electric vehicles or shuttle system would be more important for a senior population than young people who may ride their bicycles.

## **Don Villarejo**

Environmental impact will be determined by sociographic composition of the community. Component of that demographic most concerned with are seniors – City has failed to accurately determine both the population of seniors in town and the housing needs of that population. Report prepared by a consultant prepared a few years ago underestimated senior growth by about 25% - senior population has grown more rapidly than other segments of the population. Different populations (senior, student, family) will have different demands for services and differing levels of impact on services. Would like to see micro-neighborhoods (a la Glacier Circle) – group of homes that share common space and have small community center (meals, classes, etc.) for residents – a dozen or so of these micro-neighborhoods would be sensible way to meet the needs of seniors.

## **Jack Chapman**

All in favor of the project. Thinks it has a good overall mix of residential and commercial. Does not want any more than the 15 acres maximum for the business park. This project has been in review for about 8 years and I think it has been well designed with the urban farm area. I like the mixed use ideas presented. It is going forward within the City limits of Davis. It is not agriculture and does not require rezoning from agricultural use. I do not want to see it as a senior housing project. I am a senior and I moved to Davis 5 years ago – I selected Davis as a family –oriented community where we have the ability to interface with young families. There are already plenty of options for senior housing within the City. This is a piece of property that has been sitting idle for many years since it was a tomato cannery plant and this plan is the best use for the property. As the plan is proposed, it will help solve the city's housing needs to comply with state requirements for additional housing in the city.

## **Eileen Samitz**

Really impressed by the project – it is as good as it can be. Would like to see it move forward at this point after 8-10 years of delays. One concern has been the interference by the adjacent developers of the Covell Village site and the community has become very aware of the continuous interference with the cannery project. This is the logical location for growth – even during the No on Measure X campaign the community



supported growth on the former Hunt Wesson site. Now that the city has been assigned almost 1,100 units by SACOG, the ConAgra site is the logical place to put growth – the 610 units would dovetail well with the units already in the pipeline. Now is the right time, the right place, and the right plan. This is a community-based plan since the citizens of Davis have helped contribute over the last few years in designing it. Ready to move forward would help bring young families back in to the community which would bring kids to the schools. Would provide housing for the entire community, not just one segment (senior housing). Concern is the constant demands for a senior-oriented project which the rest of the community has made clear that the community does not want a senior-focused project. Want a project that is for the entire community. The universal design is a key feature that the community wants. It is a holistic design and a holistic project. Concerned that if the project does not go forward, where will the units go? Seems clear that the adjacent developers of Covell Village are trying to sabotage the project to bring their project forward. The Housing Element Steering Community made it very clear that it did not want the two parcels linked, because the CP site is within the City. The CV site requires a Measure J vote – opposed to that. Opposed to having a road of any kind going from the ConAgra site to the Covell Village site. It is Not necessary and is undesirable. Complicates the entire planning process.

Do not want more than 15 acres of business park – even less would be better. More would only compromise the project design. That is the right size for the neighborhood so that it would complement the primarily residential uses. Just want a small amount of business park.

I like the urban farm concept. Am concerned about the idea of putting a large number of fruit trees, like in Village homes because that has become a real burden for the community to maintain. Should focus on shade trees in the landscaping. Focus on row crops in the urban farm.

I think it is a beautiful project – I like it the way it is now and think it should move forward the way it is now without any tweaks or interruptions from the adjacent developer. The community is very excited about the project.

**Mary French, Davis resident:**

Lives just west of the project site across the RR tracks. Concerned with the at-grade RR crossing, which was not illustrated on the previous plan. Concerned with the noise associated with train horns at the crossing. Concerned with potential for school children to utilize the access as a short-cut to the junior high school.

**BJ Klosterman, Davis resident:**

Lives just east of Pole Line Rd within the view corridor of the project site. Concerned with fire service/emergency response supply and equipment and personnel/fire



stations. Does the project trigger the need for cumulative analysis for the above referenced concerns?

Concerned with the impacts on urban water supply. A well site/well is not additional water supply.

Propose to incorporate mitigation that creates a net-zero water demand change for the Community in terms of the project impact.

Concerned with the water supply for urban farm? Need to describe the water source (i.e. City water, potable). Concerned with the viability of the farm functions in the narrow corridor and conflicts with urban area.

Concerned with the tree plantings along the urban farm. Concerned that the bike path will be impacted by the root growth over time created a bumped/untravelable bike path.

Concerned with tree plantings in narrow open space strips next to property lines. Issues with various property owners trimming trees, trees growing over houses, etc.

Concerned with the safety issues associated with the narrow bike/ped strips located north of HDR travels east west. Concerned that it could be a place for illegal activity. Difficult for the police to enforce.

Concerned with the affordable housing practical viability. Concerns that you can't get 25units/acre on the 2.5 acres HDR site. Concerned about ghettoization.

Concerned with safety issues along the bike/ped routes west of HDR housing and east of the RR tracks. Concerned about the ghettoization of the HDR area and suggest moving the HDR away from RR tracks and replace with the MDR. There would be advantages by putting the HDR near the greenbelt.

Concerned that storm drainage located along the RR tracked that connects to Channel A would not be maintained by the City and instead would be funded by the HDR HOA. The drainage in this location is part of the City's system and shouldn't be put on the individual residents.

Concerned about the timing and the facilities located at the neighborhood park. There are not enough active facilities and they were not developed as they were promised years ago.