



## **Notice of Scoping Meeting and Preparation of a Draft Program Environmental Impact Report**

**Date:** March 9, 2012

**Subject:** **Notice of Scoping Meeting and Preparation of a Draft Environmental Impact report for The Cannery Project.**

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

**Lead Agency:** City of Davis  
Community Development and Sustainability Department  
23 Russell Boulevard, Suite 2  
Davis, CA 95616  
Phone: 530-757-5610  
Email: [mwebb@cityofdavis.org](mailto:mwebb@cityofdavis.org)

**SCOPING MEETING: On Tuesday, March 27, 2012 starting at 6:00 p.m.** the City of Davis Community Development and Sustainability Department will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the proposed Draft Environmental Impact Report (EIR) for The Cannery Project. **This meeting will be held at the Veterans Memorial Center Game Room, located at 203 East 14th St, Davis, CA 95616.** The meeting will run from 6:00 p.m. to 8:00 p.m.

**This meeting will be an open house format and interested parties may drop in to review the proposed project exhibits and submit written comments at any time between 6pm and 8pm. Representatives from the City of Davis, the EIR consultant, and the Applicant will be available to address questions regarding the EIR process. Members of the public may provide written comments throughout the meeting.**

If you have any questions regarding this scoping meeting, contact the project planner, Michael Webb at [mwebb@cityofdavis.org](mailto:mwebb@cityofdavis.org).

**NOTICE OF PREPARATION:** This is to notify public agencies and the general public that the City of Davis, as the Lead Agency, will prepare a Draft EIR for The Cannery Project. The City is interested in the input and/or comments of public agencies and the general public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project, and public input. Public agencies will need to use the EIR prepared by the City when considering applicable permits, or other approvals for the proposed project.

**Project Title:** The Cannery

**Project Location:** 1111 East Covell Boulevard, Davis, CA 95616

**COMMENT PERIOD:** Consistent with the time limits mandated by State law, your input, comments or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 p.m., Wednesday, April 11, 2012.

**COMMENTS/INPUT:** Please send your input, comments or responses (including the name for a contact person in your agency) to: Attn: Michael Webb, City of Davis Community Development and Sustainability Department, 23 Russell Boulevard, Davis, CA 95616. [mwebb@cityofdavis.org](mailto:mwebb@cityofdavis.org).

**PROJECT DESCRIPTION:** The project proposes a mix of land uses consisting of low, medium, and high density residential uses; a mixed-use business park component; open spaces including greenbelts, multi-use detention, ag buffers, and an urban farm; parks; and a neighborhood center. The project would include up to 610 residential dwelling units and 236,000 square feet of mixed use commercial, office and high density residential uses. The project site is approximately 98.4 acres in size. A detailed project description is attached on the following pages.

**PROJECT OBJECTIVES:** The City and the project applicant have identified the following project objectives:

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

- Provide for diverse housing types in support of the City’s goal for providing an inclusive multigenerational approach to residential development.
- Provide a sufficient number of new housing units to assist the City in satisfying its Regional Housing Needs Allocation (RHNA) goals.
- 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 Sacramento Area Council of Government’s Blueprint for Regional Growth.
- Provide for a mix of housing densities and product types integrated into other land uses in a compact but logical manner.
- Provide for open space within each land use category, while using park land and naturalized environments as the organizing element of the overall neighborhood development plan.
- Develop a unique and creative approach to sustainable neighborhood design by integrating environmental engineering and landscape architecture elements into a comprehensive neighborhood plan.
- Provide an urban farm as a community asset and as a transition between urban uses and adjacent agricultural land.
- Provide for the adaptive reuse and redevelopment of a former industrial site located within city limits.
- Provide a sufficient number of residential units within the project area to support necessary improvements to public facilities.
- 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.

**PROJECT ALTERNATIVES:** In addition to the proposed project, the following project alternatives are proposed to be evaluated in the Draft EIR:

No Project (No Build) Alternative:

Under this alternative, development of the project site would not occur, and the project site would remain in its current existing vacant condition.

No Project (Build-out Under Existing General Plan) Alternative:

Under this alternative the project site would be fully developed, consistent with the existing General Plan Land Use designation of the site (Light Industrial/Business Park). The analysis for this scenario would identify the total square footage of light industrial uses that would be allowed if the site were to fully develop under the current Light Industrial General Plan Land Use

designation. A brief and general description of site access points, necessary infrastructure, and maximum floor-area ratios (FARs) would be provided. Assumptions regarding maximum development potential for uses within the Light Industrial Land Use designation would be developed collaboratively between staff and the EIR consultant.

Alternative Location Alternative(s):

This alternative would address potential impacts associated with development of the project, as currently proposed by the applicant, at a location(s) other than the currently proposed project site. Typically, a land area and density range similar to that of the proposed project is utilized for this analysis. It is likely that multiple offsite locations would be combined to achieve a project size comparable to the proposed project site, which is approximately 98.4 acres +/- in size. If a comparable and appropriate offsite location includes multiple parcels, it is possible that these offsite parcels would not be adjacent to one another. The initial focus has been on a combination of several larger sites within or immediately adjacent to City limits.

Reduced Intensity Alternative:

This alternative would address impacts associated with development of the project site at a reduced intensity. It is assumed that the total area of disturbance would be the same as what is currently proposed, but that the project would include fewer residential units, a reduced amount of mixed use commercial/business park development, or a combination of the two.

Site Reconfiguration Alternative:

Under this alternative, the proposed project would be developed with the same number of residential units, and the same amount of mixed-use development, but the site layout would be altered. It is anticipated that the site reconfiguration would provide for additional and expanded areas of greenbelts and open space, and that residential densities would increase to accommodate the same number of proposed units within a smaller residential footprint on the site.

**AREAS OF POTENTIAL IMPACTS:** The Draft EIR will examine all environmental areas contained in Appendix G of the State CEQA Guidelines. These topics include: Aesthetics, Agricultural and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gases/Climate Change, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Circulation, Utilities, Cumulative Impacts, and Growth Inducing Impacts.

**INITIAL STUDY:** An Initial Study has not been prepared for this project. As noted above, the Draft EIR will address all CEQA-required environmental topics identified in Appendix G of the State CEQA Guidelines.

Additional Information: Additional information on the project proposal is on the city's website at <http://cityofdavis.org/cannerypark>

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Name/Title: \_\_\_\_\_

Phone/Email: \_\_\_\_\_

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**PROJECT TITLE**

The Cannery

**LEAD AGENCY NAME AND ADDRESS**

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

**CONTACT PERSON AND PHONE NUMBER**

Michael Webb, Principal Planner  
City of Davis  
(530) 757-5610  
mwebb@cityofdavis.org

**PROJECT SPONSOR'S NAME AND ADDRESS**

ConAgra Foods Inc.  
One ConAgra Drive, 1-190  
Omaha, NE 68102-5001  
Attn: Jim Doyle  
Vice President  
Corporate Real Estate & Facilities

**Local Representative:**

Phillips Land Law, Inc.  
5301 Montserrat Lane  
Loomis, CA 95650  
Attn: George Phillips

**PROJECT LOCATION**

The project site consists of approximately 98.4 acres of land located at 1111 East Covell Boulevard, within the incorporated boundary of the City of Davis (APNs: 035-970-34-1 through 035-970-37-1). The project site, formerly the location of the Hunt-Wesson tomato cannery, is north of East Covell Boulevard and east of the Union Pacific Railroad line and the F Street drainage channel. The northern and eastern boundaries of the project site are coterminous with the Davis city limits.

Figure 1 shows the project's regional location. Figure 2 shows the project vicinity (all figures are located at the end of this chapter).

**SURROUNDING LAND USES**

The project site is generally a slanted rectangle with boundaries defined by East Covell Boulevard on the south, existing Union Pacific Railroad (UPRR) line and F Street open drainage channel on the west and agricultural lands on the north and east. Residential neighborhoods are located west of the UPRR line and F Street Channel. Multi-family residential (Cranbrook

Apartments) and office uses are south of the project site, across East Covell Boulevard, south of the site. Adjacent lands to the north and east are currently zoned Limited Industrial (M-L) under the jurisdiction of Yolo County, and are seasonally farmed with rotating annual crops.

Surrounding land uses are shown in Figure 3.

### **EXISTING GENERAL PLAN AND ZONING DESIGNATIONS**

The project site is within the jurisdiction of the City of Davis, and currently has a General Plan land use designation of Industrial, and a zoning designation of Planned Development-Industrial (PD-1-00).

### **PROJECT BACKGROUND**

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

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

## **PROJECT DESCRIPTION**

The project proposes a mix of land uses consisting of low, medium, and high density residential uses; a mixed-use business park component; open spaces including greenbelts and drainage facilities, multi-use open space areas, and an urban farm; parks; and a neighborhood center.

Table 1 provides a summary of the proposed land uses. The proposed Land Use Plan is shown in Figure 4.



**Table 1: Land Use Summary**

		<b>Acres (gross)</b>	<b>Square Footage</b>	<b>Units</b>	<b>Average Density Units/Gross Acre</b>	<b>Acreage as a Percentage of Total Area</b>
<b>Open Space</b>						
Greenbelts	OS	4.7				
West Edge – Multi-Use Area	OS	7.0				
North Edge – Multi-Use Area	OS	5.2				
East Edge – Cannery Farm/Ag Buffer	OS	10.6				
<i>Open Space subtotal</i>		27.5				27.9%
<b>Parks</b>						
Neighborhood Park	P	4.7				
<i>Park subtotal</i>		4.7				4.8%
<b>Neighborhood Center – (HOA)</b>	REC	1.0				1.0%
<b>Mixed Use (Cannery Commerce District)</b>						
West Side	MU	7.2	112,000			
East Side	MU	7.8	124,000	24		
<i>Mixed Use subtotal</i>		15.0	236,000	24		15.2%
<b>Residential</b>						
Low Density Residential	LDR	14.8		96	6.5 du/ac	
Medium Density Residential	MDR	25.2		240	9.5 du/ac	
High Density Residential	HDR	10.0		250	25.0 du/ac	
<i>Residential subtotal</i>		50.0		586	11.7 du/ac	50.8%
<b>Public/Semi-Public (Water Well)</b>	P/SP	0.2				0.2%
		98.4		610		100.0%

As shown in Table 1, the proposed project includes approximately 50 acres of residential land uses, 27.5 acres of open space, 15 acres of mixed-use commercial uses, and 4.7 acres of parks.

Each of the proposed land use components is described in greater detail below.

### **RESIDENTIAL USES**

The project proposes 610 residential dwelling units, with an average density of 11.7 units per gross acre of residential development. Residential units are proposed in three density ranges. The projected residential population is 1,513 based on an average occupancy of 2.48 persons per household. Residential units are described in greater detail in Table 2, below.

**Table 2: Residential Units**

	<b>Low Density Residential (LDR)</b>	<b>Medium Density Residential (MDR)</b>	<b>High Density Residential (HDR)</b>	<b>Project Total</b>
Acres	14.8	25.2	10.0	50.0
Units	96	240	274	610
Share of Total Units	16%	39%	45.0%	100%
Density Range	5.5 to 7.0 du/ac	7.5 to 10.0 du/ac	20 to 30 du/ac	
Average Residential Density	6.5 du/ac	9.5 du/ac	25.0 du/ac	11.7 du/ac
Characteristics	<ul style="list-style-type: none"> <li>▪ Clustered in northern portion of site</li> <li>▪ Views looking onto agricultural areas west and north</li> <li>▪ Opportunity for bedroom/bath downstairs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Predominant housing type in central portion of plan</li> <li>▪ Architecture to address street</li> <li>▪ Accessible via greenbelts and paseos</li> <li>▪ Pedestrian oriented</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fronting on street to create active and park neighborhood</li> <li>▪ Architecture visible at project entry</li> <li>▪ Proximate to mixed use</li> <li>▪ Mixed-use units</li> <li>▪ HDR will mark project entry at loop road</li> </ul>	
Housing Choices	<ul style="list-style-type: none"> <li>▪ Single family detached</li> <li>▪ Duplexes or halfplexes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Single family detached</li> <li>▪ Single family attached</li> <li>▪ Cottage units</li> <li>▪ Greencourts</li> <li>▪ Cluster units</li> <li>▪ Duplexes or halfplexes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Multi-family apartments (rental)</li> <li>▪ Townhomes, condominiums (for sale)</li> <li>▪ Loft units</li> </ul>	
Configuration	<ul style="list-style-type: none"> <li>▪ One and two story</li> <li>▪ Alley access and front loaded units</li> <li>▪ Recessed garages</li> <li>▪ Potential for accessory or second units</li> </ul>	<ul style="list-style-type: none"> <li>▪ Predominantly two story</li> <li>▪ Alley access and short drive aprons</li> <li>▪ Front loaded units</li> <li>▪ Greater access to greenbelts and paseos</li> </ul>	<ul style="list-style-type: none"> <li>▪ Two to three stories</li> <li>▪ Garden apartments</li> <li>▪ Mixed-use units over commercial</li> <li>▪ Stacked flats</li> </ul>	
Lot Sizes	<ul style="list-style-type: none"> <li>▪ 45' x 90' (4,050 sf)</li> <li>▪ 50' x 90' (4,500 sf)</li> </ul>	Range from 2,500 to 4,800 sf <ul style="list-style-type: none"> <li>▪ 35 x 90' alley loaded</li> <li>▪ 32 x 100' alley loaded</li> <li>▪ 40 x 80' alley loaded</li> <li>▪ 50 x 50' alley loaded</li> <li>▪ 60 x 80' alley loaded</li> <li>▪ 60x 60' green court</li> </ul>	<ul style="list-style-type: none"> <li>▪ Three parcels                             <ul style="list-style-type: none"> <li>▪ 3.2 acre/80 unit site – ownership units</li> <li>▪ 2.5 acre/61 unit site – rental affordable units</li> <li>▪ 4.3 acre/109 unit site – ownership or rental</li> </ul> </li> <li>▪ 24 units in mixed - use area – lofts, condos, stacked flats</li> </ul>	

*HOUSING TYPES*

The project proposes a range of housing sizes, types, densities and styles including ownership and rental housing, detached and attached homes, and low, medium and high densities ranging from 5 to 30 units per acre.

The following housing types are proposed:

- Detached single family – traditional homes
- Detached single family – cottage homes, cluster homes, green courts, alley-loaded products, front-loaded products
- Attached single family – duplexes or halfplexes, especially on corner lots
- Attached multi-family – rental apartment homes
- Attached multi-family – townhome, flats or condominiums - ownership
- Mixed use – high density ownership or rental homes, loft homes

*NEIGHBORHOOD DESIGN FLEXIBILITY*

Single-family residential neighborhoods in the project would be designed to allow opportunities to develop clusters of residential unit types designed specifically for seniors, cohousing, disabled, or other groups. To allow the future opportunity to customize neighborhoods, the project's tentative maps would be designed so that lot lines can be merged and reconfigured to allow a clustered residential area.

*AFFORDABLE HOUSING*

Twenty percent (121 units) of the residential units within the project would be designated for moderate-, low- and very low-income households, as defined by the City of Davis. The project's affordable housing would include a mix of ownership housing affordable to moderate-income households and rental housing affordable to low- and very low-income households. Of the affordable housing units, approximately 50% would be available to moderate income households, 25% would be available to low-income households and 25% would be available to very-low income households. Affordable housing units are shown in Table 3 below.

**Table 3: Affordable Housing Units**

<b>Total Dwelling Units</b>	610 units
Total Affordable Units (20% of all units)	121 units
Very Low Income	30 units (25%)
Low Income	31 units (25%)
Moderate Income	60 units (50%)

Moderate income ownership units would be located within medium and high density residential areas and integrated within neighborhoods. Sales of the moderate-income units would be completed in accordance with the City's Buyer/Tenant Selection Guidelines and under the City's supervision. The 61 low and very-low income rental units would be located in a 2.5-

acre high-density residential parcel planned for rental apartments. Accessory or second units permitted on low- or medium-density lots could provide additional opportunities for affordable housing.

### **MIXED-USE BUSINESS COMPONENT**

The 15-acre mixed-use business component of the project would face onto East Covell Boulevard and would include the 7.2-acre West Side and 7.8-acre East Side. Together, these sites include opportunities for integration of horizontal and vertical mixed use and residential uses. The mixed-use business component could accommodate up to approximately 236,000 square feet of business uses and provide employment opportunities for approximately 600 to 850 people.

The types of land uses envisioned for the mixed-use area include professional office, flex space, medical office, research and development, restaurants, entertainment/music venues, retail, fitness facilities, and daycare.

The mixed-use business component would be accessed from the J Street and Cannery Commerce Drive project entries and Cannery Loop, adjacent to the neighborhood park site, as shown in Figure 4. Cannery Commerce Drive would separate the mixed-use parcels as a prominent roadway connecting East Covell Boulevard to Cannery Loop, immediately south of the neighborhood park.

Pedestrian and social-gathering features (seating, walkways, landscaping, and plazas) are proposed at the northern edge of the mixed-use business component, along Cannery Loop. Enhanced paving would mark pedestrian crossing of Cannery Loop which would connect the mixed-use business component to the neighborhood park.

The conceptual plan for the mixed-use business component is shown in Table 4 below.

**Table 4: Mixed-Use Business Component Conceptual Plan**

	Building	Stories	Square Footage			Residential Units
			Office/Retail Commercial	Residential Uses	Total	
West Side	A1	1	35,000	0	35,000	0
	A2	2	24,000	0	24,000	0
	A3	2	18,000	0	18,000	0
	A4	3	21,000	0	21,000	0
	A5	2	14,000	0	14,000	0
				112,000	0	112,000
East Side	B1	2	14,000	0	14,000	0
	B2	3	24,000	0	24,000	0
	B3	2	24,000	0	24,000	0
	B4	1	16,000	0	16,000	0
	MU-1	3	4,000	19,000	23,000	12
	MU-2	3	4,000	19,000	23,000	12
				86,000	38,000	124,000
Total			198,000	38,000	236,000	24

## OPEN SPACE AND PARKS

Approximately one-third (32.2 acres) of the project site is planned for park and open space features including a neighborhood park, bike and pedestrian trails agricultural buffers, multi-use (drainage) areas, urban farm, and greenbelts/paseos.

### *OPEN SPACE - WEST EDGE - MULTI-USE AREA*

Along the project's west edge, a 100-foot multi-use area would accommodate a sloped, naturalized bio-swale feature with water quality functions, habitat area and greenbelt. The bio-swale would capture and treat stormwater runoff from the site and convey flows to the detention basin in the northern portion of the site. In some storm events, the bio-swale would provide storage capacity for stormwater. The bio-swale would be vegetated with native species.

The thirty-foot wide greenbelt on the east edge of the buffer (along the upper bench of the sloped swale) would include landscaping and a ten-foot multi-use path. The multi-use path would be separated from the bio-swale with open fencing (i.e. split rail) and natural and edible landscaping. Additional landscaping and the multi-use path would separate the bio-swale from adjacent residential uses. Taken together, the fifty-foot wide railroad right-of-way buffer and the 100-foot multi-use area would create a 150-foot separation from the rear yard property line of residential units to the railroad tracks located west of the site. A safety fence would be located along the length of the railroad right-of-way and open fencing would be located along

the rear yards of home sites. Extensive tree plantings would be installed between the railroad and the west edge of the project to create a visual and sound screen.

#### *OPEN SPACE - NORTH EDGE – MULTI-USE AREA/AG BUFFER*

Along the project's north edge, a 150-foot agricultural buffer is proposed. The buffer would include a stormwater detention basin area with water quality functions, habitat area and a greenbelt. The detention basin would be designed to receive flows from the bio-swale on the west side of the project and, in storm events, detain and treat stormwater flows. The basin would be heavily naturalized with vegetation and gentle side slopes. It is not anticipated that there would be standing water in the basin other than for the period immediately following a storm.

On the south side of the detention basin, a twenty-foot wide greenbelt would include natural and edible landscaping and a 10-foot wide multi-use path with seating and interpretive signage. Landscaping and the multi-use path would separate the detention area from rear yards of adjacent single-family residential lots.

#### *OPEN SPACE - EAST EDGE - URBAN FARM/AG BUFFER*

Along the project's east edge, a 150-foot agricultural buffer is proposed, consisting of a 100-foot buffer with the 8- to 10-acre urban farm and a 50-foot urban/ag transition area. East of Cannery Loop, the urban/ag transition would include landscaping, a ten-foot multi-use path, and bio-swale transitioning into the proposed urban farm. Some farming activities may extend into the ag-transition area. Immediately along the eastern portion of the Cannery Loop, a ten foot multi-use path and landscaping would create a long windbreak the length of the project site, approximately one-third mile in length. Drought-tolerant grasses and other plants would create a hedgerow on the east property line, transitioning off-site to traditional large-scale agriculture uses. Farm operations would extend approximately 100 feet east to the property line. Additional information about the proposed urban farm is included below.

The Urban Farm/Ag Buffer would create a 150-foot wide definable edge and would be dedicated in fee to the City of Davis.

#### *URBAN FARM*

The urban farm area would encompass approximately ten acres along the project site's eastern boundary, of which approximately eight acres would be available for organic farming operations. The entire urban farm area would be dedicated to the City Primary access to the urban farm would be available from J Street at the internal traffic circle and extend along a ten-foot gravel maintenance road the entire length of the urban farm to provide access to individual plots.

Irrigation would be provided through multiple connections along the west edge of the urban farm. Facilities such as a small barn, cooler, and packing shed, would be located in the northern end of the urban farm.

Landscaping including fruit trees, a ten-foot multi-use path and bio-swale would separate the urban farm from J Street and the Cannery Loop roadways. The multi-use path would create a separation from the urban farm and allow pedestrian and bicyclists to view the farm from the path.

In a partnership with the Center for Land-Based Learning (CLBL), the project applicant would construct and CLBL would operate the Cannery Urban Farm to incubate beginning farmers to launch their farming careers. Working with the CLBL's California Farm Academy program, beginning farmers would learn to prepare business and marketing plans for their proposed farming operations on plots of land ranging from 0.75 to three acres to independently implement their business plans for operating and managing a small farm.

As entrepreneurial farmers, beginners would gain comprehensive experience in production agriculture including business planning, farm management, diversified vegetable production, crop planning and rotations, irrigation, machinery and equipment use, post harvesting handling and marketing. Farmers would design their own farm operations which could include vegetables, fruit, root crops, and grains.

#### *NEIGHBORHOOD PARK*

The proposed project includes a 4.7-acre neighborhood park, which is planned in the southern portion of Cannery Loop and would extend from the greenbelt south, linking to mixed-use business component.

The neighborhood park is sized to accommodate typical neighborhood recreation needs and would include a mix of passive and active areas. Active facilities would include amenities such as turf area/practice field, sports court, bocce ball courts, and unique play environments. The park would feature attractive and low-maintenance amenities, hardscape and landscaping including fruit trees and drought-tolerant species. The park would be designed to accommodate demonstration areas for the urban farm, neighborhood gatherings, fairs and events and may include an open-air amphitheater, hardscapes for seating, displays, group seating, and gazebo/picnic areas.

#### *POCKET PARKS/GREENS*

In addition to the neighborhood park, small pocket parks/greens are proposed in smaller neighborhoods. The pocket parks would provide small landscaped areas with passive recreation opportunities, outdoor seating, and possible community gardens with play area opportunities. The pocket parks are suitable for dog-friendly areas. Pocket parks/greens would be public.

#### **NEIGHBORHOOD CENTER**

On the north edge of Cannery Loop, proximate to low-density residential neighborhoods, a 5,500 square foot center would serve as a recreation, activity and information hub for neighborhood residents. It would be a homeowner's association facility and would be designed as the hub for activities in the neighborhood. The neighborhood center would architecturally

relate to the adjacent residential areas and be accessible to pedestrians and bicyclists via the multi-use path in the adjacent greenbelt.

The neighborhood center would feature the following types of amenities:

- Outdoor recreation facilities including swimming pool, spa
- Outdoor patio areas with covered seating, barbeque grills
- Indoor recreation areas: fitness and game rooms
- Flexible classroom space for special interest groups, life-long learning
- Flexible space for small meetings and activities, community meetings, special events, room rentals
- Social/media room, lounge, seating
- Kitchen area
- Neighborhood recycling collection (batteries, light bulbs, e-waste, etc)
- Neighborhood transportation coordinating (transit information, carpools, alternative transportation)
- Neighborhood lending library and library book drop off
- Neighborhood information (information on City services, community groups, programming, services)
- Office space suitable for concierge services, homeowner's office, volunteer services, or other services
- Space available for neighborhood-serving uses such as a shared resource center for neighborhood sharing of household, garden and bike tools and equipment

The homeowner's association would own and manage the center, which would be available to all neighborhood residents and possibly available for use by Cannery businesses.

## **CIRCULATION NETWORK**

### *VEHICLE CIRCULATION*

Primary and secondary vehicular access to the project would be from East Covell Boulevard. The project proposes an improved intersection at J Street and East Covell Boulevard that emphasizes bike and pedestrian safety. A secondary access point would be west of the East Covell/J Street intersection at Cannery Commerce Drive/East Covell Boulevard, which would not be signalized. This would allow only right-turn-in and right-turn-out movements.

Cannery Loop would be the primary collector through the neighborhood from J Street and Cannery Commerce Drive. Two future vehicular connections are possible on the east side of the project, east of Cannery Loop. The proposed vehicle roadway network is shown in Figure 5 and described in greater detail in Table 5.



**Table 5: Proposed Roadway System**

Section	Roadway Type	Segment	Lanes
A	Arterial	East Covell Boulevard	4
B	Minor Arterial	J Street from entry to Cannery Loop	2
C	Collector Street	Cannery Loop - west, north and south	2
D	Collector Street	Cannery Loop - adjacent to Urban Farm	2
E	Residential Street	In LDR neighborhoods	2
F	Private Alley	Within residential areas	2
G	Mixed Use Main Street	Cannery Commerce Drive- from East Covell Boulevard to Cannery Loop	2

*OFF-SITE ROADWAY IMPROVEMENTS*

The project proposes the following off-site roadway improvements:

- ***East Covell Boulevard Improvements.*** The project includes reconstruction of the existing East Covell Boulevard/J Street intersection to improve turning movements, reconfigure vehicle lanes, upgrade signalization and make safety improvements. The improved intersection would accommodate convenient and safe at-grade pedestrian and bicycle movements east and west and south and north across East Covell Boulevard.
- ***East Covell Boulevard Enhanced Streetscape.*** The project proposes to enhance its East Covell Boulevard frontage and to help define a streetscape concept. Improvements to East Covell that define a streetscape frontage would be constructed along the project frontage.
- ***Construct EVA Access Point.*** The project proposes to construct an at-grade emergency vehicle access (EVA) across the Union Pacific railroad tracks and F Street drainage channel, opposite the vicinity of the Faro Avenue/F Street intersection. The at-grade crossing would be designed for emergency use only and, hence, would not be available for bicycle, pedestrians or vehicle use.

*PEDESTRIAN AND BICYCLE CONNECTIVITY*

Four miles of bicycle and pedestrian features are proposed in the following types:

- ***Class I Pathways.*** Class I pathways would be located in corridors and greenbelts adjacent to open space with no vehicular interruptions. Class I pathways are 10-foot wide multi-use trails which accommodate bicyclists and pedestrians. The project proposes 2.3 miles of Class I pathways within greenbelts, through the open space areas along the edges of the neighborhood and along the East Covell Boulevard frontage. Shade structures and

outdoor furniture would be located within Class I corridors where multi-use trails are located.

- ***Class 2 Bikeways.*** Class 2 bikeways are designated bike lanes located on arterial roadways and collector streets. Class 2 bikeways are approximately 12-feet and marked with signage and painted stripes. Known as sharrow bike lanes, the lanes are intended to assist bicyclists avoiding conflicts with car doors and to alert other road users to expect bicyclists to occupy travel lanes. The Class 2 system is designed to minimize barriers and reduce potential travel disruptions. The project proposes 1.1 mile of Class 2 bikeways.
- ***Class 3 Bikeways.*** Class 3 bikeways are bicycle routes through residential areas. Class 3 routes are not marked. Travel speeds on these roadways are significantly reduced and bicyclists are able to travel with the flow of traffic.
- ***Enhanced Pedestrian Crossings.*** At key intersections and locations where Class 1 paths intersect collector streets, enhanced pedestrian crossings would be constructed to create safe, visible crossing locations.

Pedestrian and bicycle circulation improvements would enable residents to travel without a vehicle to destinations within the neighborhood via continuous, safe and convenient paths. Residents would be able to travel from home to other neighborhoods, to trails within open space areas, within neighborhoods, to the park, to work in Cannery Commerce District, to retail uses and restaurants in the mixed Use East Side, to transit on East Covell Boulevard and outside the project via connections at East Covell Boulevard.

The proposed pedestrian and bicycle circulation network is shown in Figure 6.

#### *PEDESTRIAN AND BICYCLE LINKAGES TO EXISTING SYSTEM*

Bicycle and pedestrian connections would integrate the site into the City. The project proposes three linkages to the existing bicycle and pedestrian facilities in the City portions of which would be off-site.

- ***East Covell Boulevard/J Street Intersection.*** The East Covell Boulevard/J Street intersection would be reconstructed to improve turning movements and accommodate easy and safe at-grade pedestrian and bicycle movements. With the improvements, bicycle and pedestrian connections would be available from the southeast corner of the project, across East Covell Boulevard to link to existing east, west and southbound movements. The at-grade crossing of East Covell Boulevard would be marked by enhanced paving, curb treatments, signage and striping. This connection would link the neighborhood to existing commercial uses and to the rest of the City.

- ***East Covell Boulevard/Cannery Commerce Drive Intersection.*** Class I facilities are proposed along the north side of East Covell Boulevard within the project's frontage. A safe, at-grade crossing of the Class I facilities is proposed at the East Covell Boulevard/ Cannery Commerce Drive intersection for bicyclists traveling east-west. The crossing would be marked by enhanced paving, curb treatments, signage and striping. This intersection is not signalized and no road crossings are proposed in the north-south direction.
- ***East Covell Boulevard/Railroad.*** An undercrossing of East Covell Boulevard is proposed in the southwest corner of the project to link the project to existing bicycle facilities, including the existing bike tunnel under the railroad tracks south of East Covell Boulevard. The undercrossing is proposed east of the railroad tracks, beneath the East Covell Bridge and the F Street Channel. Class I facilities along the west edge of the project site and along the East Covell Boulevard frontage would converge and cross under the eastern end of the East Covell Boulevard grade separation over the UPRR tracks. Off-site, south of the project, minor improvements and paving are proposed within and/or adjacent to the two apartment complexes to create a safe trail way. South of East Covell Boulevard, the alignment would proceed straight south to link to the existing bike tunnel under the railroad and an existing path west of the railroad. The bike trail would be equipped with safety railings as needed to protect cyclists and pedestrians. In addition to the proposed alignment described above, the City will evaluate the feasibility of alternative off-site alignments that meet the objective of creating a connection between The Cannery and existing City bike and pedestrian facilities.

### *TRANSIT*

Unitrans and Yolobus would provide future transit services to The Cannery neighborhood. A new transit center, with a route map, shade structure and seating, would be constructed along the project's frontage on East Covell Boulevard, immediately west of the J Street intersection. The transit center would be directly accessible from the mixed-use area.

## **INFRASTRUCTURE AND PUBLIC SERVICES**

### *WATER*

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

The City of Davis owns and operates a well (Well No. 33) located in the southwest corner of the project site and designated Public/Semi-Public. Water supply for the project is secured through a 2005 agreement between the project and City, which states that the City will provide potable water service to the project so long as the demands of the project are less than the capacity of City Well No. 33.

Development of the project site would require the extension of City of Davis water mains onto the site. Two points of connection are proposed at J Street and Cannery Commerce Drive to an

existing ten-inch diameter main in East Covell Boulevard. If further analysis concludes that that the proposed two points of connection fail to provide adequate pressures at the northern end of the project site, farthest from East Covell Boulevard, then a third connection would be made to an existing six-inch diameter water line in Faro Street by crossing under F Street, the F Street Channel and the UPRR tracks.

The on-site water distribution system would consist of a looped ten-inch diameter water main that would connect to an existing 10-inch diameter water main in East Covell Boulevard.

### *SANITARY SEWER*

Since demolition of cannery facilities, the site has not been served by a public sewer system. Existing facilities on-site include an abandoned six-inch diameter sewer line that is stubbed to the southern side of the project, near East Covell Boulevard.

The on-site sewer system for the project would consist of a system of eight-inch and ten-inch diameter sewer lines under local streets which would collect and convey wastewater flows generated from the project to one or more points of connection.

Sanitary sewer service may be provided to the site via a single point of service or multiple points of service. There are four options for providing a single point of service, as described below.

#### **Scenario 1: Single Point of Service:**

##### *Option A (Connect to Existing 36" Trunk Sewer in East Covell Boulevard)*

Under this option, the on-site sewer system would connect to the existing 36-inch diameter trunk sewer in East Covell Boulevard, which may have limited available capacity. The trunk sewer would then convey the flows from the project easterly in East Covell Boulevard to an existing 42-inch diameter trunk line that flows northerly across private lands and then easterly to the City's existing treatment plant.

##### *Option B (Connect to Existing 42" Trunk Sewer)*

Under this option, the on-site sewer system would connect to the existing 42-inch diameter trunk sewer via a new 10-inch diameter sewer line constructed along the northerly edge of East Covell Boulevard. Flows from the project would be conveyed easterly in the new 10-diameter sewer line to the existing 42-inch diameter trunk sewer and then northerly and easterly to the City's existing treatment plant.

##### *Option C (Use Existing 24" Cannery Waste Line via Force Main)*

Under this option, the on-site sewer system would connect to a proposed sewer pump station located near the northeast corner of the project site. This pump station would convey the flows through a new small diameter force main that would be inserted into an existing 24-inch diameter waste line that formerly served the prior cannery operations.

The existing 24-inch line crosses the alignment of the existing 42-inch diameter trunk sewer line near Channel A. A connection would be made to the existing 42-inch diameter trunk sewer line to accommodate the discharge of the new force main. Flows generated from the project would then be conveyed to the City's treatment plant in the existing 42-inch diameter trunk sewer.

*Option D (Install New Sewer Line in Cannery Waste Line Easement)*

Under this option, the on-site sewer system would connect to a proposed 10-inch diameter sewer line that would be constructed within the existing easement of the old cannery waste line. This 10-inch diameter line would convey the flows to the existing 42-inch diameter trunk sewer line as described in Option C above. At that point a connection would be made to the existing 42-inch diameter trunk sewer line to accommodate the discharge of the proposed 10-inch diameter sewer line. Flows generated from the project would then be conveyed to the City's treatment plant in the existing 42-inch diameter trunk sewer.

**Scenario 2: Dual Points of Service:**

*Option E (Split Flows Between 42" & 36" Trunk Sewer Lines)*

Under this option, the on-site sewer system would split the sewer flows generated within the project into a northern and a southern section. Flows from the southern portion of the project would be collected through a system of 8-inch diameter lines that would connect to the existing 36-inch diameter trunk sewer in East Covell Boulevard. The 36-inch diameter trunk line would convey the flows generated in the southern portion of the project easterly in East Covell Boulevard to a point of connection with the existing 42-inch diameter trunk sewer that would deliver those flows to the City's treatment plant.

The northern portion of the site would be serviced by a system of 8-inch diameter lines that would connect to a new 8-inch diameter constructed within the existing easement of the old cannery waste line. This 8-inch diameter line would convey the flows to the existing 42-inch diameter trunk sewer line as described in Option C above. At this point a connection would be made to the existing 42-inch diameter trunk sewer line to accommodate the discharge of the proposed 8-inch diameter sewer line. Flows generated from the northern portion of the project would then be conveyed to the City's treatment plant in the existing 42-inch diameter trunk sewer.

*DRAINAGE AND FLOOD CONTROL*

There are two pronounced existing drainage patterns on the site. The southern portion of the site drains westerly through three parallel 36-inch diameter culverts under the adjacent UPRR tracks, discharging into the F Street Channel. These culverts are proposed to be abandoned and runoff from the southern half of the site would be re-directed to the proposed detention basin. The F Street Channel flows northerly until it intersects Channel A, which flows easterly and

northerly until discharging into the Willow Slough Bypass channel, which ultimately drains to the Yolo Bypass.

The northern portion of the site drains easterly across neighboring agricultural lands before entering Channel A. A small portion of these flows are the result of on-site rainfall runoff from the north half of the site. Most of these flows are a result of overflows from the F Street Channel which drain across project site. These off-site flows from the F Street Channel occur during periods of high flow when water spills out of the F Street Channel and cross a high box culvert (8' x 3') located under the UPRR. During periods of high flow in the F Street Channel, water flows through this box culvert and ponds along the east side of the railroad in a side ditch then breaches the ditch bank and spills onto the northern part of the site.

Development of the project would generate increased stormwater runoff compared to the existing condition. To mitigate increased runoff, the project proposes to construct a storm drainage detention basin and water quality facility on-site along the western portion of the site and within the ag buffer on the northern edge of the project site. The facility would have a capacity of approximately 43.5± acre feet and feature a drainage bio-swale along the east edge of the site and a detention basin on the north edge of the site. In larger storms, the swale would also provide detention capacity.

The proposed detention basin would discharge stormwater to existing discharge points at flow rates that are less than existing conditions. A 29 cfs pump will discharge outflow to the F Street Channel and flows would spill over a weir (approximately 71 cfs) located in the northeastern portion of the basin assuming the County's 100-year/10-day design storm. Outflow spilling over the weir would flow to the east during design events greater than the City's 10-year/24-hour design storm, consistent with pre-project condition.

The detention facility would be sized to attenuate peak flows using the City of Davis hydrology criteria, the County of Yolo drainage criteria or the Yolo Flood Safe drainage criteria, whichever are more conservative. Additionally, the detention basin would be sized to accommodate increased runoff from the site as well as the modification of the existing FEMA special flood hazard area that covers a portion of the site.

The on-site drainage system would convey storm flows in underground drainage pipes for the design storm and overland through streets during the 100-year storm event. Flows would enter the detention basin and water quality bio-swale. Drainage improvements would be designed and constructed in accordance with City of Davis standards.

A 16.9± acre area, generally located in the northeast portion of the site is identified by FEMA in Zone A. The volume of flooding contained within this area is estimated to be 15.5 acre-feet. Development of the site would fill the portion of the site that is contained within Zone A. Prior to development of the project, a Conditional Letter of Map Revision (CLOMR) from FEMA would be required to fill this area.

### *DRY UTILITIES*

As an industrial site, dry utilities are stubbed to the project's southern boundary on East Covell Boulevard. The Hunt-Wesson electric utility substation on East Covell Boulevard was removed during demolition of the canning facilities, as were overhead powerlines. Pacific Gas & Electric (PG&E), AT&T and Comcast have indicated the ability and willingness to serve future development of the project site. The project would be constructed with conduit and wired to support technology and high speed data transmission to support residents and users in the mixed-use business district.

### *SCHOOLS*

The City of Davis is served by the Davis Joint Unified School District (DJUSD). The project would generate approximately 350 students at full buildout. The project site lies within the attendance area of Davis Senior High School, Holmes Junior High School and North Davis Elementary School. The Cannery neighborhood is part of the DJUSD Community Facilities District #2, which through special assessments, provides funding for school facility needs generated by the project.

## **DESIGN GUIDELINES AND DEVELOPMENT STANDARDS**

The Cannery project will include design guidelines and development standards to ensure quality and consistency in the design and implementation of the project. The draft design guidelines and development standards will be prepared concurrent with preparation of the environmental impact report.

- ***Development Standards.*** Development standards will describe applicable zoning and development standards for the project and identify specific, customized development standards for proposed housing types.
- ***Design Guidelines.*** Design guidelines will address project architecture and design, building materials, consistent neighborhood themes, consistent quality in design of public realm areas and an allowance for custom approach to development and innovation. The design guidelines will address design considerations of each of the project elements (i.e. building form and materials, architecture, greenbelts, open spaces, streetscape, landscaping, pathway, land use interfaces, lighting and fencing).

## **REQUIRED PUBLIC APPROVALS**

### *CITY OF DAVIS*

Implementation of The Cannery project requires the following entitlements and approvals from the City of Davis:

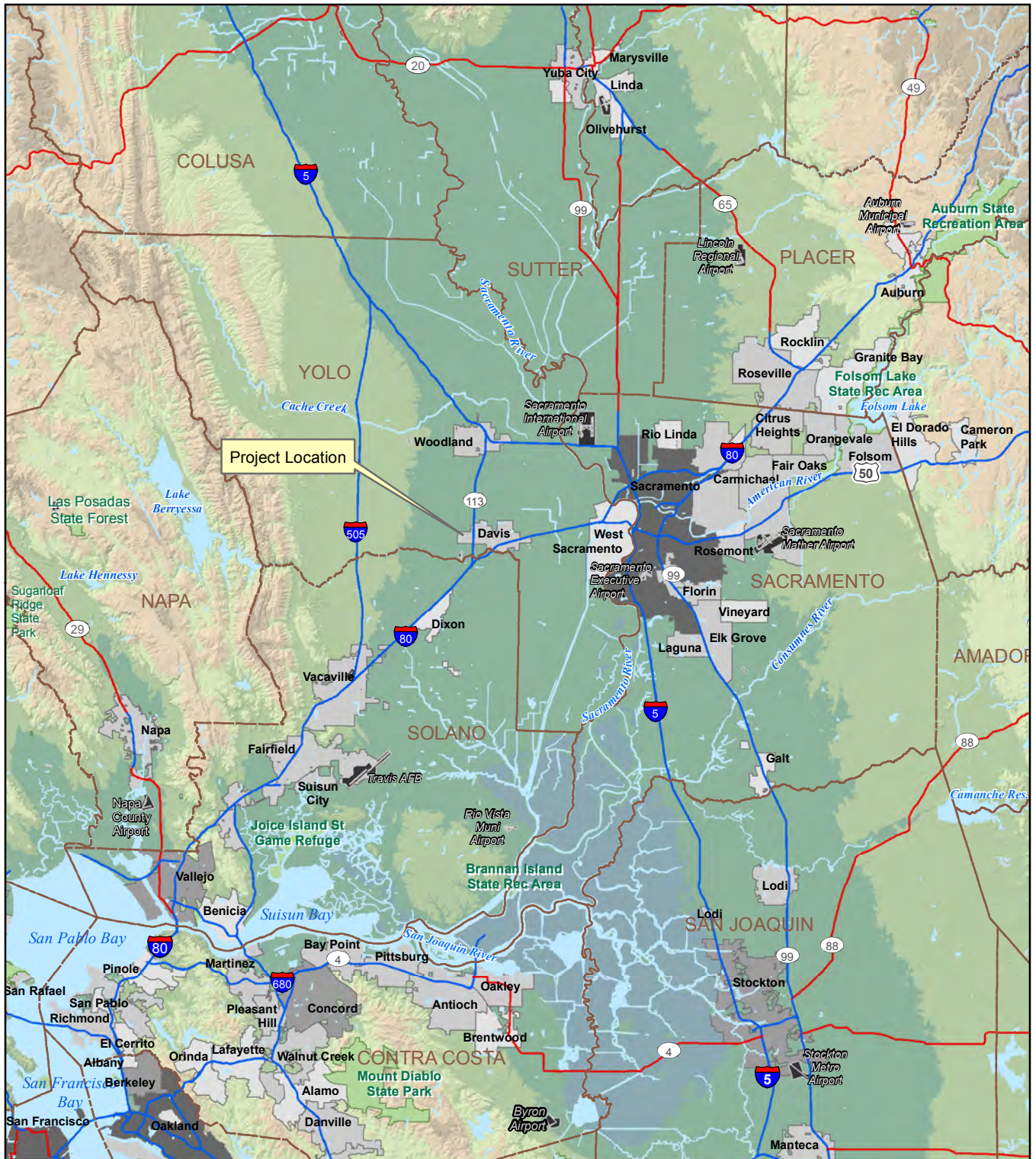
- Certification of the EIR;
- Approval of the General Plan amendment, re-zoning and preliminary planned development;
- Approval of an Affordable housing plan;
- Approval of a development agreement;
- Approval of large and Small-lot Tentative Subdivision Maps; and
- Design Review (To Establish Design Guidelines).

### **Other Public Agencies**

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

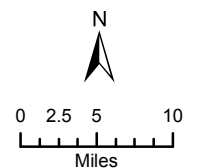
- California Public Utilities Commission (CPUC) – Approval of At-Grade Railroad Crossing;
- California Department of Fish and Game - Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code;
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities, and permitting of isolated wetlands under the State's Porter-Cologne Act;
- Yolo-Solano Air Quality Management District - Approval of construction-related air quality permits; and
- Conditional Letter of Map Revision (CLOMAR) from the Federal Emergency Management Agency (FEMA).





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

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



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# The Cannery

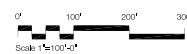
Figure 2- Vicinity Map

Davis, California

June 11, 2010

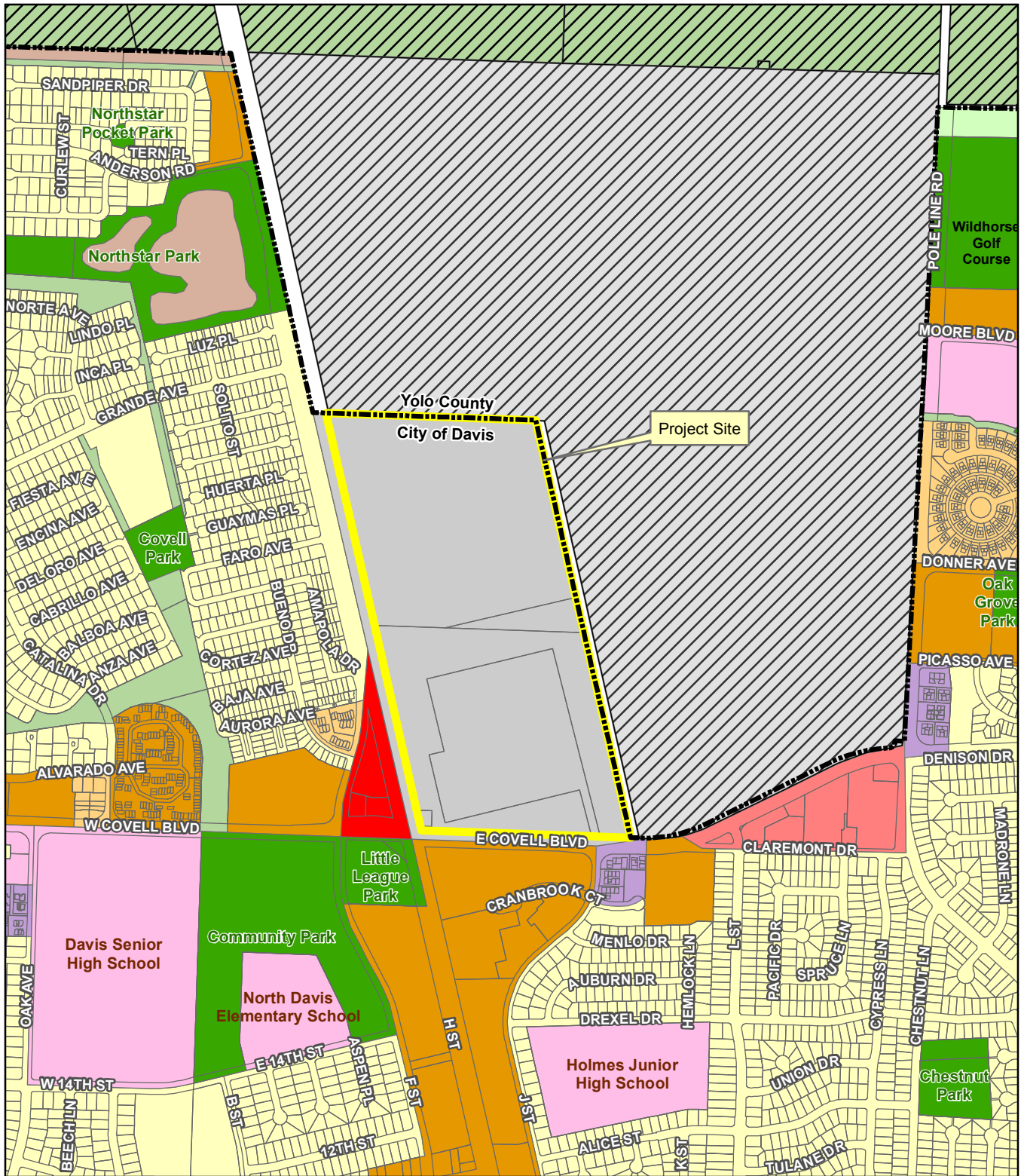


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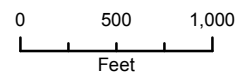
**City of Davis Land Use Designations**

- |   |  |
|---|--|
| <span style="color: red;">■</span> GC - General Commercial                          | <span style="color: lightgreen;">■</span> NG - Neighborhood Greenbelt  |
| <span style="color: pink;">■</span> NR - Neighborhood Retail                        | <span style="color: darkgreen;">■</span> P - Parks/Recreation          |
| <span style="color: grey;">■</span> I - Industrial                                  | <span style="color: lightpink;">■</span> PSP - Public/Semi-Public      |
| <span style="color: purple;">■</span> O - Office                                    | <span style="color: yellow;">■</span> RLD - Residential Low Density    |
| <span style="color: brown;">■</span> NHA - Natural Habitat Area                     | <span style="color: orange;">■</span> RMD - Residential Medium Density |
| <span style="color: lightgreen;">■</span> UATA - Urban Agricultural Transition Area | <span style="color: tan;">■</span> RHD - Residential High Density      |

**Yolo County Land Use Designations**

- |  |  |
|--|--|
| <span style="color: lightgreen;">▨</span> Agricultural | <span style="color: grey;">▨</span> Industrial Limited |
|--|--|

**City of Davis: The Cannery Project**  
**Figure 3: Land Use Designations**



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

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# The Cannery

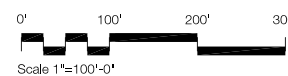
## Illustrative Land Plan

Davis, California

February 1, 2012



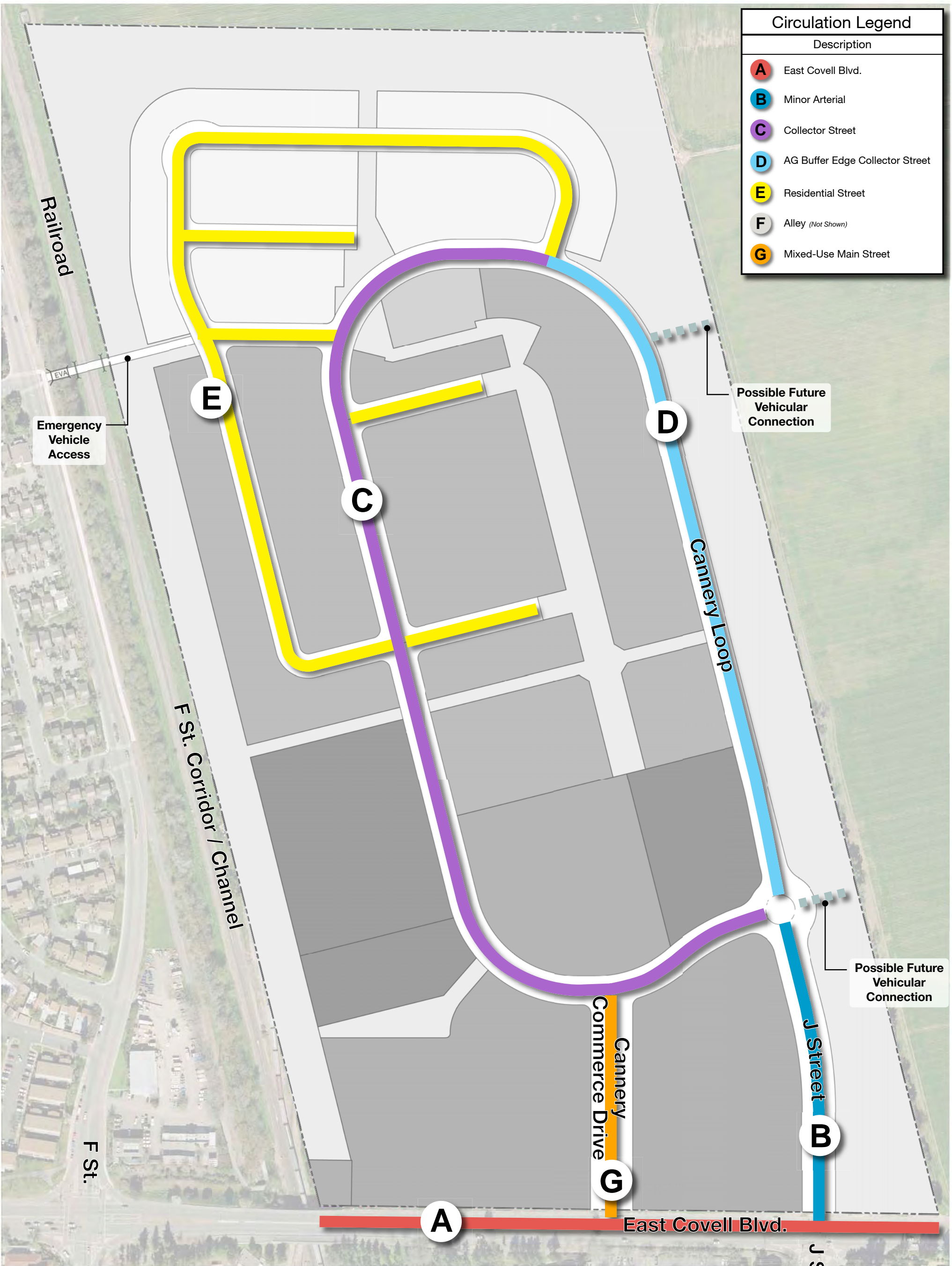
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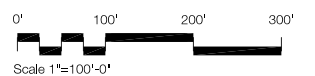
# The Cannery Circulation Plan

Figure 5

February 1, 2012

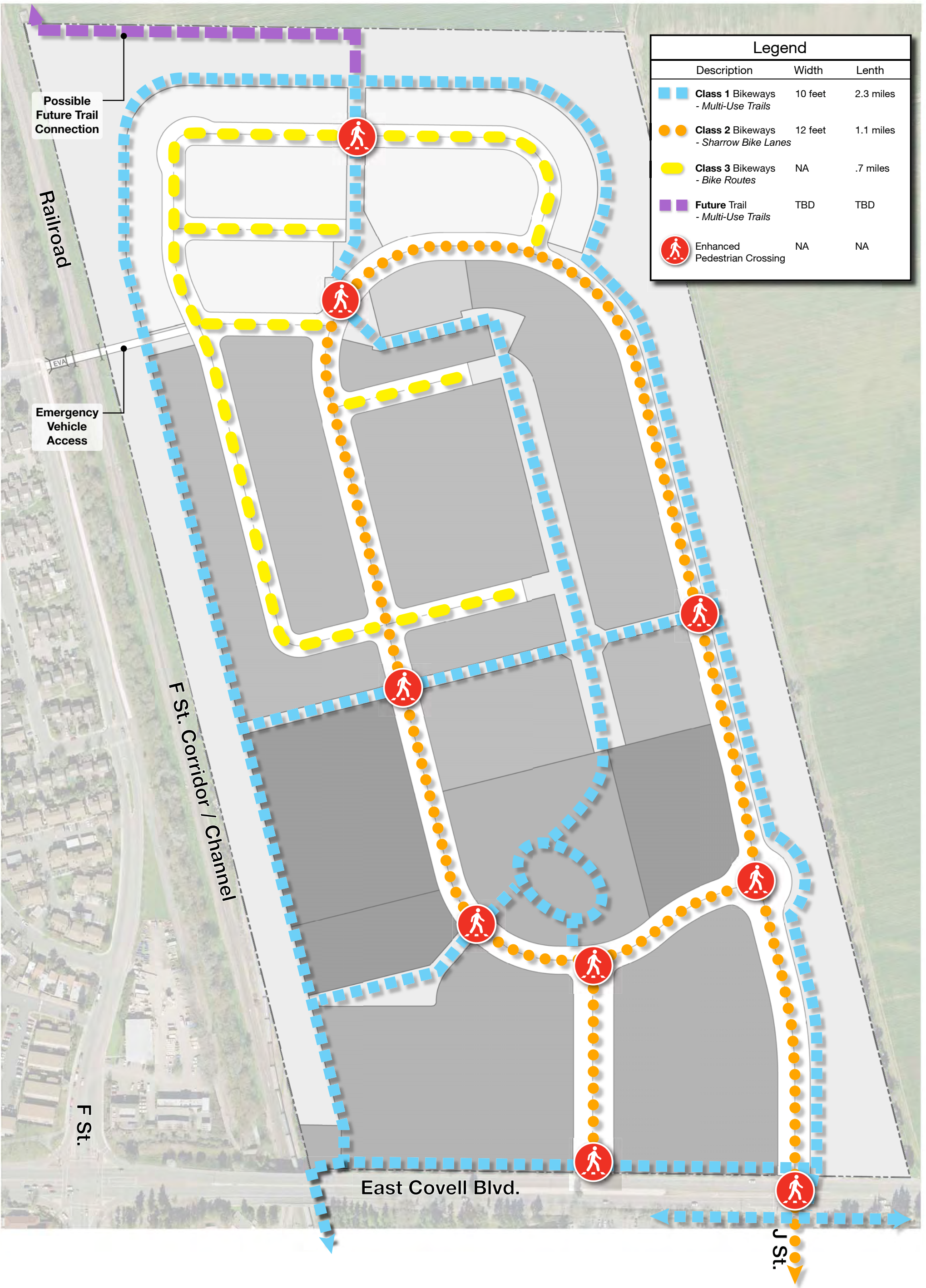


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# The Cannery

## Pedestrian/Bicycle Circulation Plan

February 1, 2012



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Figure 6



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