

3

PROJECT DESCRIPTION

3.1 INTRODUCTION

Consistent with the California Environmental Quality Act (CEQA) Guidelines, Section 15124, this Project Description chapter contains details regarding the precise location and boundaries of the proposed project; a list of project objectives; a general description of the project’s technical and environmental characteristics; a list of the agencies expected to use this EIR in their decision-making; and a list of permits and other approvals required for the proposed project.

3.2 PROJECT LOCATION

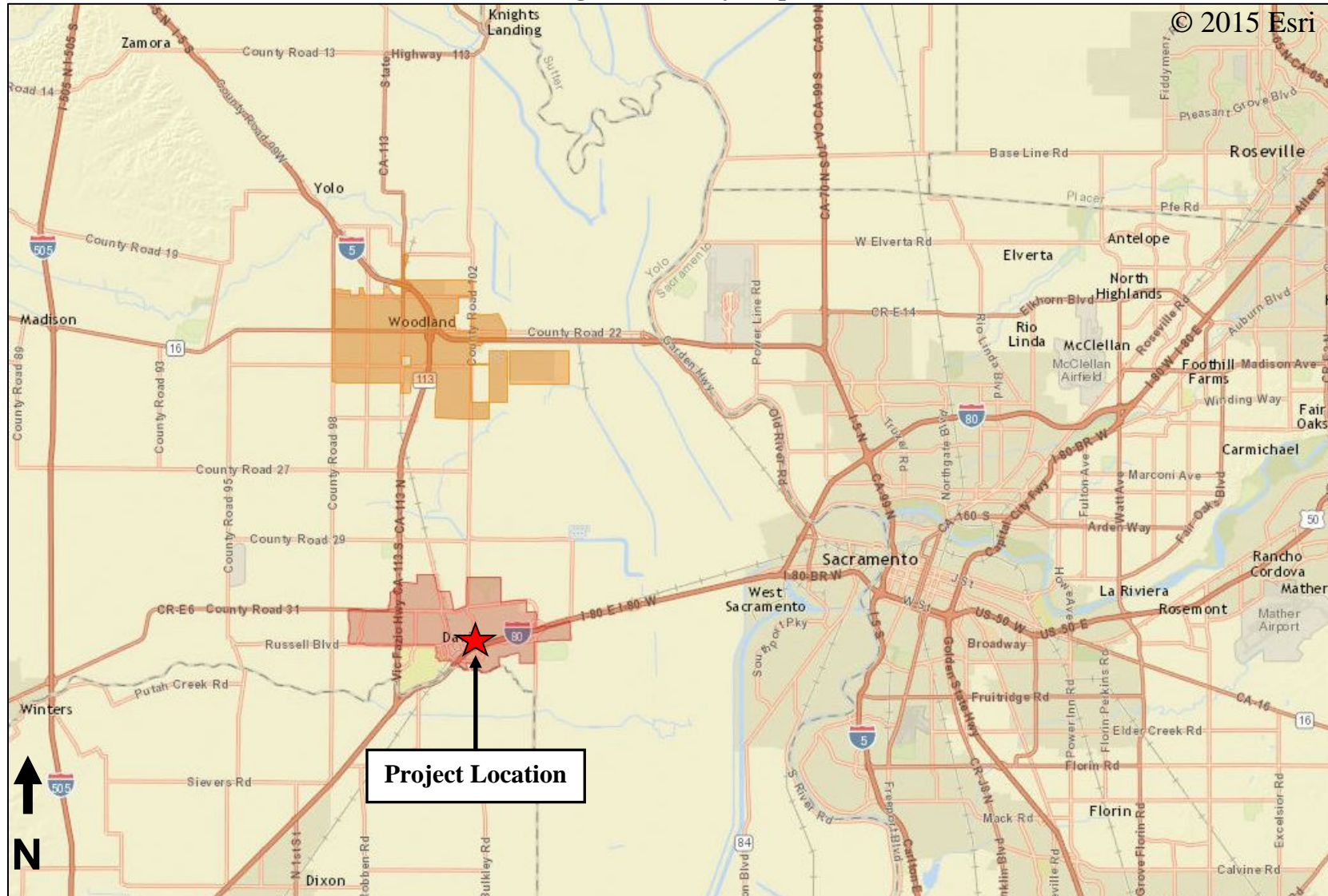
The proposed 5.92-acre project site is located along Olive Drive, immediately south of the Union Pacific Railroad (UPRR) tracks and the Davis Amtrak station, in the City of Davis (see Figure 3-1). The site is bisected by Hickory Lane. The project site and general vicinity are within the East Olive Drive sub-area of the City’s Gateway/Olive Drive Specific Plan. Regional access to the proposed project site is provided by the Olive Drive ramp from westbound Interstate 80 (I-80) and the I-80/Richards Boulevard interchange, located southwest of the project site. Olive Drive serves as an alternate route to Downtown Davis from I-80 West. The site is comprised of 11 separate parcels, identified by Assessor’s Parcel Numbers (APNs) 070-280-010, -012, -013, -014, -015, -016, -017; 070-290-001, -002, -003, and -004.

3.3 PROJECT SETTING AND SURROUNDING USES

Project Site Setting

The 5.92-acre project site consists of a small field, approximately 180 trees, and 24 residential units (see Figure 3-2). The existing residential units include 10 single-family homes and an old lodging facility that was previously converted into a 14-unit apartment complex. The apartment complex is currently fully occupied. At the time of issuance of the Notice of Preparation, six of the 10 single-family homes were occupied by renters; of the remaining four units, three were uninhabitable and one was vacant. Portions of the project site not containing structures are mostly dominated by weedy, ruderal vegetation with the aforementioned 180 existing trees scattered throughout the site. The on-site trees include several large cork oaks fronting Olive Drive.

Figure 3-1
Regional Vicinity Map



**Figure 3-2
Project Vicinity Map**



Surrounding Land Uses

Immediately south of the project site, on the opposite side of Olive Drive, are the Lexington Apartments, the Arbors Apartments, and Cesar Chavez Plaza, as well as a self-storage facility. Beyond the apartment and self-storage facility, further south from the project site, is the I-80 mainline. Commercial developments as well as the Slatter's Court, mobile home park, exist to the west of the project site, while medium density residential developments and automotive uses are located to the east of the project site, south of Olive Drive. The UPRR tracks make up the northern border of the project site. A chainlink fence, installed by the UPRR, separates the project site from the tracks. Beyond the railway is the Old East Davis community, which contains a mix of residential and commercial uses. PG&E's Davis substation (236 K Street) is located north of the project site, across the UPRR tracks. The Davis downtown core area is located approximately 0.25-mile northwest of the project site, while UC Davis is located approximately 0.5-mile to the west.

3.4 PROJECT AREA BACKGROUND

In early 1992, the City of Davis' Redevelopment Agency initiated a process to plan for the development and redevelopment of the 165-acre area between Downtown Davis and I-80. The planning effort resulted in the Gateway/Olive Drive Specific Plan and accompanying EIR, which established goals, policies, design guidelines, and a zoning mechanism for the Specific Plan area.

Recently, the project area has been the subject of a transportation analysis by the City. On November 10, 2016, the City of Davis' Bicycling, Transportation, and Street Safety Commission discussed the Draft Richards Boulevard/Olive Drive Circulation Improvements Feasibility Study Report. The study considers capital improvement projects being considered for the area, and evaluates potential impacts of such projects based on existing and future traffic operations in the area. Section 4.11, Transportation and Circulation, of this EIR provides further discussion of the Draft Richards Boulevard/Olive Drive Circulation Improvements Feasibility Study Report.

3.5 PROJECT OBJECTIVES

The project applicant, HighBridge Properties, has developed specific objectives for the proposed project.

In general, the purpose of the project is to provide off-campus apartment housing with a minimum net density of at least 20 dwelling units per acre consistent with the density requirement for a Transit Priority Project (Public Resources Code, § 21155(b)) to help accommodate the strong student demand for housing proximate to UC Davis. In addition to the purpose of the project, the project is being pursued with the following objectives:

- Reduce overcrowded living conditions that currently exist for students residing in the City by developing a new off-campus apartment housing project with easy access to UC Davis.
- Revitalize an underutilized tract of land along East Olive Drive by developing a three to five story for-lease student housing apartment community that provides a mix of two-bedroom to five-bedroom furnished living units.

- Provide residents with a range of indoor amenities including a student community center with fitness facilities, study lounges, game rooms, café areas, bike storage areas and bike maintenance and repair facilities, and with a range of outdoor amenities including a pool, outdoor barbecue area, cabanas, game areas and lounge areas to create a safe and active onsite community environment.
- Utilize a project location and design principles that encourage and support the use of alternate forms of transportation (public transit/pedestrian/cycling) to both downtown Davis and the UC Davis campus.
- Incorporate sustainable design strategies consistent with LEED Gold certification standards.

3.6 PROJECT COMPONENTS

The following section will provide a project overview, and discuss specific components of the proposed project.

Project Overview

The proposed project is a residential in-fill project that would include the demolition of the existing apartment complex and ten single-family homes and the construction of a 249,788-square foot (sf) multi-family residential building as well as parking areas and various amenities (see Figure 3-3). The building would include three tiers, which would step up in height from Olive Drive. The first tier (closest to Olive Drive) would be three stories, the second would be four stories, and the third (closest to the UPRR tracks) would be five stories tall, with a maximum height of 60 feet (see Figure 3-4). The five-story portion would be connected to the three- and four-story portions on the first floor and by hallways on floors two through four. The proposed project would include a total of 130 rental units, an increase of 106 units over existing baseline conditions on the project site, and will be designed specifically as off-campus student housing.

The first floors of each structure would be connected as one large floor and consist of the lobby, manager's office, mail room, 16 residential units, a game/theater room, multiple lounges and study spaces, a fitness center, a bike shop, indoor bicycle storage, and three restroom facilities. The remaining floors would consist of residential units and study spaces.

The proposed project would include a mix of two-bedroom to five-bedroom fully furnished units, each approximately 1,024 to 1,797 sf in size. The proposed project would include 473 bedrooms, of which, 235 bedrooms would be designed as double-occupancy rooms resulting in a total of 708 beds. Double-occupancy would not be allowed in any other rooms. It should also be noted that no more than two tenants will be allowed in double-occupancy rooms. Unlike traditional apartments, the proposed project would be leased by the bed and not by the unit. For each lease, the tenant would be given personalized access rights to the common areas (pool area, clubhouse, study rooms, secured bike areas and main apartment building), assigned unit and also the tenant's specific bedroom.

**Figure 3-3
 Site Plan**

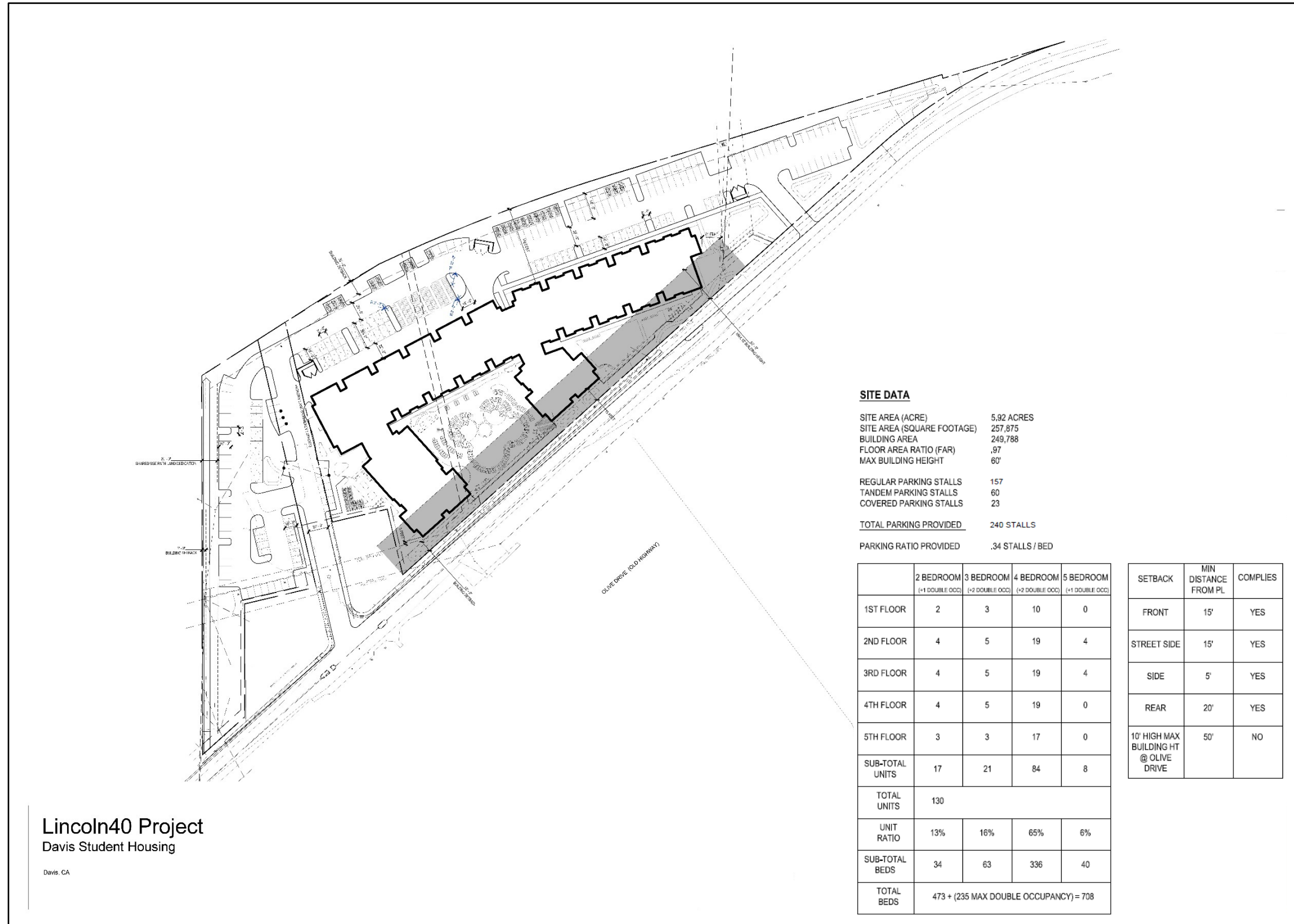


Figure 3-4
Exterior Elevations



NORTH ELEVATION - VIEW FROM RAILROAD TRACKS



SOUTH ELEVATION - VIEW FROM OLIVE DRIVE



EAST ELEVATION



WEST ELEVATION

KEYNOTE LEGEND

- 1 Plaster System
- 2 Standing Seam Metal Roof
- 3 Brick Veneer
- 4 Storefront Windows
- 5 Painted Metal Trellis
- 6 Architectural vinyl windows with low-e glazing and solar shades

Lincoln40 Project
 Davis Student Housing

Davis, CA

EXTERIOR ELEVATIONS

DATE: 10/14/16
 PROJECT NO: 1212-0001
 SCALE: 1/16" = 1'-0"
 SHEET: A1.04



The doors to each of these aforementioned areas will operate using an electronic access software program where each tenant is given a virtual “key” for personalized access. Through leasing software, all access points will be managed to provide a secure and controlled tenant environment. Video surveillance systems will also be used and all furniture will be included as part of the lease. Lease terms will not allow for additional furniture to be placed on-site.

The double occupancy rooms will be slightly larger, include double vanities and separate closets. Table 3-1 below includes a breakdown of the double-occupancy rooms.

Table 3-1 Double-Occupancy Rooms					
Unit Type	Total # of Units	Average Size	Beds/Unit	Double Rooms/Unit	Total # of Double Rooms
2BR/2B	17	1,024	3	1	17
3BR/3B	21	1,340	5	2	42
4BR/4B	84	1,534	6	2	168
5BR/5B	8	1,797	6	1	8
Total	130	--	--	--	235

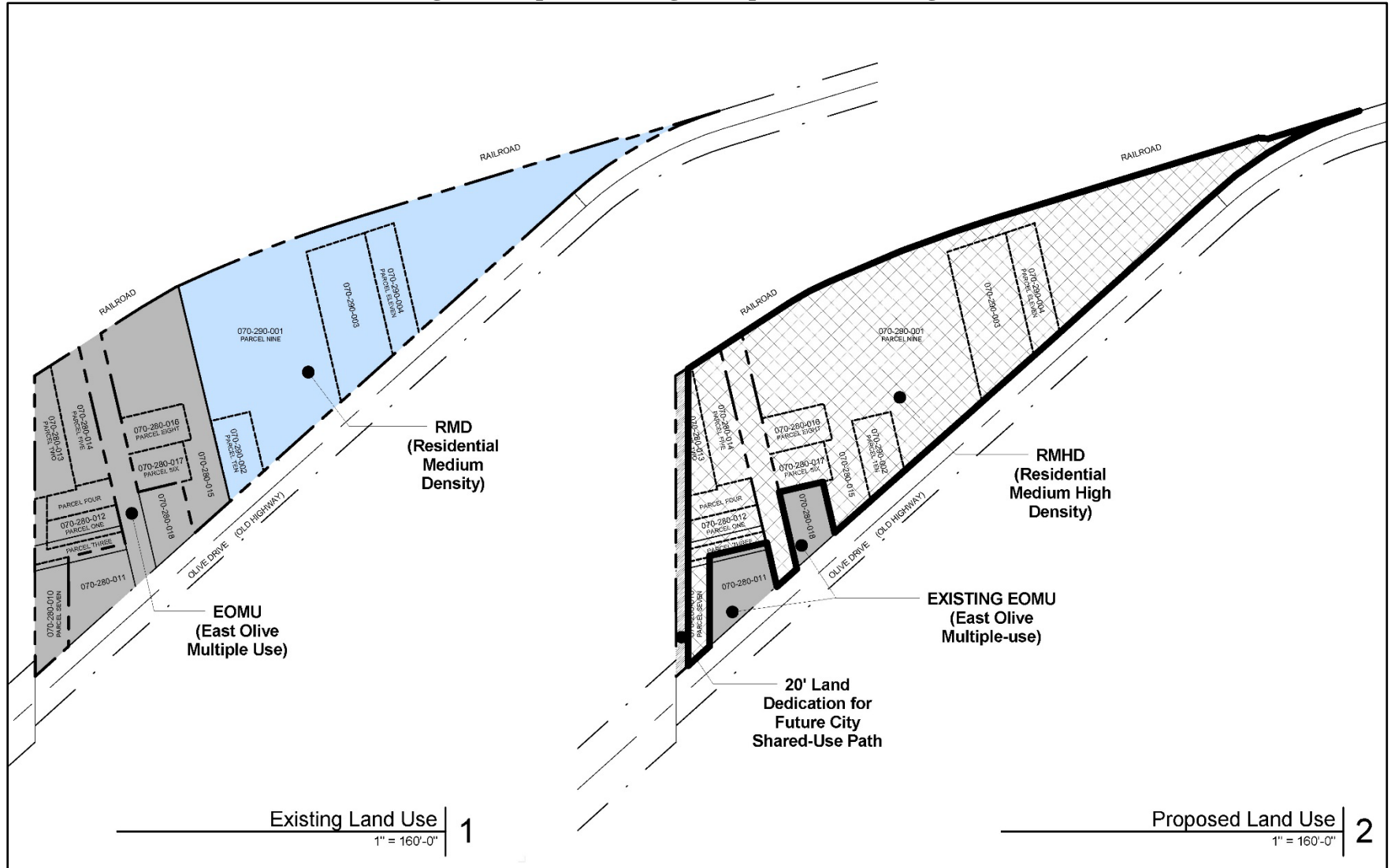
Gateway/Olive Drive Specific Plan Land Use and Zoning Plan Amendment

The purpose of the Gateway/Olive Drive Specific Plan is to provide an overarching framework for the development of the four sub-areas that make up the Specific Plan area. The project site is an in-fill site located within the East Olive Drive sub-area of the Specific Plan. According to the Specific Plan, the land use regulations included in the Plan serve as the general plan, specific plan, and zoning for the properties within the plan area. The proposed project includes a request to amend the Gateway/Olive Drive Specific Plan’s Land Use and Zoning Plan to re-designate the project site from East Olive Multiple Use (EOMU) and Residential Medium Density (RMD) to Residential Medium High Density (RMHD) (see Figure 3-5), which permits a density range of 14 to 24.99 units per gross acre. The density for the proposed project is approximately 22 dwelling units per gross acre (du/ac) (130 units/5.92 acres).

Gateway/Olive Drive Specific Plan Text Amendment

The City has recently amended the “Allowable Uses and Densities” of the Residential land use category of the General Plan to increase the range of allowable densities. The text of the Gateway/Olive Drive Specific Plan also needs to be amended to increase the range of allowable densities in conformance with the City’s current Residential land use designation.

Figure 3-5
Existing and Proposed Zoning and Specific Plan Designations



Other anticipated Specific Plan text amendments associated with the proposed project are related to the land use map, land use table, development standards, and design guidelines for the East Olive Drive area of the Gateway/Olive Drive Specific Plan. Similar to the Specific Plan's approach taken for the Youmans property, the applicant is proposing modifications of the land use map, land use table, development standards, and design guidelines to accommodate the proposed Lincoln40 Project. For example, the East Olive Drive sub-area of the Gateway/Olive Drive Specific Plan Residential High Density land use designation has a maximum lot coverage of 40 percent, while the proposed project would result in 60 percent coverage. Thus, a text amendment to allow for such an increased lot coverage is required. Other development standards text amendments include increasing the allowable building height from a current maximum of 35 feet to a new maximum of 60 feet (note: a complete list of proposed amendments is included at the end of this chapter). Additionally, it is important to note that the current Residential High Density land use designation section of the East Olive Drive sub-area of the Specific Plan is being used as the base development standards for comparative purposes and establishment of the Lincoln40 development standards.

The Gateway/Olive Drive Specific Plan Design Guidelines currently limit all buildings or portions thereof adjacent to or within 50 feet of Olive Drive, in the East Olive Drive sub-area of the Specific Plan, to a maximum height of ten feet. The proposed project includes a request to amend this design guideline to allow a maximum height of up to 60 feet within 50 feet of Olive Drive, although existing recent buildings do not comply with this guideline and its removal brings into conformity the Lincoln40 project and the other recently constructed buildings along the Olive Drive frontage.

Circulation Network

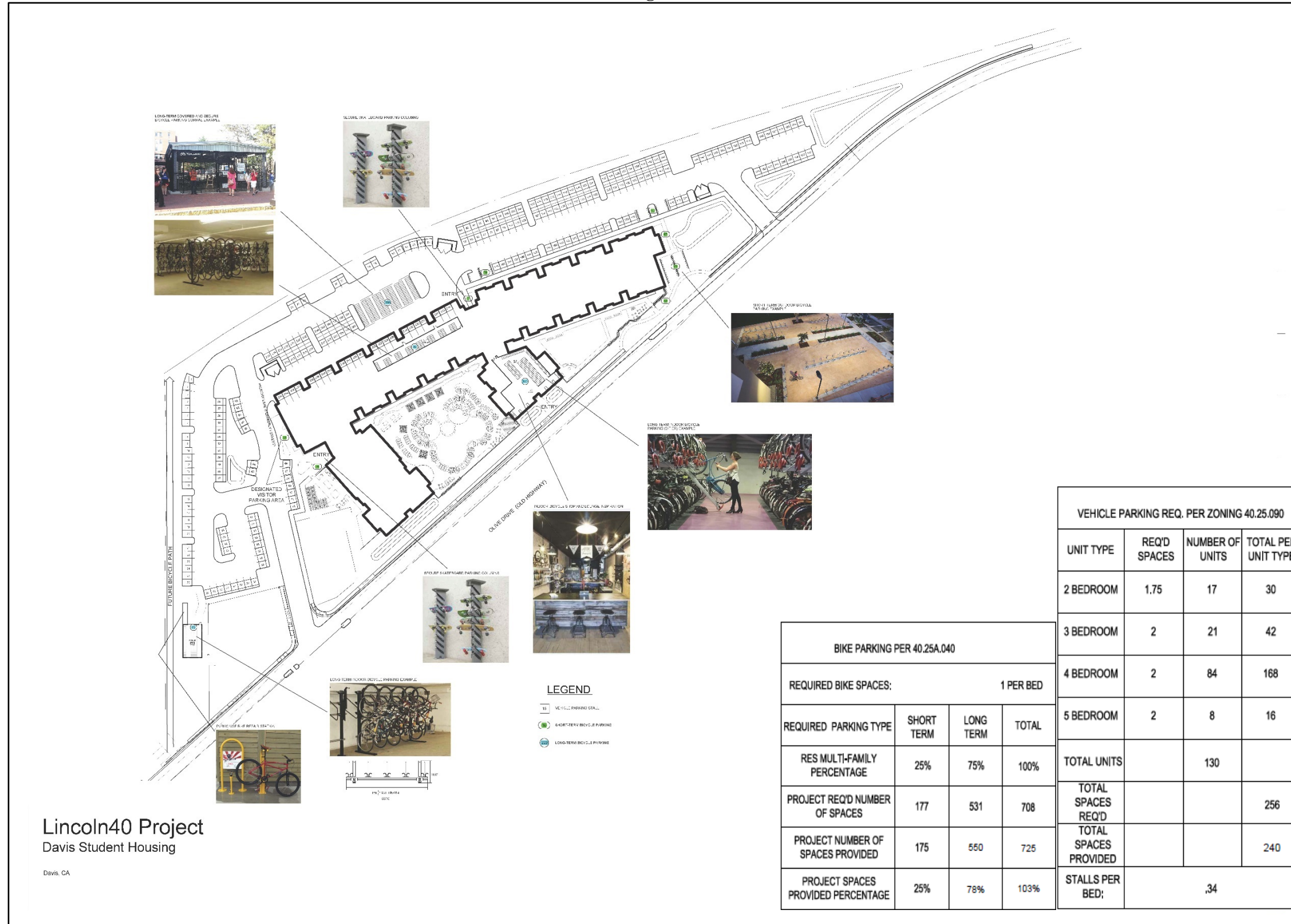
Vehicular access to the site would be provided at the location of the current Hickory Lane right-of-way, which is proposed for abandonment, and by a second access on Olive Drive. Although Hickory Lane is anticipated to be vacated as a public street, the applicant proposes to use the roadway as a private driveway, and provide any easement dedication required by the City. The two properties, on either side of the Olive Drive/Hickory Lane intersection, that have been "carved-out" of the project boundaries, would also have access to the proposed Hickory Lane driveway.

Currently, approximately half of the Olive Drive frontage includes sidewalks (see Figure 3-6). The proposed project would be required to construct curb, gutter, and sidewalk improvements along the project site's Olive Drive frontage. Such improvements would include the extension of the existing Olive Drive sidewalk to the eastern portion of the project site

Parking

The proposed project would include the construction of parking areas to the west and north of the proposed structures. The parking areas would include a total of 240 parking spaces, with 69 of those spaces being tandem spaces (see Figure 3-7). As shown in Figure 3-7, the City's Municipal Code requires a total of 256 parking spaces for the proposed project; therefore, the proposed project would include 16 fewer parking spaces than required by the City's Municipal Code.

Figure 3-7
Parking Exhibit



Construction of the proposed project would involve the use of standard pavement for many parking areas, but would also include the use of permeable pavement as well as concrete strip and gravel spaces. A total of 21 gravel parking spaces are proposed along the northern boundary, within tree dripline, and 64 pervious concrete parking stalls would be located throughout the development.

Bicycle Infrastructure

The proposed project would provide one bicycle parking space per bed to comply with City Zoning requirements in section 40.25A of the City's Municipal Code. As a result, the proposed project would be required to provide 708 bicycle parking spaces. The proposed project would exceed the City's bike parking requirement by providing 725 total bicycle parking spaces. The 725 spaces would be divided between 531 long-term and 177 short-term parking spaces. Long-term parking included in the project would be within covered areas or indoor bicycle storage areas, which would require community key cards to be accessed. The short-term bicycle parking would be provided by 177 uncovered bike racks (see Figure 3-7).

Project plans include an offer of land dedication along the western boundary of the project site that would allow for the potential, future construction of a grade-separated bicycle and pedestrian railroad crossing identified in the Specific Plan. The potential, future grade-separated crossing is not part of the Lincoln40 Project.

Public Transit

The project is entirely within one-half mile of two streets identified as high-quality transit corridors in the MTP/SCS (Richards Boulevard and 1st Street). Richards Boulevard services both the north and south bound routes of the M and W Unitrans bus lines. Additionally, The Davis Amtrak Station is located across the UPRR tracks from the project site and is approximately 0.5-mile from the project site using existing pedestrian pathways along Richards Boulevard to 1st/G Street.

Landscaping and Open Space

The proposed project would include 104,860-sf of outdoor open space/landscaping, which would be owned and maintained by the project applicant. As shown in Figure 3-8 and Figure 3-9, existing, healthy trees on the project site would be retained to the maximum extent possible, with augmented site vegetation acting as a visual screen between the proposed project and the nearby UPRR tracks to the north.

The plant palette will consist of drought tolerant, low water use species, including California natives, as well as species identified as "Arboretum All-Stars" by the UC Davis Arboretum. Plant species would be selected for their low maintenance requirements, hardiness, and low water demand. Landscape irrigation would be comprised of a low volume subsurface drip irrigation system, which would help to limit water usage by reducing overwatering and overspray. The proposed project would also include the construction of a resort-style pool with barbeques and fire pits, and multiple outdoor lounge areas (see Figure 3-10).

Figure 3-8
Trees to be Removed and Retained



Figure 3-9
Trees to be Retained and Planted



Figure 3-10
Landscaping and Amenities



Infrastructure

Infrastructure would be extended from nearby utilities to serve the site with public water, wastewater collection, and storm water detention (see Figure 3-11). The following discussion pertains to the proposed water, wastewater, and drainage-related improvements.

Water

Domestic water would be supplied to a single location on the project site from the existing six-inch City water main located along Olive Drive. A second connection would be made to a six-inch water main in Hickory Lane for emergency fire access. The Hickory Lane connection would be looped through the parking lot, around the north side of the proposed buildings, and would then connect to the existing 10-inch main in Olive Drive (see Figure 3-11).

Wastewater

The proposed project would connect to an existing eight-inch sewer main in Olive Drive. The connection would be made at a single point on the existing wastewater main, and would connect to project infrastructure near the midpoint of the proposed buildings. An existing six-inch sewer main in Hickory Lane would not be altered by the proposed project (see Figure 3-11).

Drainage

The proposed project would include up to eight stormwater quality ponds and vegetated swales to retain and filter stormwater runoff produced on-site. The ponds and bioswales would be interspersed throughout the site with the majority located along the site's southern border closest to Olive Drive. The runoff retention areas would be connected to existing 15-inch and 24-inch stormwater mains located within Hickory Lane and Olive Drive. In addition, proposed frontage improvements would include a reconfiguration of the existing Hickory Lane stormwater main.

Furthermore, as discussed in the Landscaping section, proposed parking areas would include the use of pervious concrete and gravel to reduce the rate of stormwater runoff from the parking areas. The existing and proposed impervious surface cover is shown in Table 3-2 below.

Table 3-2		
Existing and Proposed Impervious Surface Cover		
	Pre-Project	Post-Project
Impervious Area (sf)	54,000	192,000
Pervious Area (sf)	204,000	66,000
Total Area (sf)	258,000	258,000

Sustainability

The proposed project would incorporate sustainability strategies and features in-line with the City of Davis' Climate Action and Adaptation Plan (CAAP). Structures included in the proposed project would be designed to meet California's 2016 Building Energy Efficiency (CalGreen) Standards for high-rise residential structures, and would include various other sustainability strategies to help the project achieve equivalency with Gold designation in Leadership in Energy and Environmental Design (LEED), from the U.S. Green Building Council (USGBC). Some of the sustainability strategies that would be incorporated into the proposed project are presented below:

Energy

- Meet 2016 high-rise residential CalGreen Standards;
- High performing building envelope;
- Solar shading and building orientation to:
 - Increase passive heating in winter and reduce unwanted heat gain in summer;
 - Optimize daylighting strategies and reduce glare;
- Daylighting and efficient lighting and control systems;
- Natural ventilation;
- Efficient mechanical systems;
- On-site renewable energy generation;
- Energy performance metering and tracking;

Site Features

- Designated parking for green vehicles;
- Electric vehicle charging stations;
- Native plant landscaping;
- Stormwater management through green infrastructure and low-impact design;
- Permeable paving and high solar reflective index hardscape;
- Exterior lighting designed to avoid light pollution;
- Reduced parking to encourage public transit, car share, and biking/walking;
- Car sharing spaces;
- Pedestrian friendly building scale;
- Located within walking distance to Downtown Davis;

Water

- Efficient irrigation through the use of drip irrigation and moisture sensors;
- Drought tolerant plantings;
- Low-flow indoor plumbing fixtures;

Construction

- Use of recycled and regionally sourced materials;
- Construction waste landfill diversion;
- Construction indoor air quality best management practices;
- Building systems commissioning;

Occupant Health and Engagement

- Nontoxic materials and low-emitting adhesives, sealants, and paints;
- Mechanical system design to optimize occupant thermal comfort;
- Occupant control of lighting and thermal comfort systems;
- Extensive views to the outdoors;
- Green building education signage and outreach; and
- Tenant sustainability engagement programs and games.

Project Consistency with SACOG's 2036 Metropolitan Transportation Plan/Sustainable Communities Strategy

The Legislature has adopted several statutory provisions to streamline CEQA for infill development within this region of the State that are consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adopted by the Sacramento Area Council of Governments (SACOG), including but not limited to Public Resources Code sections 21094.5-21094.5.5,¹ 21155-21155.4, 21159.28, and 21099. SACOG has released a MTP/SCS Consistency Determination Worksheet for jurisdictions to use in evaluating whether a proposed project is consistent with SACOG's MTP/SCS.²

A project's consistency with the MTP/SCS is determined using project based criteria (e.g. density requirements) and location-based criteria (e.g. proximity to transit). SACOG assists jurisdictions in making an MTP/SCS consistency determination; however, it is the lead agency's responsibility to make the final determination. As such, the City of Davis prepared a draft MTP/SCS Consistency Determination worksheet for review by SACOG. On October 3, 2016, SACOG provided the City of Davis with a letter of concurrence stating that SACOG agrees with the City's conclusion that the proposed project would be consistent with the MTP/SCS. Specifically, SACOG states:

Given the project's mix and density of land uses (over 20 dwelling units per acre and over 50 percent of square footage in residential use), the project's location within the Yolo Transit Priority Area, and its consistency with the use, density/intensity and applicable policies of the MTP/SCS, the Lincoln40 project is considered a Transit Priority Project, as defined by SB 375 (PRC § 21155(b)).³

¹ See also sections 15183-15183.3 and Appendix M of the CEQA Guidelines.

² MTP/SCS worksheet available at (<http://www.sacog.org/sites/main/files/file-attachments/determination-mtp-scs-consistency-worksheet.pdf>.)

³ Sacramento Area Council of Governments. *Lincoln40 Student Housing Apartment project consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036*. October 3, 2016.

Therefore, the project is eligible for CEQA streamlining. Further discussion of CEQA streamlining provisions as they relate to the analysis carried out in this EIR is provided in Chapter 4.0, Introduction to Analysis, of this EIR.

Individualized Affordable Housing Plan

In accordance with the Davis Municipal Code, Section 18.05, developments consisting of five or more units shall provide for affordable housing options. Where direct land dedication and/or on-site dedication of affordable units is not included in a project, the City's affordable housing requirement may be met through the payment of in-lieu fees. The proposed project does not include the dedication of land or units for affordable housing, and therefore the project requires the approval of an Individualized Affordable Housing Plan.

3.7 REQUESTED ENTITLEMENTS

The following section presents the discretionary and ministerial actions that would be required to implement the proposed project.

City of Davis Discretionary Approvals

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

1. **Certification of the EIR and adoption of the Mitigation Monitoring Plan.** Before the City can approve the proposed project, it must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Davis. Approval of the EIR also requires adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City would also be required to adopt Findings of Fact as part of project approval.
2. **General Plan, Gateway/Olive Drive Specific Plan, and Zoning Map Amendments.** The applicant is requesting to change the site's current designations of EOMU and RMD, to Residential Medium High Density (RMHD).
3. **General Plan, Gateway/Olive Drive Specific Plan, and Zoning Text Amendments.** The applicant is requesting several amendments to the text of the Gateway/Olive Drive Specific Plan, including the addition of a Residential Medium High Density (RMHD) residential category (14.00 to 24.99 units per gross acre) to the overall Plan, and several Lincoln40 site-specific development standards and design guidelines, including, but not limited to:
 - Increase in lot coverage from "Not more than forty percent" to "Not more than 60 percent";
 - Increase in maximum height from three stories or 35 feet maximum, to five stories or 60 feet maximum; and

- Modify the building height restriction of one-story (ten feet) maximum height standard for structures within 50 feet of East Olive Drive.
4. **Project Individualized Program for Affordable Housing** to pay in-lieu fee for required affordable units.
 5. **Parcels Merger** – merging all 11 separate parcels to create one parcel that will include easements and dedications.
 6. **Development Agreement.** The proposed project includes a request for approval of a Development Agreement for the proposed residential development. The agreement would be between the City and HighBridge Properties.
 7. **Vacation of Right of Way – vacation of Hickory Lane.** The proposed project would involve the abandonment of Hickory Lane as a public right-of-way and subsequent re-use of Hickory Lane as a private driveway to access the proposed development.
 8. **Design review for site plan and architectural review.** In accordance with Section 40.3 of the City of Davis’ Municipal Code, the proposed project would be subject to design review and architectural plan approval.

Other City of Davis Ministerial Permits

1. **Demolition permit** for demolition of on-site structures.
2. **Building permit** for construction of the proposed project.
3. **Tree modification or removal permits** for any trimming, modification or removal of trees protected under Chapter 37 of the City of Davis’ Municipal Code.

Other Agency Permits and Approvals

1. Central Valley Regional Water Quality Control Board (CVRWQCB) – the proposed project would disturb more than one acre of land; therefore, the project would be required to obtain coverage under the National Pollution Discharge Elimination System through the Storm Water Pollution Prevention permitting program of the CVRWQCB; and
2. Yolo-Solano Air Quality Management District – Approval of air quality permits for construction-related activities and emissions.