

4.7

LAND USE AND PLANNING

4.7.1 INTRODUCTION

The purpose of the Land Use and Planning section of this EIR is to identify the existing land use conditions on the Lincoln40 Project (proposed project) site and the surrounding areas, analyze the project's compatibility with existing land uses, analyze the project's consistency with relevant planning documents and policies, and recommend mitigation measures to avoid or minimize the significance of potential impacts, if necessary. Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines states that "[...] the EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The Land Use and Planning section discussions include a description of the existing land use setting of the project site and the adjacent area, including the identification of existing land uses and current General Plan policies and zoning designations. This section of the EIR also identifies the relevant City of Davis General Plan goals and policies that govern land use development within the General Plan Planning Area. The information contained in this analysis is primarily based on the *Davis General Plan*¹ and associated EIR,² the *Gateway/Olive Drive Specific Plan*,³ and the Davis Municipal Code.⁴

4.7.2 EXISTING ENVIRONMENTAL SETTING

The following section describes the existing land use and zoning designations on the project site, at the time the NOP was published on August 29, 2016.

Project Site Characteristics

The 5.92-acre project site is considered an infill site located along Olive Drive, immediately south of the Union Pacific Railroad (UPRR) tracks and the Davis Amtrak station, in the City of Davis. The site is bisected by Hickory Lane. The project 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.

The infill site consists of a small field, approximately 180 trees, and twenty-three existing residential units (see Figure 4.7-1). 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. Six of the 10 single-family

¹ City of Davis. *Davis General Plan*. Adopted May 2001. Amended through January 2007.

² City of Davis. *Program EIR for the City of Davis General Plan Update and Project EIR for Establishment of a New Junior High School*. January 2000.

³ City of Davis. *Gateway/Olive Drive Specific Plan*. Adopted July 1996. Amended through May 2002.

⁴ City of Davis. *Davis Municipal Code*. Current through November 23, 2014.

**Figure 4.7-1
Project Vicinity Map**



homes are also currently occupied by renters. The remainder of the single-family homes are 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.

Surrounding Land Uses

As illustrated in Figure 4.7-1, immediately south of the project site, on the opposite side of Olive Drive, are the medium density apartment complexes of 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 Interstate 80 (I-80). 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, along Olive Drive. The UPRR tracks make up the northern border of the project site, and beyond the railway is the Old East Davis neighborhood, which contains a mix of residential and commercial uses. PG&E's Davis substation (236 K Street) is also 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 the University of California, Davis is located approximately 0.5-mile to the west.

Existing Land Use Designations

In 1996, the City of Davis adopted the *Gateway/Olive Drive Specific Plan* and accompanying EIR. The Specific Plan currently encompasses a total of 121 acres, which includes the 5.92-acre project site. The Specific Plan is divided into district sub-areas including: East Olive Drive, West Olive Drive, Aggie Village, and the Southern Pacific Depot. Each sub-area has distinct characteristics and design guidelines. 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.

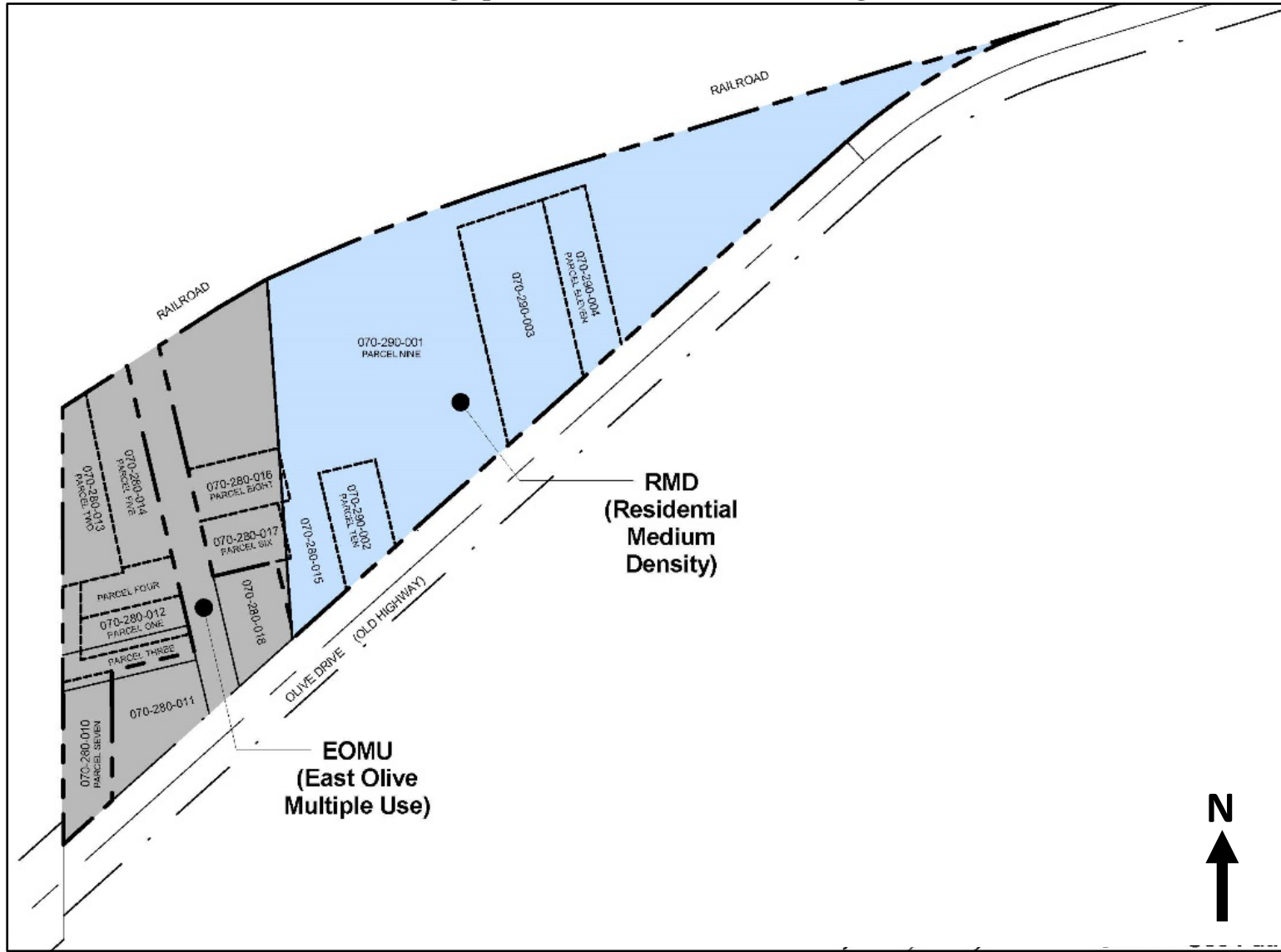
Gateway/Olive Drive Specific Plan

The project site is located within the East Olive Drive area of the *Gateway/Olive Drive Specific Plan*. According to the Specific Plan's Land Use and Zoning Plan, the project site is currently designated as East Olive Multiple Use (EOMU) and Residential Medium Density (RMD) (see Figure 4.7-2). The EOMU and RMD designations are defined in the *Gateway/Olive Drive Specific Plan* as follows:

East Olive Multiple Use

The purpose of the EOMU district is to encourage specific mixed use developments which form a cohesive link between existing and new development. The EOMU district is intended to be developed by creatively combining residential land uses with supporting retail, and office and business uses. When the zoning is combined with the design guidelines, the vision for the district is predominantly an updated version of the 1940-1950's concept of cottage/bungalow siting which successfully incorporates residential and non-residential land uses needed by both the residents and the

Figure 4.7-2
Existing Specific Plan Land Use and Zoning Plan



community. Hickory Lane should be treated as one large project oriented to the lane which will be the pedestrian/bike spine for East Olive Drive.

Hickory Lane Properties

Mix of uses on each parcel containing a combination of any two or more of the plan following:

- a) Multi-family residential not to exceed 15 dwelling units per acre (du/ac);
- b) Restaurants;
- c) Professional and administrative offices; and
- d) Retail uses.

Residential

The purpose of this district is to provide residential land uses in the East Olive Drive area, which will complement existing residential land uses and will offer additional housing choices in the vicinity. Residential developments are expected to emulate the cottage/bungalow style of development, where smaller scale structures are placed in close proximity to each other opening out on to a common pedestrian walk. The intent of the district is to enhance the continued functioning of East Olive Drive as an area where travel trailers, mobile homes, and other small housing units are available as housing choices to Davis residents while encouraging development of neighborhood recreational or park/open space areas.

Medium Density. Single-family or multi-family residential development with densities from 4.2 to 10.0 units per net acre. Note: with the exception of the Callori Property. See Reference to “Callori” Property in Section C., page 31.

Callori:

Up to 49 small-sized single-family cottage units and 8,000 square feet of commercial use. Adherence to the design guidelines should be required for any successful development on this property.

Note: This property is located within the RMD Zone. This section supercedes RMD limitations

Adjacent Land Use and Zoning Designations

Table 4.7-1 shows the existing uses, General Plan designations, Specific Plan designations, and zoning for the areas adjacent to the site, specified by direction.

4.7.3 REGULATORY CONTEXT

The following is a description of environmental laws and policies that are relevant to the CEQA review process concerning land use and planning.

Local Regulations

The following are applicable local regulations related to the proposed project.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is an association of local governments from six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2016 MTP/SCS was adopted by the SACOG board on February 18, 2016.

Direction	Existing Uses	Land Use		Zoning
		General Plan	Specific Plan	
North ¹	<ul style="list-style-type: none"> • Single-Family Residences • PG&E Electrical Substation • Davis Amtrak Train Station 	<ul style="list-style-type: none"> • Residential-Low Density • Residential-High Density • Public/Semi-Public • Industrial 	<ul style="list-style-type: none"> • Public (Train Station) 	<ul style="list-style-type: none"> • Residential One/Two Family Conversion District (R2-CD) • Industrial Administration and Research (I-R) • Public-Semipublic (P-SP)
South/East ²	<ul style="list-style-type: none"> • Multi-Family apartments • Self-Storage Facility 	Gateway/Olive Drive Specific Plan	<ul style="list-style-type: none"> • RHD • Commercial Service (CS) 	Gateway/Olive Drive Specific Plan
West	<ul style="list-style-type: none"> • Single-Family Residences • Small Commercial Building 	Gateway/Olive Drive Specific Plan	<ul style="list-style-type: none"> • EOMU 	Gateway/Olive Drive Specific Plan
Notes: ¹ . Includes all sites immediately opposite the UPRR tracks from the project site. ² . Includes all sites immediately opposite Olive Drive from the project site. Sources: <ul style="list-style-type: none"> • City of Davis. Davis General Plan. Adopted May 2001. Amended through January 2007. • City of Davis. Gateway/Olive Drive Specific Plan. Adopted July 1996. Amended through May 2002. • City of Davis. Zoning Atlas Map Quadrant Q-14. Amended through December 2012. 				

Metropolitan Transportation Plan/Sustainable Communities Strategy

The 2035 MTP/SCS is a long-range plan for transportation improvements in the region. The plan is based on projections for growth in population, housing, and jobs. SACOG determines the

regional growth projections by evaluating baseline data (existing housing units and employees, jobs/housing ratio, and percent of regional growth share for housing units and employees), historic reference data (based upon five- and ten-year residential building permit averages and historic county-level employment statistics), capacity data (General Plan data for each jurisdiction), and current MTP data about assumptions used in the most recent MTP/SCS. SACOG staff then meets with each jurisdiction to discuss and incorporate more subjective considerations about planned growth for each area. Finally, SACOG makes a regional growth forecast for new homes and new jobs, based upon an economic analysis provided by a recognized expert in order to estimate regional growth potential based on market analysis and related economic data. This growth forecast is then incorporated into the MTP/SCS.

City of Davis General Plan

The applicable Davis General Plan policies and standards related to land use and planning are presented below in Table 4.7-2.

Gateway/Olive Drive Specific Plan

The applicable *Gateway/Olive Drive Specific Plan* goals and policies related to land use and planning are presented below in Table 4.7-2.

4.7.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to land use and planning. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines a land use and planning impact may be considered to be significant if any potential effects of the following conditions, or potential thereof, would result with the proposed project's implementation:

- Physically divide an established community;
- Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect; and
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Issues Not Discussed Further

It should be noted that the proposed project's impacts associated with any applicable habitat conservation plan or natural community conservation plan are addressed in the Biological

Resources section of this EIR. In addition, the Initial Study prepared for the proposed project (see Appendix B) determined that development of the proposed project would result in a less-than-significant impact related to the physical division of an established community. Accordingly, impacts related to the above are not further analyzed or discussed in this section of the EIR.

Method of Analysis

The following section analyzes the compliance of the proposed project with adopted plans and policies, pursuant to Section 15125(d) of the CEQA Guidelines. Existing land uses in the project vicinity were identified based on information provided by the City. The land use evaluation is based on a qualitative comparison of existing and proposed uses on the site and their compatibility with existing land uses and planned land uses as defined in the City's General Plan and Municipal Code, as well as other applicable local environmental and planning documents.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.7-1 Conflict, or create an inconsistency, with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Based on the analysis below, the impact is *less than significant*.

According to the *Gateway/Olive Drive 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. Therefore, this impact discussion will evaluate the proposed project's consistency with the *Gateway/Olive Drive Specific Plan*. Overarching policies in the Davis General Plan, which are applicable to the proposed project, will also be considered in Table 4.7-2.

According to the Specific Plan's Land Use and Zoning Plan, the project site is currently designated and zoned as EOMU and RMD. However, because the proposed project involves the construction of 130 residential units on 5.92 acres, resulting in a residential density of approximately 22 du/ac, the project's proposed density would exceed the densities allowed in the RMD and EOMU designations under the current *Gateway/Olive Drive Specific Plan* land use definitions.

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. As part of this amendment, the City established a new General Plan designation of Residential Medium High Density (RMHD), which allows a density of 14.00 to 24.99 units per gross acre. In light of the recent amendment to the General Plan, the proposed project includes a request to amend the text of the *Gateway/Olive Drive Specific Plan* to increase the

range of allowable densities in conformance with the City's current Residential land use designation.

Other anticipated Specific Plan text amendments associated with the proposed project are related to the establishment of site-specific development standards and design guidelines. Currently, the *Gateway/Olive Drive Specific Plan* limits the lot area that can be covered by a proposed structure to 40 percent of the total lot area. The structure included in the proposed project would cover approximately 60 percent of the project site area, and thus would require a text amendment to allow for such an increased lot coverage. Additionally, the proposed project would require a text amendment to increase the allowable building height from a current limit of 35 feet to a new maximum of 60 feet.

The *Gateway/Olive Drive Specific Plan* currently limits structures 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 for the Lincoln40 property only, which would bring the Lincoln40 project into conformity with the other recently constructed buildings along the Olive Drive frontage.

While the *Gateway/Olive Drive Specific Plan* development standards require a 20-foot building setback for land uses fronting along the railroad or freeway, the proposed project does not front the railroad or freeway.

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

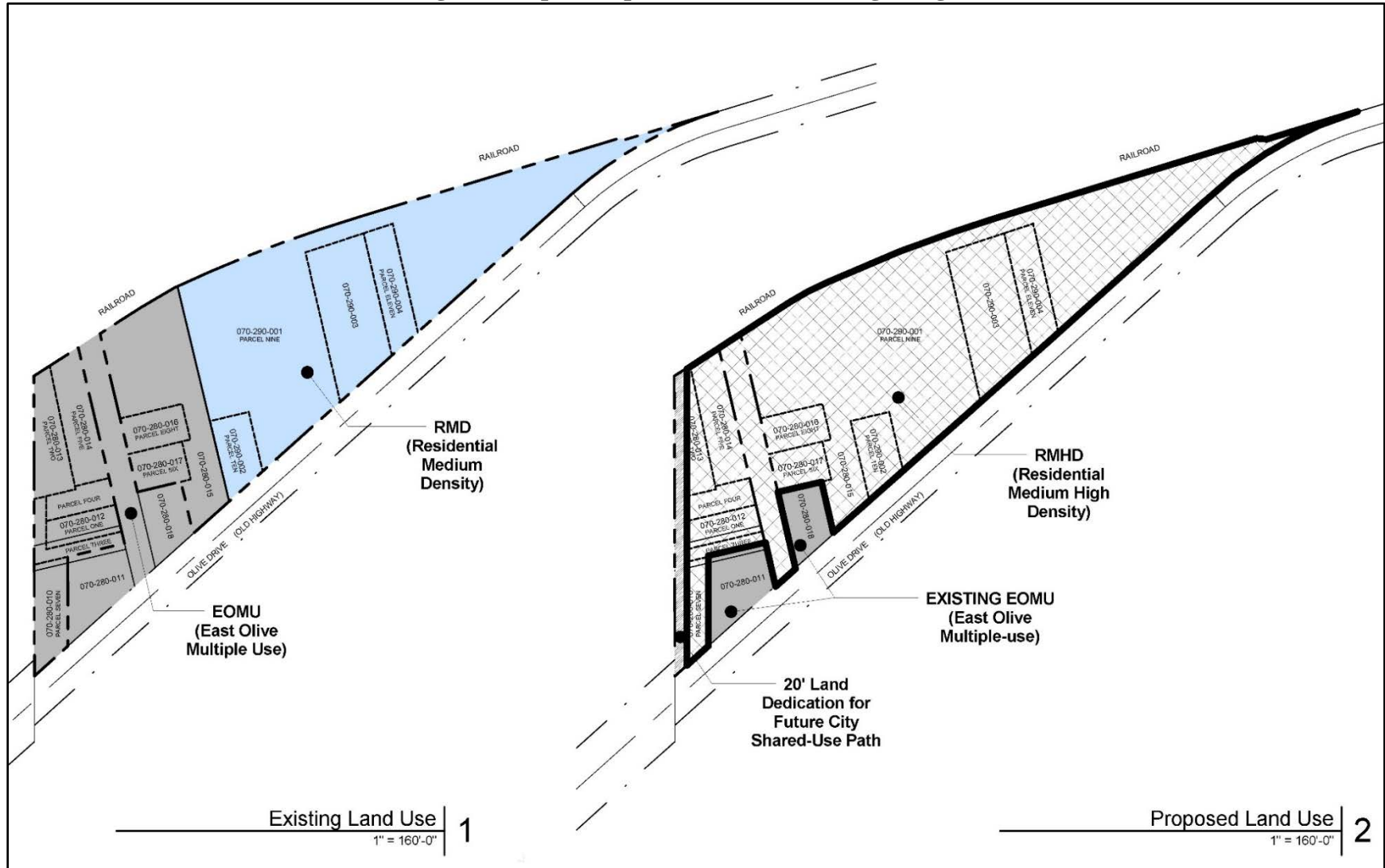
The proposed project includes a request to amend the *Gateway/Olive Drive Specific Plan's* Land Use and Zoning Plan to re-designate the project site from EOMU and RMD to RMHD (see Figure 4.7-3), which, as discussed above, permits a density range of 14 to 24.99 units per gross acre. The density for the proposed project is approximately 22 dwelling units per gross acre (du/ac) (130 units/5.92 acres).

Consistency with Applicable General Plan and Specific Plan Goals and Policies

In order to demonstrate the project's consistency with the Davis General Plan and *Gateway/Olive Drive Specific Plan*, Table 4.7-2 includes a list of the relevant General Plan policies and Specific Plan goals, and a corresponding discussion of whether the project is consistent with each policy and goal.

The City of Davis City Council has ultimate authority to determine project consistency with City policies, and approve the proposed Specific Plan Amendments. As discussed above and in Table 4.7-2, the proposed project would not conflict, or create an inconsistency, with any applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect related to land use and planning, and impacts would be *less than significant*.

Figure 4.7-3
Existing and Proposed Specific Plan and Zoning Designations



Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Refer to Chapter 5, Statutorily Required Sections, of this EIR for more detail.

4.7-2 Cumulative land use and planning incompatibilities. Based on the analysis below, the cumulative impact is *less than significant*.

Land use conflicts are site-specific and would not result in a cumulative impact. Incompatibility issues are addressed and mitigated on a project-by-project basis. The proposed project has been designed to be consistent with applicable aspects of the City's General Plan, and as described in this EIR, the project would not result in incompatibilities with any of the surrounding land uses. Therefore, cumulative land use impacts related to land incompatibilities would be *less than significant*.

Mitigation Measure(s)

None required.

**Table 4.7-2
 General and Specific Plan Consistency Discussion**

City of Davis General Plan -- Goal/Policy	Project Consistency
<p>Policy LU A.1 In infill projects, respect setback requirements, preserve existing greenbelts and greenstreets, and respect existing uses and privacy on adjacent parcels.</p>	<p>The City recently amended the General Plan section, Residential “Allowable Uses and Densities”, to provide a higher-density land use designation and increase the range of allowable densities in the land use element. As part of this amendment, the City established a new General Plan designation of Residential Medium High Density (RMHD), which allows a density of 14.00 to 24.99 units per gross acre, thus, replacing the former Residential High Density land use category. A new Residential High Density with increased density was created, which was intended to implement “Smart Growth Principles” for projects in this category that meet certain characteristics. In light of the recent amendment to the General Plan, the proposed infill project includes a request to amend the text of the East Olive Drive sub-area of the <i>Gateway/Olive Drive Specific Plan</i> to increase the range of allowable densities in conformance with the City’s current Residential land use designation.</p> <p>Other anticipated Specific Plan text amendments associated with the proposed project are related to the development standards and design guidelines for the East Olive Drive sub-area of the <i>Gateway/Olive Drive Specific Plan</i>. Currently, the <i>Gateway/Olive Drive Specific Plan</i> limits the lot area that can be covered by a proposed structure to 40 percent of the total lot area. The structure included in the proposed infill project would cover approximately 60 percent of the project site area, and thus would require a text amendment to allow for such an increased lot coverage. Additionally, the proposed project would require a text amendment to increase the allowable building height from a current limit of 35 feet to a new maximum of 60 feet.</p> <p>The design guidelines for the East Olive Drive sub-area of the <i>Gateway/Olive Drive Specific Plan</i> currently limit structures within 50-feet of Olive Drive, to a maximum height of ten-feet. The proposed infill project would require an amendment to the design guidelines to</p>

**Table 4.7-2
 General and Specific Plan Consistency Discussion**

City of Davis General Plan -- Goal/Policy	Project Consistency
	<p>allow for construction of a structure on the project site with a maximum building height of 60 feet within 50 feet of Olive Drive.</p> <p>The City of Davis City Council has ultimate authority to determine project consistency with City policies, and approve the proposed Specific Plan Amendments.</p>
<p>Policy LU A.3 Require a mix of housing types, densities, prices and rents, and designs in each new development area.</p>	<p>As described above, 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. As part of this amendment, the City established a new General Plan designation of RMHD, which allows a density of 14.00 to 24.99 units per gross acre. In light of the recent amendment to the General Plan, the proposed project includes a request to amend the text of the <i>Gateway/Olive Drive Specific Plan</i> to increase the range of allowable densities in conformance with the City’s current Residential land use designation.</p> <p>The proposed project includes a request to amend the <i>Gateway/Olive Drive Specific Plan’s</i> Land Use and Zoning Plan to re-designate the project site from EOMU and RMD to RMHD. The density for the proposed project is approximately 22 du/ac (130 units/5.92 acres). Therefore, the proposed project would offer an additional mix of housing types, densities, and prices that does not currently exist in the area.</p> <p>In addition, 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.</p> <p>Furthermore, under proposed terms of the Development Agreement, the project applicant would be required to pay in-lieu fees to the City’s</p>

**Table 4.7-2
 General and Specific Plan Consistency Discussion**

City of Davis General Plan -- Goal/Policy	Project Consistency
	affordable housing fund, subject to the approval of the City of Davis, which would be used to generate additional housing within the City.
<p>Policy LU A.5 Require neighborhood greenbelts in all new residential development areas. Require that a minimum of 10 percent of newly-developing residential land be designated for use as open space primarily for neighborhood greenbelts.</p>	<p>The proposed project site is surrounded by existing development and the project is considered infill development and would not be required to designate open space for a neighborhood greenbelt. However, the proposed project does include 104,860 sf of outdoor open space/landscaping, which would be owned and maintained by the project applicant for use by project residents. The project site area consists of 257,875 sf, resulting in over 40 percent of the site comprising open space/landscaping.</p>
<p>Policy UD 1.1 Promote urban/community design which is human-scaled, comfortable, safe and conducive to pedestrian use.</p>	<p>The proposed project includes 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. The five-story portion would be connected to the three- and four-story portions on the first floor and by breezeways on floors two through four. In addition, the proposed project would 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 on-site community environment for pedestrians. In addition, the proposed project includes the construction of a six-foot-wide bicycle lane along Olive Drive and right-of-way dedication for future UPRR grade-separated crossing as envisioned in the <i>Gateway/Olive Drive Specific Plan</i>.</p>
<p>Policy UD 2.2 Maintain and increase the amount of greenery, especially street trees, in Davis, both for aesthetic reasons and to provide shade, cooling, habitat, air quality benefits, and visual continuity.</p>	<p>The proposed project includes 104,860 sf of outdoor open space/landscaping, which would be owned and maintained by the project applicant. The project site area consists of 257,875 sf, resulting in over 40 percent of the site would comprise of open space/landscaping. In addition, many of the existing mature trees along</p>

**Table 4.7-2
 General and Specific Plan Consistency Discussion**

City of Davis General Plan -- Goal/Policy	Project Consistency
	<p>Olive Drive, including the large cork oaks, would be preserved as part of the proposed project. With respect to overall trees, the project would result in the removal of 93 trees in poor condition and another 39 trees to accommodate the proposed site plan. A total of 48 trees would be preserved on-site and 71 replacement trees would be planted.</p>
<p>Policy UD 2.3 Require an architectural “fit” with Davis’ existing scale for new development projects.</p>	<p>The project is larger than the residential uses directly to the west. The majority of the Lexington Apartment buildings farther west are three-stories, and the Arbors Apartment buildings directly south of the project site across Olive Drive are two-stories. The proposed project includes 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. Although the proposed project would represent the tallest buildings along Olive Drive, the project’s tiered design would ensure the project fits architecturally with the surrounding developments on Olive Drive and the existing multi-story apartment complexes in the East Olive Drive subarea of the <i>Gateway/Olive Drive Specific Plan</i>.</p> <p>Furthermore, the proposed project would be subject to the City of Davis’ Article 40.31, Site Plan and Architectural Approval, which is intended to create a design review process in order to determine compliance with the Municipal Code and to promote orderly and harmonious growth of the City.</p>
<p>Policy UD 2.4 Create affordable and multi-family residential areas that include innovative designs and on-site open space amenities that are linked with public bicycle/pedestrian ways, neighborhood centers.</p>	<p>The proposed student-oriented project includes 104,860 sf of outdoor open space/landscaping and would 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 on-site community environment for pedestrians. In addition, the proposed project includes</p>

**Table 4.7-2
 General and Specific Plan Consistency Discussion**

City of Davis General Plan -- Goal/Policy	Project Consistency
Policy UD 2.4 Standard d – Multi-family housing complexes should be designed, constructed and managed in projects of no more than 150 units, not including any density bonus.	<p>the construction of a six-foot-wide bicycle lane along Olive Drive and right-of-way dedication for future UPRR grade-separated crossing as envisioned in the <i>Gateway/Olive Drive Specific Plan</i>.</p> <p>The proposed student-oriented project includes fewer than 150 units. Therefore, if approved by the City of Davis, the project would be consistent with Standard d of Policy UD 2.4.</p>
Policy UD 3.1 Use good design to promote safety for residents, employees, and visitors to the City.	See Policy UD 2.3 consistency discussion.
Policy UD 3.2 Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.	<p>The proposed project is required to comply with the City’s Outdoor Lighting Control policies, the goals and policies of the General Plan, and the relevant guidance within the <i>Gateway/Olive Drive Specific Plan</i>. Consistency with the City’s Municipal Code would be ensured during the site plan and architectural review process. In addition, Section 8.17.030 of the City’s Municipal Code includes general requirements for outdoor lighting.</p> <p>In addition, the Aesthetics and Visual Resources chapter of this EIR determined that with implementation of mitigation the proposed project would not create a new source of substantial light that would adversely affect nighttime views.</p>
Policy HOUSING 1.1 Encourage a variety of housing types that meet the housing needs of an economically and socially diverse Davis.	See Policy LU A.3 consistency discussion.
Policy HOUSING 1.2 Strive to maintain an adequate supply of rental housing in Davis to meet the needs of all renters, including students.	<p>The proposed project consists of off-campus apartment rental housing intended for college students in the area, which 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.</p>

**Table 4.7-2
 General and Specific Plan Consistency Discussion**

City of Davis General Plan -- Goal/Policy	Project Consistency
<p>Policy HOUSING 1.3 Encourage the construction of housing to meet the needs of single persons and households with children with extremely low, very low, and low incomes.</p>	<p>The proposed project includes an individualized affordable housing program to meet the City’s affordable housing requirement, and is proposing to pay in-lieu fees, subject to the review and approval by the City of Davis.</p>
<p>Policy HOUSING 1.4 Encourage a variety of housing types and care choices for disabled persons.</p>	<p>See Policy LU A.3 consistency discussion. In addition, the proposed project would be subject to all Title 24 requirements to serve disabled persons.</p>
<p>Policy TRANS 1.3 Encourage higher intensity residential, commercial, and mixed-use development near existing activity centers and along corridors well served by non-motorized transportation infrastructure and public transportation.</p>	<p>The proposed project would provide off-campus apartment rental housing with a minimum net density of at least 22 dwelling units per acre consistent with the density requirement for a Transit Priority Project to help accommodate the strong student demand for housing proximate to UC Davis. The location of the project and design principles encourage and support the use of alternate forms of transportation (public transit/pedestrian/cycling) to both Downtown Davis and the UC Davis campus. The project site is located immediately south of the UPRR tracks and the Davis Amtrak station. The UPRR tracks are currently used for passenger and freight train operations. The passenger train operation, known as the Capitol Corridor, involves 30 passenger trains per day (nearly hourly service) during weekdays.</p> <p>The City of Davis prepared a draft MTP/SCS Consistency Determination worksheet for review by SACOG. On October 3, 2016, SACOG provided the City a letter of concurrence stating that SACOG agrees with the City’s conclusion that the project is a Transit Priority Project based on 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, as defined by SB 375 (PRC § 21155(b)).</p>

Table 4.7-2 General and Specific Plan Consistency Discussion	
City of Davis General Plan -- Goal/Policy	Project Consistency
Gateway/Olive Drive Specific Plan	
<p>Goal 1 Develop a specific plan that effectively and sensitively addresses vehicles, pedestrian/bicycle circulation, aesthetics, biotics, historical, design and land use characteristics of the Gateway/Olive Drive area into the future.</p>	<p>See Policy UD 2.4 consistency discussion. In addition, the Transportation and Circulation, Aesthetics and Visual Resources, and Biological Resources chapters of this EIR determined all impacts resulting from the proposed project could be reduced to a less-than-significant level with mitigation.</p>
<p>Goal 2 Develop a land use plan which addresses the character of the area and the needs of Davis and recognizes the proximity to the University and Core Area. It should:</p> <ul style="list-style-type: none"> a. Consider the present and future needs of the students of the University. b. Enhance the vitality that currently exists within the University, Core Area and surrounding neighborhoods. c. Create a dynamic plan that meets the needs of a diverse population and allows for opportunities to live, work, shop, and recreate. 	<p>The Davis downtown core area is located approximately 0.25-mile northwest of the project site, while the University of California, Davis is located approximately 0.5-mile to the west. The proposed project includes the construction of off-campus apartment rental housing intended for college students in the area and would take advantage of the project site’s buildout potential enhancing the vitality of the area. In addition, the increase in housing opportunity would help in meeting the needs of the diverse population.</p> <p>Project plans include an easement 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.</p> <p>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.</p>

**Table 4.7-2
 General and Specific Plan Consistency Discussion**

City of Davis General Plan -- Goal/Policy	Project Consistency
<p><i>Guiding Policy for the East Olive Drive Subarea</i></p> <p>Any improvement or development within the existing neighborhood of East Olive Drive must be compatible with the unique qualities of this neighborhood.</p>	<p>The proposed project includes the construction of off-campus apartment rental housing intended for college students in the area. The proposed project would be compatible with the surrounding neighborhood including the Lexington Apartment buildings to the west and the Arbors Apartment buildings directly south of the project site across Olive Drive. Specifically, as noted above, the proposed project would include three tiers, which would step up in height from Olive Drive. Although the proposed project would represent the tallest buildings along Olive Drive, the project's tiered design would ensure the project fits architecturally with the aforementioned apartment buildings. In addition, the large cork oak trees along the project's Olive Drive frontage that are called out in the Gateway/Olive Drive Specific Plan as being contributing elements to the unique character of the area, are being retained as part of the project.</p>