

Exhibit B: Plaza 2555 Project Narrative

The Plaza 2555 project (“the Plaza”) is located at 2555 Cowell Boulevard, at the intersection of Research Park Drive and Cowell Boulevard in South Davis. The project would construct approximately, and no more than, 200 apartments of varying sizes and configurations on two vacant parcels totaling about 6.5 acres.

Approximately 5.5 acres of the site would be developed into a combination of row-house style buildings, each containing several apartments and separated by landscaping, and flat units along corridors. This design allows for an active street front with a variety of elevations facing Research Park Drive and multiple unit types. The interior of the site will include pleasant landscaped pedestrian walks connecting the rowhouses, bike storage, and garage and open parking areas. The remaining 1-acre parcel would be developed with a vegetative barrier together with automobile parking for the project’s residents.

Overall, the project would include a mix of micro flat, 1-bedroom, 2-bedroom, 3-bedroom, 4-bedroom, and 5-bedroom apartments in a total of about 200 apartments (approximately 656 beds). The smaller apartments would typically be flats, whereas the larger apartments would be constructed in both flat and townhouse configurations. There would be an approximately 3,300 square foot leasing office, an approximately 1,000 square foot café, multiple indoor activity areas, pedestrian pathways, landscaped courtyards and common open space areas, about 520 parking spaces, and bicycle parking areas (accommodating about 656 bicycle parking spaces). Site amenities would include a pool area and a sports area, a transit plaza (described below), large interconnected landscaping between the rowhouses, mail and package pickup/dropoff, and a car share/hail area.

The project is aimed to provide a solution for unmet local housing needs, including smaller-sized rental housing. Studio apartments represent only 3 percent of the apartment units in Davis, and no smaller apartments, other than a few senior/handicapped units, have been built in years. The Plaza would offer a new housing option for Davis: affordable-by-design micro flats of about 360 square feet each.

The smaller apartments would be fully accessible and have full kitchens and separate baths. We see a real need for these types of dwellings and believe they would provide a unique opportunity for residents employed in their first real job to transition from having roommates to living in their own apartment.

The project would also provide a solution for the unmet local need for smaller student groups, from church groups to sports teams. These smaller student affinity groups have distinct housing needs that other developments in town have not met. The project would include a combination of larger five-bedroom, three-story townhouses with about 2,000 square feet of space and smaller five bedroom flats. The five bedroom flats will be less expensive while the larger townhouses would feature living areas on the second floor, providing separation from bedrooms and flexibility conducive to housing student affinity groups.

The overall organization and theme for the project is a pedestrian-scaled village. The project will have an eclectic architectural style, blending traditional features of gabled and shed roofs with streamlined parapets. Windows, balconies and porches will create a neighborhood feel. Finishes will be primarily lap siding, stucco, and composition roofing with some areas accented by steel and wood railings, canopies,

posts and exposed rafters. The arrangement of the apartments into a combination of rowhouses and flats will reduce the overall massing and increase the project’s compatibility with the neighborhood. Further articulation is accomplished by the use of various elevations along the street front.

The project is proposed to be built as a LEED GOLD for homes certified project. The buildings would be at least 15 percent more energy efficient than required by Chapter 6 of Title 24. Furthermore, the buildings and landscaping would be designed to use 25 percent less water than the average household uses in the region.

Unit Mix

Plaza 2555 proposes the following mix of unit types and sizes:

Apartments	Approximate number of units	Approximate square footage of each unit	Approximate square footage associated with unit type
Micro apartment	30	360	10,800
One bedroom	17	600	10,200
Two bedroom	14	900	12,600
Three bedroom	9	1,360	12,240
Four bedroom (flat)	89	1,404	124,956
Four bedroom (TH)	7	1,720	12,040
Five bedroom	34	2,050	69,700
Common areas			26,260
Approximate Total	200		278,796

Transit Connectivity

The project is oriented and designed to encourage the use of alternative transportation—including pedestrian, bike, and transit use—rather than cars. The units will be located within an 8-minute walk from the Oakshade Town Center neighborhood shopping center and an 8-minute walk from the Interland Business Park and its employment opportunities, using the bike path and parkways. The bicycle parking and storage will be proximate, safe, and convenient so that residents have easy access to their bicycles for transportation. The site is adjacent to designated bikeways that permit safe, direct access to campus and throughout the City. Finally, the project will be located along the existing transit corridor, recognized by SACOG, on Cowell and Research Park Drive: the site is on two Unitrans bus lines while a third Unitrans line and the Yolo Bus line are one block away.

The project proposes a transit plaza near the “tip” of the intersection of Cowell and Research Park Drive. This natural focal point provides an ideal transit location because it is convenient to the project interior, as well as to the adjacent bus lines and bike lanes. Pedestrians from the project would be funneled on landscaped pedestrian paths to the transit plaza. The transit plaza will provide convenient bus access, as well as the café, protective shelters (from sun and rain) with benches, a bus schedule up-date board, comfortable street furniture, seating areas, planters, and a car-share/car-hail area.

In contrast to the ease of pedestrian, bike, and bus access, the parking design and access will make the use of private cars less convenient and attractive. Access to the parking areas will be less convenient than access to the bike ways and transit plaza. Moreover, exiting the parking areas will require a turn away from campus, making a car commute to campus less convenient. Together, the convenience of alternative transportation and gentle “nudges” away from automobiles through project design will facilitate alternative transit choices.