

4.1 AESTHETICS AND VISUAL RESOURCES

This section describes the existing visual characteristics of the project area and evaluates the potential of the project to result in substantial adverse visual impacts. The visual impact analysis considers existing scenic resources and the potential for public views to be affected by the project.

4.1.1 Environmental Setting

REGIONAL SETTING

Located in the southeast corner of Yolo County, the City of Davis is 11 miles west of Sacramento and 70 miles northeast of San Francisco. The City of Davis is primarily an urban landscape within its City limits. The University of California at Davis (UC Davis) campus, located immediately southwest of the City of Davis but largely integrated with the City, is located on approximately 2,900 acres of unincorporated land and is one of the most visually prominent features in the area. General Plan land uses within the City of Davis include Residential; Neighborhood Retail; Community Retail; General Commercial; Business Park; Industrial; Public/Semi-Public; Parks and Recreation; Urban Agriculture Transition Areas; Agriculture; and Natural Habitat. Land surrounding the City is primarily characterized by agriculture and open space land uses.

PROJECT SITE AND SURROUNDING AREA

As noted in Chapter 3, “Project Description,” the project site is composed of two distinctly separate but adjoining areas, totaling approximately 57.7 acres; the 10.8-acre West Olive Drive area within the City of Davis and the 46.9-acre Nishi site, immediately west of the city limits. The project site is adjacent to downtown Davis and the UC Davis campus, but is separated from the campus by the existing Union Pacific Railroad (UPRR) track.

In general, the project site is characterized by relatively flat land with elevations ranging from 38 to 60 feet. Numerous trees, predominantly oak trees, line the project site. Several additional trees are located in the central portion of the Nishi site and adjacent to existing structures and roadways within West Olive Drive. Vegetation within the Nishi site is characterized predominantly by agricultural crops (winter wheat), ornamental and native trees, remnant riparian vegetation, and ruderal grassland. West Olive Drive is dominated by ornamental vegetation and several native trees.

The Nishi site is currently used for dry agricultural production and is zoned A-N (Agricultural Intensive) and designated as Agriculture by the City of Davis and Yolo County General Plans. The Gateway / Olive Drive Specific Plan establishes the zoning for West Olive Drive. Uses within the area zoned for commercial service uses include a hotel, restaurants, mini-storage, auto-related uses. The Putah Creek area is designated as Parks/Recreation.

The project site is bounded to the northeast by Richards Boulevard and the Richards Boulevard/I-80 Interchange; I-80 to the southeast; and the existing railroad to the west and northwest. Agricultural land is located south of the project site on the other side of I-80 with the UC Davis Center for Neuroscience located to the east. Commercial and multi-family and mobile home residential uses are located to the northeast across Richards Boulevard, while some retail commercial and student housing opportunities are located to the northwest.

VIEWS OF THE PROJECT SITE

The following is a description of views of the Nishi site and West Olive Drive. Generally, views of the project site are limited to the immediate area and I-80 motorists.

Nishi Site

Direct views of the Nishi site are primarily available from I-80, which borders the project site to the southeast. Figure 4.1-1 provides a key of five existing views of the project site and Figures 4.1-2 through 4.1-6 provide photos of the site from these viewpoints. Moving east to west across the project site, views of the Nishi site by I-80 motorists are generally obstructed by trees and riparian woodland habitat until passing the Putah Creek open space area. Continuing westward past the open space area, views of the Nishi site from I-80 become available and are partially screened by trees that line the southern boundary of the site (see Figure 4.1-2, Viewpoint A). Just southwest of the Viewpoint A location (see Figure 4.1-1), the elevation of I-80 West begins to climb relative to the site. As I-80 elevation continues to climb, westbound motorists' views of agricultural land on the Nishi site become more open (see Figure 4.1-6, Viewpoint E). At this point, views of the architecturally striking Mondavi Center UC Davis, located west of the site, become a dominant feature within the existing viewshed. The Shrem Art Museum, also at UC Davis near the Mondavi Center, is under construction and, based on schematics, will be an architecturally noteworthy building that will add to the views from I-80 across the Nishi site (UC Davis 2014).

To the north and northwest, the Nishi site is bounded by the UPRR track, site of the future Shrem Art Museum, a portion of Old Davis Road, and UC Davis Campus, including the Hyatt Place hotel and Solano Park housing development. The Mondavi Center is located northwest of the site of the future Shrem Art Museum. As shown in Figure 4.1-3 (Viewpoint B) and Figure 4.1-5 (Viewpoint D), existing views of the Nishi site from Old Davis Road and the Solano Park housing development are partially or fully screened by topography and existing trees, vegetation, and landscaping near the UPRR tracks. Some unobstructed views of the Nishi site are available from the Hyatt Place Hotel. Some distant views of the Nishi site are also available from upper levels of nearby UC Davis Campus buildings and the Mondavi Center.

As noted above, the Nishi site is bounded by the Putah Creek channel to the northeast, an open space available to the public that separates the Nishi site and West Olive Drive. Open views of the Nishi site are available from the pedestrian and bicycle pathway located within the Putah Creek channel.

West Olive Drive

West Olive Drive lies northeast and adjacent to the Nishi Site. West Olive Drive is largely developed with commercial uses such as automotive shops, restaurants, University Park Inn and Suites, and a climbing gym. None of these buildings is architecturally noteworthy and the overall appearance is visually cluttered with no unifying theme. West Olive Drive is bounded by Richards Boulevard to the northeast, the I-80/Richards Boulevard interchange to the southeast, the Putah Creek channel to the southwest, and the UPRR tracks to the northwest. An existing view of West Olive Drive from Richards Boulevard is provided in Figure 4.1-4, Viewpoint C. From here, the view is of Olive Drive, with landscaping and trees in the foreground and commercial signage and low-lying commercial buildings interspersed between in the background. No views of the Nishi Site and development located in the southwestern most portion of West Olive Drive are available from Richards Boulevard because of landscaping, buildings, and trees in the foreground.

Located north/northwest of West Olive Drive is the UPRR track. Views of West Olive Drive from north of the tracks are obstructed by topography and trees that line the UPRR tracks.

From the pedestrian and bicycle pathway located southwest of the Putah Creek channel, views of West Olive Drive include riparian vegetation and trees in the foreground with open and partially screened views of development within West Olive Drive in the background. For I-80 motorists, West Olive Drive views primarily consist of thick vegetation and trees that line the highway and site.



Figure 4.1-1

Photo Key with Project Overlay





Figure 4.1-2 Viewpoint A, Existing View from I-80 West Looking West at the Nishi Site



Figure 4.1-3 Viewpoint B, Existing View from Old Davis Road (North) Looking East at the Nishi Site





Figure 4.1-4 Viewpoint C, Existing View from Intersection of Richards Boulevard and Olive Drive Looking Southwest at West Olive Drive



Figure 4.1-5 Viewpoint D, Existing View from Solano Park Subdivision Looking Southeast at the Nishi Site



X14010097 02 006



Figure 4.1-6 Viewpoint E, Existing View from I-80 looking Northeast at the Nishi Site



Light and Skyglow

The terms “glare” and “skyglow” are used in this impact analysis to describe the visual effects of lighting. For the purposes of this impact analysis, glare is considered to be direct exposure to bright lights and skyglow is a glow that extends beyond the light source and dominates or partially dominates views above the horizon at night.

Because the existing Nishi Site is undeveloped, the site is unlit during nighttime hours. Nighttime lighting within West Olive Drive is limited to building and street lighting. Because West Olive Drive is surrounded mostly by urban development, including a service station and high-volume fast food restaurant across Richards Boulevard, and a freeway, the property’s existing nighttime lighting sources are not a substantial relative light source in the local viewshed. Other more prominent nighttime lighting sources in the vicinity include those associated with the UC Davis campus to the north and northwest of the Nishi site and I-80 located adjacent to the south/southeast boundary of the project site.

4.1.2 Regulatory Setting

FEDERAL

There are no federal programs or policies addressing visual resources that pertain to the project.

STATE

California Scenic Highway Program

California's Scenic Highway Program was created by the California Legislature in 1963 and is managed by the California Department of Transportation. The goal of this program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape travelers can see, the scenic quality of the landscape, and the extent to which development intrudes on travelers' enjoyment of the view.

The Program includes a list of eligible highways and officially designated scenic highways, and includes a process for the designation of official State or County Scenic Highways. No roadway segments in the vicinity of the project, including I-80, are designated as scenic roadways. The closest highway designated as an Eligible (E) or Officially Designated (OD) State Scenic Highway is State Route 160, located over 13 miles southeast of the project site (California Department of Transportation 2015).

LOCAL

City of Davis General Plan

The following applicable goals and policies related to aesthetics are taken from the Urban Design and Neighborhood Preservation Element of the City of Davis General Plan.

Goal UD-1: Encourage community design throughout the City that helps to build community, encourage human interaction and support non-automobile transportation.

- ▲ **Policy UD 1.1:** Promote urban/community design which is human-scaled, comfortable, safe, and conducive to pedestrian use.

Goal UD 2: Maintain an aesthetically pleasing environment and manage a sustainable community forest to optimize environmental, aesthetic, social, and economic benefits.

- ▲ **Policy UD 2.1:** Preserve and protect scenic resources and elements in and around Davis, including natural habitat and scenery and resources reflective of place and history.
- ▲ **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.
- ▲ **Policy UD 2.3:** Require an architectural "fit" with Davis' existing scale for new development projects.
- ▲ **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, and transit stops.
- ▲ **Policy UD 2.5:** Ensure attractive functional signs.
- ▲ **Policy UD 2.6:** Require high-quality design standards for manufacturing, assembly, research and development, warehousing, and distribution type land uses.

Goal UD 3: Use good design as a means to promote human safety.

- ▲ **Policy UD 3.2:** Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.

Goal UD 4: Create an urban design framework that would strengthen the physical form of the city.

- ▲ **Policy UD 4.1:** Develop an urban design framework plan to consolidate and clarify the relevant design concepts in this chapter and other chapters to promote a positive and memorable image for the city and to reinforce the functional systems of the city such as land use, circulation, and open space.

Goal UD 5: Create and enforce clear and reasonable design guidelines that operationalize the relevant goals, policies, and actions of this general plan.

- ▲ **Policy UD 5.1:** Develop and implement new design guidelines, which are reviewed periodically.

Goal UD 6: Strengthen the city's neighborhoods to retain desirable characteristics while allowing for change and evolution, promoting public and private investments, and encouraging citizen involvement in neighborhood planning.

- ▲ **Policy UD 6.1:** Recognize the existence of individual neighborhoods with general boundaries and facilitate the development of neighborhood strategies in partnership with residents and property owners. The strategies should recognize the unique characteristics of the individual neighborhood and the potential for change, within the context of a well-planned city. The strategies should be directed toward solving unique neighborhood problems and implementing neighborhood priorities and enhancing livability.

Outdoor Lighting Control Ordinance

The City enacted the Outdoor Lighting Control Ordinance in 1998. The ordinance, commonly referred to as the City's "Dark Sky Ordinance," provides standards for outdoor lighting in an effort to minimize light pollution, glare, and light trespass caused by inappropriate or misaligned light fixtures, while improving nighttime public safety, utility, security, and preserving the night sky as a natural resource and thus facilitating people's enjoyment of stargazing. This ordinance does not apply to interior lighting, including lighting at greenhouse facilities. Single-family and duplex properties are exempted.

4.1.3 Impacts and Mitigation Measures

SIGNIFICANCE CRITERIA

Based on Appendix G of the State CEQA Guidelines, the project would result in a potentially significant impact on aesthetics and visual resources if it would:

- ▲ have a substantial adverse effect on a scenic vista;
- ▲ substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- ▲ substantially degrade the existing visual character or quality of the site and its surroundings;
- ▲ create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or
- ▲ conflict, or create an inconsistency, with any applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects related to aesthetics and visual resources.

METHODS AND ASSUMPTIONS

Components of the Nishi Sustainability Implementation Plan That Could Affect Project Impacts

There are no goals and objectives from the Nishi Sustainability Implementation Plan that are applicable to the evaluation of aesthetics and visual resources impacts because the goals and objectives are related to land use compatibility, reductions in energy use, multi-modal transportation improvements, and reductions in carbon emissions.

Impact Analysis Methodology

As noted in Chapter 3, "Project Description," this EIR evaluates development of the Nishi site at a project level and potential redevelopment that may occur within West Olive Drive as a result of rezoning/redesignation at a programmatic level. Evaluation of potential aesthetic and visual resource impacts are based on review of site photos representing key vantage points and documents pertaining to the project site, including the *City of Davis General Plan* (City of Davis 2007) and the City of Davis Outdoor Lighting Control Ordinance (1998). In determining the level of significance, this analysis assumes that the project would comply with relevant state and local ordinances and regulations, as well as the General Plan policies presented above.

ISSUES NOT EVALUATED FURTHER

Scenic Resources within a State Scenic Highway

The City of Davis has no officially designated scenic highways, corridors, vistas, or viewing areas (Davis General Plan Update EIR 2000; 5A-1). As a result, no impacts related to damaging visual resources within a designated state scenic highway would occur, and this issue is not discussed further.

Scenic Vistas

As discussed in greater detail above, Section 4.1.2, "Regulatory Setting," there are no long distance views (vistas) of the project site because of intervening topography, vegetation, and structures. The most prominent view of the project site is available to eastbound traffic along I-80, as it approaches the Richards Boulevard exit from an elevated position. Views of the project site from south of I-80 are not available because of the presence of I-80. It should be noted that views from I-80 westward through the project site are not considered a scenic vista. Impacts related to the potential for the project to impair views of aesthetic features within UC Davis campus (Mondavi Center and the future Shrem Art Museum) are addressed in Impact 4.1-1 below. Given that there are no established scenic vistas of or in the vicinity of the project site, development of the project would not obstruct existing vistas. Therefore, no impact to scenic vistas would occur, and this issue is not discussed further.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 4.1-1: Visual character and quality impacts.

Nishi Site

Development of the Nishi site would involve the construction of new multi-story buildings and roads on a largely undeveloped site. By providing extensive parks, open space, and greenways throughout the site and open space buffers that would visually separate the new development from existing adjacent developments and I-80, the Nishi site would minimize changes to the visual character and quality of surrounding sites. Further, the proposed development would be visually compatible with surrounding existing development located to the northwest, north, and northeast. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings and this impact would be **less than significant**.

The project would involve the development of a mix of land uses on the Nishi site consisting of four high-density residential structures; four research and development buildings; on-site stormwater detention; open spaces, including a public park, greenbelts, a garden, and private open space for the proposed residential uses; and surface/structure parking with solar panels. The heights of on-site structures would vary between approximately 30 and 75 feet, with the taller residential structures located within the northwestern portion of the site. With implementation of the project, the Nishi site would have a developed density similar to the existing urban character of areas within the City and UC Davis located north and northwest of the site. Much of the existing visual character of the Nishi site is defined by the existing trees located along the perimeter and within the central portion of the Nishi site. In particular, a large heritage oak tree is located within 300 feet of the existing Putah Creek channel trail. The proposed development of the Nishi site would preserve this and other trees within the northern portion of the project site, thereby retaining these aesthetic features of the Nishi site.

I-80: From I-80, foreground views of the site would include open space buffers along the site's perimeter and the addition of four linear, three-story structures (i.e., R&D buildings), up to 45 feet in height and located within the eastern and southern portions of the Nishi site, proximate to I-80. These structures would be the most noticeable change to the visual setting of the site from I-80 given their close proximity to the highway. A green wall screen (i.e., "living" wall or exterior wall partially or completely covered with vegetation) along I-80 would be visible along the largest of these structures and would effectively help to blend the building in with naturalized open space features along the site's perimeter. Behind the R&D buildings, some on-site residential building rooftops in the background could be visible to passing motorists. Most of the trees that line I-80 along the project site would remain, including any trees within Caltrans right-of-way, thereby partially screening views of the site. Figure 4.1-2 provides an existing view of the southwest portion of the Nishi site from I-80 westbound, and Figure 4.1-6 provides views from I-80 looking north at the Nishi site. With implementation of the project, foreground and middleground views of the southwest portion of the site from I-80 would consist of a detention basin surrounded by open space. West of these naturalized on-site features, the Mondavi Center and the future site of the Shrem Art Museum (currently under construction) would remain in the background view for motorists along I-80. Further, the project would not involve the placement of structures between motorists along I-80 and the Mondavi Center and future Shrem Art Museum, thereby maintaining and preserving views of key aesthetic features of UC Davis from nearby roadways. From I-80, the developed footprint of the Nishi Site would generally appear consistent with the development and density of UC Davis development located north/northwest of the Nishi site. While development of the Nishi site would alter views from this location, it would be consistent with existing development in the area and would maintain views of aesthetically important features, such as the future Shrem Art Museum and Mondavi Center, as shown in Figure 4.1-2.

UC Davis: From UC Davis, key viewpoints closest to the Nishi site include Old Davis Road and the Solano Park housing development (refer to Figure 4.1-1). Existing views of the project from Old Davis Road (see Figure 4.1-3) and Solano Park housing development (see Figure 4.1-5) are obstructed by the elevated UPRR tracks or partially screened by existing trees. From Viewpoint B on Old Davis Road (see Figure 4.1-1), partially screened views of the five-story southernmost residential building (up to 75 feet in height) would be available in the foreground. Some background views of residential buildings to the northeast would also be available. From Viewpoint D on Solano Park Drive (see Figure 4.1-1), views of the Nishi site would include landscaping associated with the surface parking lot in the foreground and middleground views of a five-story residential building (up to 75 feet in height.) Because of the grade separation associated with the existing UPRR line, potential views of podium parking within any of the proposed residential structures would be obstructed from view along Solano Park Drive and associated housing development. Private open space areas within the residential structures may also be available from this location. Looking northeast, foreground and middleground views would include open space/parks with a smaller residential building in the background. While development of the Nishi site would alter views from this location, it would not obstruct views of visually important features as none exist from this viewpoint (refer to Figure 4.1-3). Further, the visual character of development as seen from this location would be similar to other development in the immediate area.

Richards Boulevard: Views of the Nishi site from Richards Boulevard (see Figure 4.1-4 for existing view) would likely be unavailable because of its distance from the Nishi site and intervening landscape, trees, and buildings. However, development of the Nishi site would involve the widening and improvement of West Olive Drive from Richards Boulevard to the Putah Creek channel, which would be visible from Richards Boulevard. The improvement of West Olive Drive as part of the proposed Nishi site development would include additional landscaping that would screen unimpeded views of the Nishi site from Richards Boulevard and maintain existing visual character. Further, improvement of West Olive Drive would include additional pedestrian and bicycle facilities that would connect with the existing Putah Creek channel trail and that are anticipated to improve the aesthetic and visual character of this portion of the project site compared to existing conditions through the addition of a widened West Olive Drive with uniform landscaping on either side. As currently proposed, the new bridge would allow for undercrossing and overcrossing of West Olive Drive and remove the existing wall and culvert that currently exist in the Putah Creek channel. This would improve aesthetic value from the Putah Creek bike path of the Putah Creek channel because it would be consistent with the natural conditions that currently exist. Additionally, the two existing structures along the southern edge of West Olive Drive that would be removed as part of the project to accommodate improvements (vehicle, bicycle, and pedestrian) do not represent unique aesthetic features within the context of the City of Davis. As a result, these improvements would result in a minor change to the visual character and quality of the northeastern portion of the site.

*In general, development of the project would change the existing visual character of the project site; however, these changes would not degrade the visual quality of the site or the surrounding areas. The project design focuses on natural views and protects open views towards landmark architecture from I-80, such as the Mondavi Center and future Shrem Art Museum. This also helps to visually connect the Nishi site with the adjacent UC Davis campus. The extensive use of open space, parks, greenways, and open space buffers around the perimeter of the Nishi site would partially shield views of the interior areas of the site from surrounding viewsheds. By visually separating the new development from existing adjacent developments and I-80, the Nishi site would minimize changes to the visual character and quality of surrounding sites. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact would be **less than significant**.*

Mitigation Measures

No mitigation measures are required.

West Olive Drive

Potential redevelopment associated with the redesignation/rezoning of parcels within West Olive Drive would alter the visual character and quality of the site. However, potential redevelopment would not substantially degrade the existing visual character or quality of the site and its surroundings. The City would review each redevelopment application within West Olive Drive to ensure consistency with the General Plan policies and design guidelines. As a result, impacts would be **less than significant**.

The current visual character of West Olive Drive consists primarily of one-story cinder block and sheet metal light-industrial and automobile-related commercial structures. Aesthetic features within West Olive Drive are largely limited to existing landscaping. Potential redevelopment of West Olive Drive would involve a potential net increase of 55,000 sf of new commercial uses. However, any redevelopment of West Olive Drive would be subject to the policies of the General Plan and the City's design guidelines, including the need to preserve and protect scenic resources and for new development to architecturally "fit" with Davis' existing scale. Additionally, the Gateway-Olive Drive Specific Plan requires parking lots to be located behind or between buildings, thereby preserving street frontage and improving the aesthetic character of West Olive Drive. As a result, redevelopment of the already urban condition of West Olive Drive is not anticipated to result in the loss or degradation of visual character. Furthermore, any proposed development within West Olive Drive would likely increase the level of landscaping and may potentially improve the existing visual character and quality of West Olive Drive.

Based on the existing visual character of West Olive Drive and because any plans for redevelopment within West Olive Drive would be subject to the City's General Plan policies and design guidelines, redevelopment associated with the redesignation/rezoning of West Olive Drive is not anticipated to degrade existing visual character/quality at the site or in the surrounding area. Impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

Impact 4.1-2: Light and glare impacts.

Nishi Site

The proposed development at the Nishi site would include indoor lighting and outdoor lighting and solar panels, which could contribute additional light and glare, respectively, to the surrounding area. New sources of night lighting would be similar in scale and intensity to surrounding development. The majority of solar panels at the Nishi site would be installed on building rooftops and above the line of sight of motorists and the built environment. However, depending on the angle of proposed solar panels within on-site surface parking lots motorists along I-80 could experience glare conditions. As a result, impacts are considered **potentially significant**.

The Nishi site does not currently have existing lighting as the entire site is either dry-farmed or maintained as open space. Development of the Nishi site as part of the project would increase the level of lighting on-site as a result of interior and nighttime security and street lighting. However, nighttime lighting at the Nishi site would be consistent with existing residential neighborhoods, commercial, and educational development located north, east, and west of the project site. The proposed residential and commercial buildings would include both indoor and outdoor lighting for safety purposes and proposed roadways, parks, parking lots, and pathways would include outdoor lighting for safety purposes. These new sources of light would be visible from a distance at night; however, the addition of new light sources associated with the project would blend in with surrounding development and would represent a continuation of existing mixed-use development within the area. Compliance with General Plan Policy UD 3.2 and the Outdoor Lighting Control Ordinance before building permit issuance would ensure that light and glare created by the proposed development would be minimized and consistent with surrounding development.

With respect to on-site solar facilities, the majority of proposed solar facility locations are on top of proposed structures and would not be visible from existing development and nearby roadways (including I-80). The proposed development of the Nishi site also includes potential surface parking lot solar panels that could be visible from motorist along I-80. Existing and proposed vegetation along the southern and eastern boundaries of the Nishi site would largely screen the solar panels from view by motorists, however depending on the surface material of the solar panels and the angle of the solar panels upon installation, motorists along I-80 could experience momentary glare from individual solar panels within the Nishi site.

*On-site lighting would be provided consistent with existing development in the area and the City's General Plan. However, surface parking lot solar panels, depending on the surface material of the panels and the angle (upon installation) of the panels, could result in increased glare for motorists along I-80. Therefore, this impact would be **potentially significant**.*

Mitigation Measures

Mitigation Measure 4.1-2: Within the proposed surface parking lots, the applicant shall select and install solar panels that minimize reflective surfaces, either through glazing or use of non-reflective materials. All surface parking solar facilities shall be installed such that the angle of solar panels does not direct glare at motorists along I-80. The applicant shall prepare a technical report verifying the selected angle and material of the solar panels for review and approval by the City before installation.

Significance after Mitigation

Implementation of Mitigation Measure 4.1-2 requires the applicant to ensure that on-site solar facilities do not result in glare for motorists along I-80, thereby preventing glare impacts to nearby receptors. As a result, this impact would be reduced to a **less-than-significant** level.

West Olive Drive

Potential redevelopment of West Olive Drive may result in additional development. However, any lighting/glare associated with the potential redevelopment would be installed in a manner consistent with existing lighting sources of commercial uses located within West Olive Drive and the surrounding area. Further, compliance with General Plan Policy UD 3.2 before building permit issuance would ensure that light and glare created by the proposed development would be minimized comparable to that of surrounding development, and would reduce the impact to a **less-than-significant** level.

Potential redevelopment associated with the redesignation/rezoning of parcels located along West Olive Drive from Commercial Service to Neighborhood Mixed Use may result in additional indoor and outdoor light sources. However, the potential lighting associated with such redevelopment would be consistent in intensity and scale with existing lighting sources within West Olive Drive and adjacent areas of the City of Davis. Further, compliance with General Plan Policy UD 3.2 and the Outdoor Lighting Control Ordinance before building permit issuance would ensure that light and glare created by future development within West Olive Drive would be minimized.

*On-site lighting would be provided consistent with existing development in the area and the City's General Plan. As a result, impacts would be **less than significant***

Mitigation Measures

No mitigation measures are required.

Impact 4.1-3: Conflict, or create an inconsistency, with any applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects related to visual resources.

Nishi Site

Implementation of the project within the Nishi site would be consistent with the policies of the City of Davis General Plan related to visual resources. This would be a **less-than-significant** impact.

The City of Davis General Plan includes policies to protect environmental resources, including visual resources. The features of the proposed development of the Nishi site and mitigation measures discussed in this document are consistent with the policies of the City of Davis General Plan as shown in Table 4.1-1.

*Development of the Nishi site as part of the project would not conflict with any local policies or ordinances protecting visual resources. Impacts would be **less than significant***

Mitigation Measures

No mitigation measures are required.

West Olive Drive

Redevelopment that may occur as a result of the redesignation/rezoning of parcels located in West Olive Drive would be consistent with the policies of the City of Davis General Plan related to visual resources. This would be a **less-than-significant** impact.

Similar to what was discussed above, potential redevelopment of West Olive Drive would not create conflicts or result in inconsistencies with the policies of the City General Plan related to visual resources.

Potential redevelopment associated with the proposed General Plan Amendment and zoning change of West Olive Drive would not conflict with any regulations established for the protection of visual resources. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Table 4.1-1 City of Davis General Plan Policy Consistency

Policy	Project Consistency
Policy UD 1.1: Promote urban/community design which is human-scaled, comfortable, safe, and conducive to pedestrian use.	Consistent with this policy, the project design would include a mix of residential and commercial uses of different sizes and incorporates extensive open spaces, parks, and greenbelts, community pedestrian and bicycle trails and facilities, adequate lighting, and landscaped gathering spaces.
Policy UD 2.1: Preserve and protect scenic resources and elements in and around Davis, including natural habitat and scenery and resources reflective of place and history.	The conceptual site plan for the project has taken into consideration existing natural resources on-site, including existing trees and the Putah Creek channel. The project design would enhance the existing environment surrounding those trees with native vegetation and passive recreational uses. Further, the anticipated design of the Putah Creek channel crossing would reconnect the northern and southern areas of the Putah Creek channel within the project site compared to existing conditions, consistent with this policy.
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.	The design of the project would protect existing resources, including on-site trees and the Putah Creek channel, would provide additional native landscaping, and would improve the natural condition along the Putah Creek channel, consistent with this policy.
Policy UD 2.3: Require an architectural “fit” with Davis’ existing scale for new development projects.	The project would involve the development of a diverse mix of land uses consisting of rental and for-sale, high-density residential uses; research and development (R&D) space; and accessory commercial/retail space. Architecture and scale would be consistent with surrounding development and a Site Plan and Architectural Review to approve project Design Guidelines and Performance Standards would be required, consistent with this policy.
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, and transit stops.	Consistent with this policy, the project would include a diverse mix of rental and for-sale, high-density residential uses that incorporate parks and greenways, natural open space and drainage areas, community pedestrian and bicycle trails and facilities, and landscaped gathering spaces. Private open space would be incorporated into the building developments themselves, and could include large green courtyards (to be located above ground-level parking), rooftop vertical aeroponic farming, and community gardens. A network of bike/pedestrian trails that would connect to the existing Putah Creek channel trail, Richards Boulevard, and Old Davis Road is proposed throughout the site to allow employees, patrons, and residents to arrive and depart by bike, foot, or transit. Parking areas would be designed and located to discourage automobile use throughout the workday and encourage biking, walking, and transit use on the site and to the downtown area of the City of Davis.
Policy UD 2.5: Ensure attractive functional signs.	Signage on the project site would be in compliance with Davis Municipal Code 40.26.020 <i>Outdoor advertising, billboards and signs</i> , consistent with this policy.
Policy UD 2.6: Require high-quality design standards for manufacturing, assembly, research and development, warehousing, and distribution type land uses.	Employment-generating R&D uses would include approximately 325,000 sf in a series of commercial buildings on approximately 5.0 acres. As currently proposed, these structures would be approximately two to three stories in height and a green wall would be incorporated into the largest of the buildings to screen views from I-80. R&D building locations on the site would provide a buffer between I-80 and proposed residences. The R&D buildings would include solar panels, private open plazas for workers, and pedestrian and bicycle amenities (including showers, rentals, repairs). The high-quality design standards of the proposed R&D uses would be consistent with this policy.

Table 4.1-1 City of Davis General Plan Policy Consistency

Policy	Project Consistency
<p>Policy UD 3.2: Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.</p>	<p>Compliance with General Plan Policy UD 3.2 prior to building permit issuance would ensure that light and glare created by the proposed development would be minimized comparable to that of surrounding development, consistent with this policy.</p>
<p>Policy UD 6.1: Recognize the existence of individual neighborhoods with general boundaries and facilitate the development of neighborhood strategies in partnership with residents and property owners. The strategies should recognize the unique characteristics of the individual neighborhood and the potential for change, within the context of a well-planned city. The strategies should be directed toward solving unique neighborhood problems and implementing neighborhood priorities and enhancing livability.</p>	<p>One of the objectives of the project is to collaborate with UC Davis and others to capture startup businesses and growing mid-to-large size companies, reducing the loss of intellectual capital and revenue through out-migration, consistent with this policy.</p>

Source: City of Davis General Plan 2007; Ascent Environmental 2015

This page intentionally left blank.