

## **ATTACHMENT #1**

Includes:

Project Story

Affordability

Project Summary

General Plan and Specific Plan Goals and Policies Advanced by the Project

## Olive Drive Mixed Use Development

The project being proposed, the Olive Drive Mixed Use Development will lead the way to a new paradigm of affordable living in the City of Davis. As we all know, in Davis available real estate is at a premium and undeveloped real estate is almost non-existent. Thus we need to look to rehabilitating older sites within the City fabric and creating new and exciting opportunities. Infill development is a likely and effective solution to the provision of new housing, and our project hopes to bring a new standard for sustainable and efficient workforce housing.

### Project Concept:

The genesis of this project came from the recognition of two glaring realities; first, there are very, very few housing opportunities for the City's non-professional workforce, and secondly, there are no such opportunities being constructed or considered. There are many reasons for this including the extremely high cost of developable real estate in Davis, and the obligation to provide a significant affordable component to be included with all for-rent projects. With this project we hope to provide a source of workforce housing opportunities and, by design, an affordable attractive product. This site is comprised of four vacant parcels totaling 0.56 acres on the north side of Olive Drive, roughly 300 feet east of Richards Boulevard. The four properties all contained smaller single-family homes built in the 1940's, which have been demolished under permit.

### Description:

The project involves redevelopment of the site with 47 one-bedroom apartments and approximately 900 square feet of commercial space. The commercial space will house the manager's office for the apartment as well as a commercial space ideal for coffee or convenience store use, two residential units above, with a roof-top garden/gathering space for the resident's exclusive use. The apartment units will be compact and efficient, at 450 square feet. No specific commercial use is specified at this time. The most prominent site features, the two Cork Oak trees, and a large Valley Oak tree will be retained. It is expected the units will be rented by downtown workers, UC Davis employees, those living on a fixed income, and possibly some students. This will be accomplished by constructing 3 three-story buildings consisting of 12, 15, and 18 stacked flat one-bedroom apartments in each. In addition, there will be a two-story building with commercial space below and two apartments above. The key to this is reducing the number of residential parking spaces from 72 (pursuant to City code 40.25.090) down to just four in order to cater the project to downtown workers, UC Davis employees, and others living on a fixed income that have chosen not to own cars and to instead to generally utilize bicycles and public transit within the City. Considering the location, this property is in an ideal location to accommodate this segment of the population.

### Location:

The key element to this project is its location on Olive Drive. From the project it will be: an approximate 5 minute walk to the Amtrak station providing access to bus and train service; an approximate 5 minute walk to a couple of Unibus stops (one at the end of Olive Drive 300 feet east); an approximate 6 minute walk to both the center of the Downtown Core and UC Davis (both heavily

reliant on local workforce), a 13 minute walk to both the Safeway on Cowell Blvd. and the Davis Food Co-op, plus similar distances from a host of food, beverage and service opportunities. With such proximity to these services, and corresponding employment opportunities, there is no pressing need to own a car and as a result, no need to provide a large supply of parking spaces, that are simply not needed.

#### Transportation:

While a critical element for consideration on most prototypical projects, transportation, often equated with Traffic, takes a different spin with this project. Initially, due to the proximate location, walking and bicycling seem to be the primary transportation modes. However, longer trips are sometimes necessary and alternate modes do exist close by. The bus, train and Unibus all have stops very close, but in order to increase the opportunities for other modes of transportation, the project includes ZipCar space and is also planning to reserve two ride hailing spaces for taxis, or others such as Uber and Lyft.

#### Affordable Housing

The project also is proposing an affordable housing component in line with the City's code requirement. The applicants have watched the debate regarding the affordable requirement as the City has struggled with pursuing the affordable need against the ability for projects to support them. By the design of these smaller units, and by the yield generated by minimizing the parking provided, the project can offer market rate units affordable for both moderate and low-income households. In addition, the project includes deed restricting 7 of the units as permanent Low-income housing units. There will also be one very low-income unit along with one extremely low-income unit. This amounts to 15% of the provided units being guaranteed as affordable, with the balance of the units being market rate affordable. This is consistent with the required current number of affordable units. As the City's recent study has shown, (A. Plescia and Cop.; and Gruen Gruen and Associates, December 2017, and updated October 2018) provision of affordable housing product at any of the ranges (Moderate, Low, Very Low or Extremely Low) is infeasible on a market rate situation. They also point out that most market rate rental projects are unfeasible even when *"no affordable housing requirements are imposed"*, due to the existing cost of real estate in the City of Davis. The applicants believe that this project can provide affordable product for the Low and Moderate-income ranges without public subsidies. Subsidized projects are seemingly the only way to achieve the full range of affordable housing as the study points out *"Non-profit affordable housing projects tend to have different economics than the prototypical multi-family developments"*. It is quite unusual that a market rate project will provide deed restricted affordable product, but the applicants wish to meet their obligations in this way.

#### Consistency:

This project is quite simply a significant implementation of the local preference for housing supply as detailed in the General Plan. The full application will further detail the many, many policies and actions encouraged by the General Plan which this project is consistent with. But just to highlight a few, this project is in full alignment with the following GP policies:

1. Land Use A.2 and A.3 and Housing 1.1 call for a variety of housing types, unit sizes densities, prices and rents, designs and architecture diversity.
2. Provide a mix of housing types and price that will serve a variety of households and lifestyles, *particularly the needs of local employees.*
3. Focus growth inward to accommodate population increases. Infill is supported as an appropriate means of meeting some of the City's housing needs.
4. Create and maintain housing patterns that promote energy conserving transportation methods.
5. Particular to the Olive Drive Specific Plan area – provide for vital, mixed-use development that connects the University and Core Area along I-80 at the Gateway to Davis.
6. LU 2.1 - Develop guidelines for infill development and comprehensive car management strategies, and should recognize:
  - a. New mixed-use transit-oriented development in/near established neighborhoods
  - b. Densification of existing single-family lots.
  - c. Target residential infill to address the needs of UC Davis students, and employees, City and School district employees, seniors, lower income households and others.
  - d. Reduce the reliance on the automobile.
  - e. Encourage density bonuses for residential projects in proximity to public facilities and services including bus stops.

And there are many more.

## Affordability

The project also is proposing an affordable housing component in line with the City's code requirement. The design of smaller units, and by the yield generated by minimizing the parking provided, the project can offer market rate units affordable for both moderate and low-income households. The project proposes deed restricting 7 of the units as permanent Low-income housing units. This will include 5 units restricted as Low-Income units along with one very low-income unit along and one extremely low-income unit. This amounts to 15% of the provided units being guaranteed as affordable, with the balance of the units being market rate affordable.

Based upon the recommendations of the Social Services Commission, and hoping to maintain a viable project, the applicant's proposal includes the provision of 5 low-income units, along with one very low unit and one extremely low unit for a total of 7 deed restricted affordable units. We believe this will meet the recommendations of the Social Services commission and provide the community with privately subsidized affordable housing.

Pursuant to Davis Municipal Code Section **18.05.060 Rental Development affordable housing standards**, (b) *Alternative Rental Affordable housing requirements, the "affordability mix shall have a target of 5% low, 5% very low, and 5% extremely low.....In considering whether to approve alternative affordable housing requirements..... the city council will consider the following factors in determining whether to approve such alternative requirements:"*

These factors 1-10, 5 of which we believe we are consistent with, include:

- (1) Whether the project is anticipated a specific housing need as specified in the Housing Element or General Plan policies:**

  - \*Rezone to address shortfall of lower income RHNA units (Housing Goals – Goal 1 – Housing supply - Policy 1.1.2)
  - \*Address the need for a balance between student -oriented population and housing for non-student population (Policy 1.2.1)
  - \*Facilitate lot consolidation so support affordable housing on small parcels by offering reduced parking requirements and density bonuses (Policy 1.2.5)
- (2) Whether the project is anticipated to provide market rate low and moderate housing by incorporating design components which encourage greater affordability including reduced unit sizes and reduced utility costs;**

  - \*The project proposes only one-bedroom units. It includes 45 units at 450 square feet and 2 units at under 700 square feet. The units will be stacked in 3 story arrangements providing the greatest insulation possible from adjacent units.
- (3) The extent to which the project furthers other land use goals of the city including reductions in the need for private vehicles, and development consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy adopted for the region by SACOG:**

  - \*The project is ideally situated to take advantage of other modes of transportation.(see attached vicinity map) The project only proposes 3 residential parking spaces for 47

units. The project proposes a Zip Car located on site. The project was reviewed and was determined consistent with the MTP/SCS (see attached)

**(6) *Whether the affordable component is provided that encourages greater integration of the affordable and market rate components of the project;***

\*Both the deed restricted affordable component and the market rate component are identical, making the affordable and market rate units indistinguishable.

**(7) *Whether any or all of the affordable housing is provided at a deeper level of affordability;***

\*The project provides a very low income unit along with an extremely low income unit.

The above cited code section is intended to allow for the reduction of the number of affordable units provided or a modification to the target mix. We are providing 7 deed restricted units which is 15% of the total unit count and are not asking for any reduction to the total number of affordable provided. We are simply asking for a modification to the mix of units, which is the same recommendation provided by the social services commission (minutes attached). This is for the provision of 5 low income units along with 1 very low income unit and 1 extremely low income unit.

## Project Summary for Olive Drive Mixed Use Development

### Site Conditions and Context

This generally level project site is comprised of four vacant parcels totaling .56 acres on the north side of Olive Drive, roughly 300 feet east of Richards Boulevard. All four of the properties contained smaller single-family homes built in the 1940's, and have been demolished under permit. The site is served by public sewer, storm drain, water, and other utilities within Olive Drive. Curb, gutter, and sidewalk is in place along the entire frontage of the site. The most prominent natural features are two larger cork oak trees along Olive Drive.

None of the structures were of historic significance and there are no known special plant or animal species occurring on the property. A site assessment indicates that there are no contamination issues which would prevent redevelopment of the site.

Surrounding uses are as follows:

North: Mobile home park (Davis Mobile Estates)

South: (Across Olive Drive): Single and Multifamily residential, Office Building, fast food restaurant, liquor store.

East: Davis Auto Works, Barber Shop, and Slatter's Motor Court and Trailer Park

West: Furniture Store

The properties are within the boundaries of the Gateway/Olive Drive Specific Plan. Three quarters of the site is designated by the Plan for Commercial Service (CS) uses, with the other quarter being designated for Medium Density Residential (MDR) development at 4.2 to 10 units per acre. With the present zoning, the site could be developed with four multifamily units and approximately 8,000 square feet of commercial space. The CS zoning would allow a very wide range of uses including retail sales, offices, restaurants, and various services.

Importantly, the site is ideally located for Transit Oriented Infill Development, being within a five to ten minute walk of UC Davis, the Downtown Core, and the downtown bus/train station. UNITRANS routes M and W are located on Richards Boulevard, roughly 300 feet from the project boundary, and Olive Drive includes a class II bikeway. Regional bus transit (Yolobus) is also available from the downtown center to Woodland and Sacramento. **We believe there is no other site better suited for Transit Oriented Infill Development anywhere in Davis.**

### Project Objectives:

- Contribute to the diversity of housing types available to Davis residents as called for by the Specific Plan by providing smaller, studio type homes (the Plan states that its intent is in part to promote "... the continued functioning of East Olive Drive as an area where travel trailers, mobile homes, and other small housing units are available...");
- Significantly advance the City's Affordable Housing goals by providing up to 7 deed-restricted affordable units;
- Provide a substantial number of inherently more affordable "workforce" homes near significant employment centers (i.e., downtown, and UC Davis);

- Recognize significant demographic and economic changes which have occurred since adoption of the Specific Plan 25 years ago by providing a unique residential environment for a growing segment of Davis' population and de-emphasizing the more auto-oriented uses (e.g., auto sales, motels, and gas stations) allowed by that Plan on the CS portion of the site;
- Promote a compact urban form by making efficient use of existing infrastructure and a unique, optimally located infill opportunity site;
- Support the downtown commercial core by providing attractive, lower cost housing for the downtown workforce;
- Respect the character of the East Olive neighborhood by retaining aesthetically important site features and building a project of lasting value;

## **Project Description**

The project involves demolition of all existing structures and redevelopment of the site with 47 one-bedroom apartments and approximately 1,000 square feet of commercial space. The apartment units will be relatively small, at approximately 450 square feet. No specific commercial use is specified at this time. The most prominent site features, the two cork oaks, will be retained.

We expect the units to be rented by downtown workers, UC Davis employees, those living on a fixed income, and possibly some students.

The apartments will be located in three three-story buildings. One building will provide 18 units, with the other two providing 15 units and 12 units, respectively. There will in addition be two apartment units over the commercial space. While the density of the project will be relatively high, at 84 units per acre net, the overall appearance and intensity of this part of the project will be similar to one of far lower density due to its exclusively smaller, one-bedroom apartment nature. There will be one accessible unit on the ground floor of each building.

A community gathering area sited on the rooftop of the commercial building will provide a barbeque with seating and other features. Secure bicycle parking for all units will also be provided. Parking will consist of 8 automobile spaces to be located near the commercial building. Four spaces will be for exclusive use of the commercial tenant, consistent with City standards, with 3 of the others being available to a limited number of apartment residents who choose to rent a parking space. Parking for the residential portion of the project shall implement "unbundled parking". This is a situation where tenants pay a base rent, then, those who chose may pay an additional amount to reserve one of the remaining spaces. The 8<sup>th</sup> Parking space will be reserved for a Zip Car. For those apartment residents who choose not to, or are unable to walk, cycle, or use bus services, they may use provided "Jump Bikes" (shared electric vehicles) or use taxi services (traditional as well as "Uber", "Lyft", etc.) via two ride-hailing pull-outs to be provided along Olive Drive.



## **General Plan and Specific Plan Goals and Policies Advanced by The Project**

### **GENERAL PLAN**

#### **General Plan Vision**

- Foster a safe, sustainable, healthy, diverse and stimulating environment for all in the community.
- Become a community where the impacts of traffic, noise, pollution, crime and litter are minimized.
- Maintain Davis as a cohesive, compact, university-oriented city surrounded by and containing farmland, greenbelts, natural habitats and natural resources.
- Encourage carefully-planned, sensitively-designed infill and new development to a scale in keeping with the existing city character.
- Pursue sustainability.
- Promote in each neighborhood a diversity of housing options that will enable people with wide range of needs, economic levels, cultural identities and ages to live in Davis.
- Develop a broad range of services and businesses to meet the daily needs of Davis citizens for employment, shopping, education and recreation.
- Promote economic vitality by developing a diversity of business enterprises. Promote equal opportunities in employment.
- Promote alternative transportation modes such as bicycling, walking, public transit and Telecommuting.
- Protect the viability of agriculture and prime agricultural land in and around Davis.
- Make Davis a regional leader in slow and well-managed growth, agricultural and environmental preservation, and cultural diversity.

#### **General Plan Land Use Principles**

- Focus growth inward to accommodate population increases. Infill development is supported as an appropriate means of meeting some of the city's housing needs.
- Create and maintain housing patterns that promote energy conserving transportation methods.
- Accommodate new buildings with floor area ratios that can support transit use, especially within 1/4 mile from commercial areas and transit stops but maintain scale transition and retain enough older buildings to retain small-city character.
- Support the opportunity for efficient public transit by siting large apartment complexes on arterial streets, in the core and near neighborhood centers and the University.
- Site local services, retail and recreation strategically to minimize the lengths of trips and to facilitate walking, bicycling and transit use as alternatives to auto use.

## Land Use

- Policy LU A.1: In infill projects, respect setback requirements, preserve existing greenbelts and greenstreets, and respect existing uses and privacy on adjacent parcels.
- Policy LU A.3: Require a mix of housing types, densities, prices and rents, and designs in each new development area.
- Policy LU A.4: Allow home occupations, home offices and live/work uses by right where appropriate provided that the home occupation is compatible with the surrounding neighborhoods and does not cause significant negative impacts on the surrounding neighborhoods.
- Gateway / Olive Drive Specific Plan Area Intent: To provide for vital, mixed-use development that connects the University and Core Area along Interstate 80 at the Gateway to Davis.
- Goal LU 1: Maintain Davis as a small, University-oriented city surrounded by and containing farmland, greenbelt, and natural habitats and reserves.
- Policy LU 1.1: Recognize that the edge of the urbanized area of the City depicted on the land use map under this General Plan represents the maximum extent of urbanization through 2010, unless modified through the Measure J process.
- Goal LU 3: Integrate land use, economic development, environmental, and transportation planning.

## Transportation

- Goal TRANS 1: Davis will provide a comprehensive, integrated, connected transportation system that provides choices between different modes of transportation.
- Performance Objective TRANS 1.1: Achieve at least the following mode share distribution for all trips by 2035: 10% of trips by walking, 10% of trips by public transportation 30% of trips by bicycle.
- Performance Objective TRANS 1.2: Increase use of walking, bicycling, and public transportation to and from the following places: Work, Schools, UC Davis, and Downtown.
- Goal TRANS 2: The Davis transportation system will evolve to improve air quality, reduce carbon emissions, and improve public health by encouraging usage of clean, energy-efficient, active (i.e. human powered), and economically sustainable means of travel.
- Performance Objective TRANS 2.1: Reduce carbon emissions from the transportation sector 61% by 2035.
- Performance Objective TRANS 2.2: Reduce vehicle miles traveled (VMT) 39% by 2035.
- Policy TRANS 1.1: Guide the relationship between land use and transportation in Davis by using the Sacramento Area Council of Governments (SACOG) Blueprint Principles: Transportation Choices, Housing Choices, Compact Development, Mixed Land Uses, Use of Existing Assets, Natural Resource Protection, High Quality Design.

- Policy TRANS 1.2: Transportation access, accommodations, and circulation should contribute to creating a supportive environment for economic development in the downtown for both residents and visitors.
- 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 (See Activity Centers, Map 2).
- Policy TRANS 1.2: Transportation access, accommodations, and circulation should contribute to creating a supportive environment for economic development in the downtown for both residents and visitors.
- 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.
- Policy TRANS 1.7: Promote the use of electric vehicles and other low-polluting vehicles, including Neighborhood Electric Vehicles (NEV).
- Policy TRANS 3.3: Require new development to be designed to maximize transit potential.

### **Urban Design**

- 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 2.4 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.
- 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.

### **Housing**

- Goal HOUSING 1: Promote an adequate supply of housing for people of all ages, income, lifestyles and types of households consistent with General Plan policies and goals.
- Policy HOUSING 1.1: Encourage a variety of housing types that meet the housing needs of an economically and socially diverse Davis.
- Policy HOUSING 1.2: Strive to maintain an adequate supply of rental housing in Davis to meet the needs of all.

- Goal HOUSING 2: Provide housing that is affordable for residents with low paying jobs, fixed incomes and pensions.
- 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.
- Policy HOUSING 1.9 Encourage construction of housing to meet the needs of farm workers.
- Policy HOUSING 4.2 Provide housing opportunities for the local workforce in the Davis area.

### **Energy**

- Goal 1: Reduce per capita energy consumption in Davis.
- Policy 1.3: Promote the development and use of advanced energy technology and building materials in Davis.
- Policy 1.5: Encourage the development of energy-efficient subdivisions and buildings.

### **Air**

- Goal 1: Maintain and strive to improve air quality.

## **SPECIFIC PLAN**

### **Land Use**

- Goal 2.b: Enhance the vitality that currently exists within the University, Core Area and surrounding neighborhoods.
- Goal 2.c: Create a dynamic plan that meets the needs of a diverse population and allows for opportunities to live, work, shop, and recreate.

### **Design**

- Landmark trees such as cork or valley oaks shall be included in streetscape landscaping.

## **ATTACHMENT #2**

Includes:

Site Plan

Alternative Site Plan

Existing and Proposed Zoning Plat

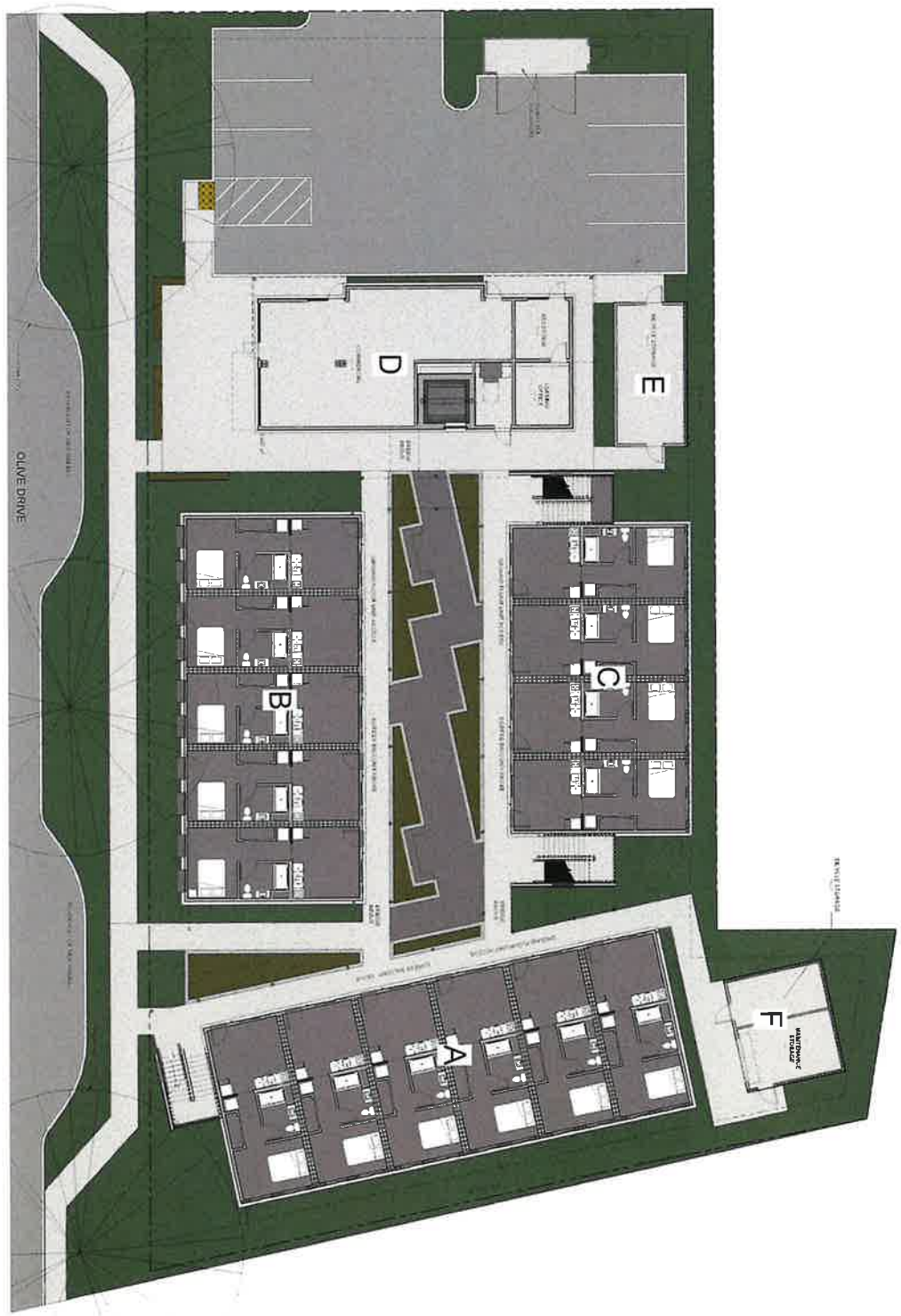
Contextual Map

Vicinity Map

Setback Exhibit



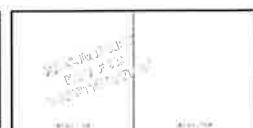
**SITE PLAN**  
 SCALE: 1/4" = 1'-0"



SITE PLAN	
SCALE	1/4" = 1'-0"
DATE	11/20/2011
PROJECT	OLIVE DRIVE APARTMENTS
CLIENT	HALLMARK PROPERTIES
DESIGNER	NORTH STAR DESIGN SOLUTIONS
PROJECT NO.	21-061
DATE	11/20/2011
SCALE	1/4" = 1'-0"
A1	

NO.	DESCRIPTION	DATE

**OLIVE DRIVE APARTMENTS**  
 for Hallmark Properties  
 1031 - 1047 OLIVE DRIVE  
 DAVIS, CA 95616



DATE: 11/20/2011  
 TIME: 11:55 AM

**NORTH STAR**  
 Design Solutions  
 111 MISSION RANCH BLVD SUITE 100, CHICO, CA 95926  
 PHONE: (530) 893-1600 www.northstar.com



**SITE PLAN**

SCALE: 1/8" = 1'-0"



<b>A1</b>	Project No.	
	Scale	1/8" = 1'-0"
	Revised/Revised By	
	Drawn By	AMM
	Checked By	AMM
Project Name	21-061	

NO.	REVISION	DATE

**OLIVE DRIVE APARTMENTS**

for Hallmark Properties

1031 - 1047 OLIVE DRIVE  
 DAVIS, CA 95616



111 MISSION RANCH BLVD. SUITE 100, CHICO, CA 95926  
 PHONE: (530) 893-1500 www.northstararch.com

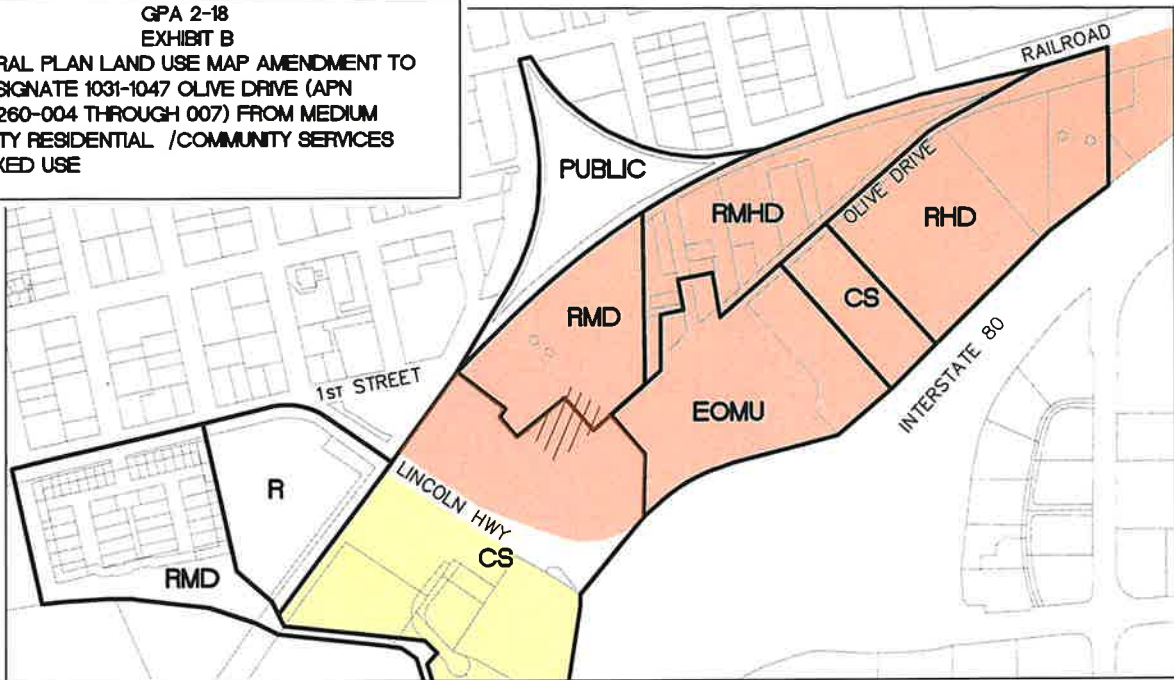
**NORTHSTAR**

111 MISSION RANCH BLVD. SUITE 100, CHICO, CA 95926  
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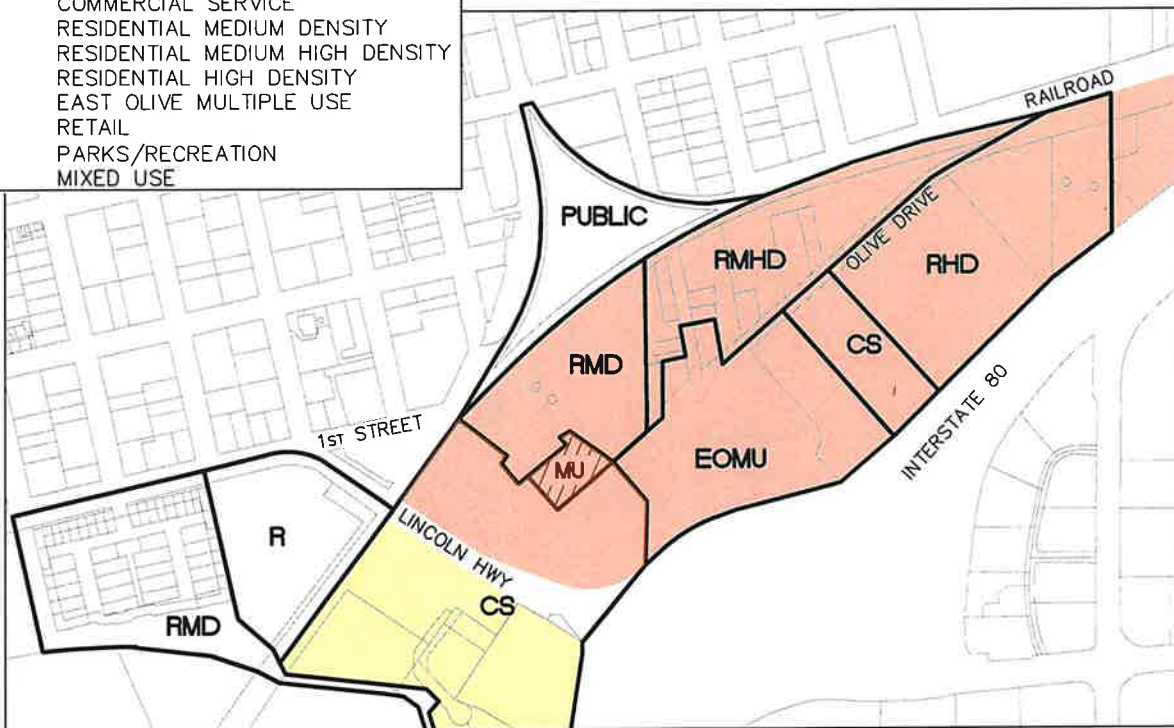
GPA 2-18  
 EXHIBIT B  
 GENERAL PLAN LAND USE MAP AMENDMENT TO  
 REDESIGNATE 1031-1047 OLIVE DRIVE (APN  
 -070-260-004 THROUGH 007) FROM MEDIUM  
 DENSITY RESIDENTIAL /COMMUNITY SERVICES  
 TO MIXED USE



EXISTING ZONING

LAND USE AND ZONING PLAN

- CS COMMERCIAL SERVICE
- RMD RESIDENTIAL MEDIUM DENSITY
- RMHD RESIDENTIAL MEDIUM HIGH DENSITY
- RHD RESIDENTIAL HIGH DENSITY
- EOMU EAST OLIVE MULTIPLE USE
- R RETAIL
- P PARKS/RECREATION
- MU MIXED USE



PROPOSED ZONING



111 MISSION RANCH BLVD. SUITE 100, CHICO, CA 95926  
 PHONE: (530) 893-1600 www.northstareng.com

GATEWAY OLIVE DRIVE SPECIFIC  
 PLAN LAND USE AND ZONING MAP

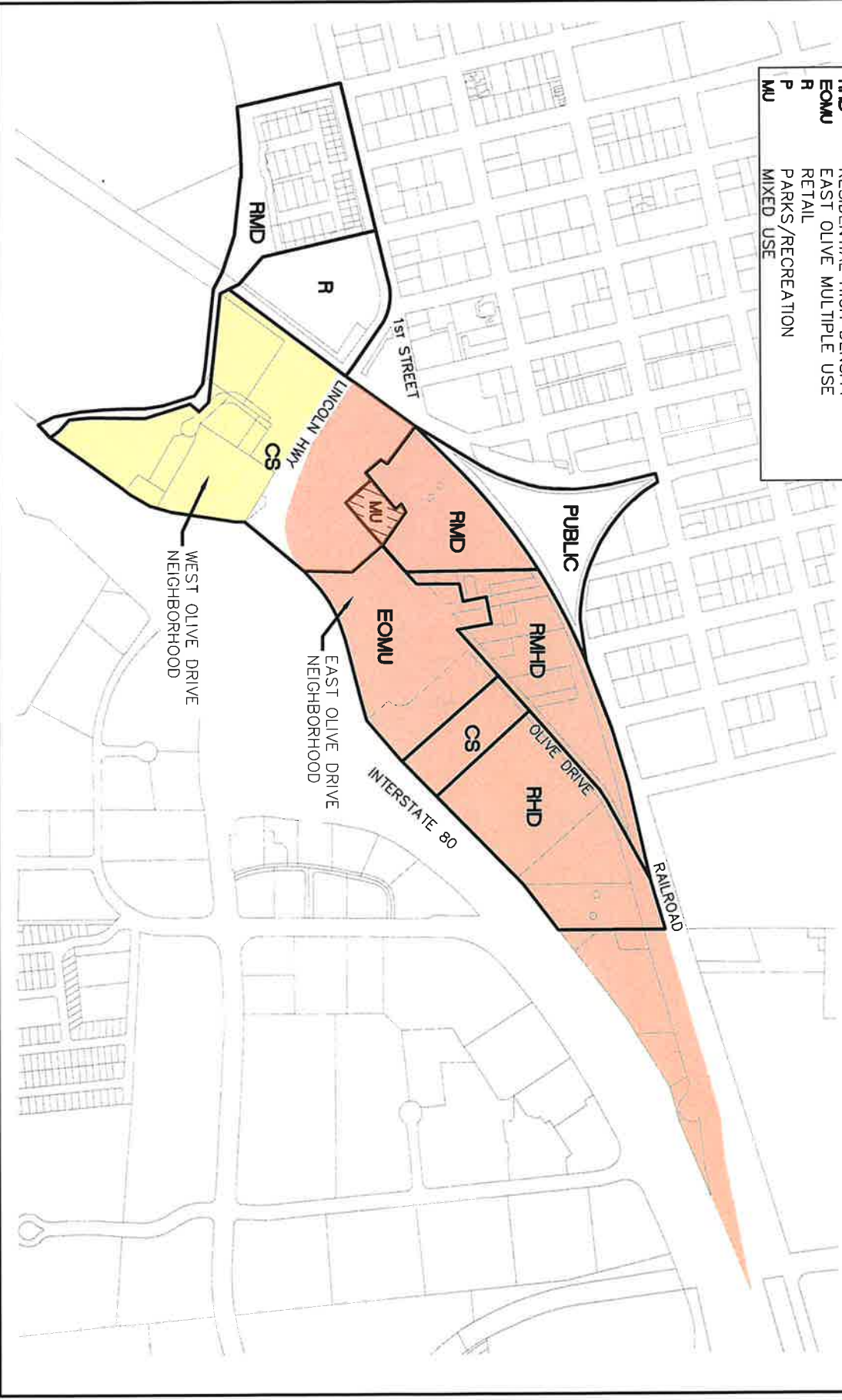
SCALE:	1"=600'
JOB NO.:	18-148
DATE:	NOV. 8, 2021
DRAWN BY:	MNL
CHECKED BY:	MNL
SHEET NO.:	1 OF 1



**LAND USE AND ZONING PLAN**

CS	COMMERCIAL SERVICE
RMHD	RESIDENTIAL MEDIUM DENSITY
RHD	RESIDENTIAL HIGH DENSITY
EOMU	RESIDENTIAL MULTIPLE USE
R	RESIDENTIAL
P	RETAIL
MU	PARKS/RECREATION
	MIXED USE

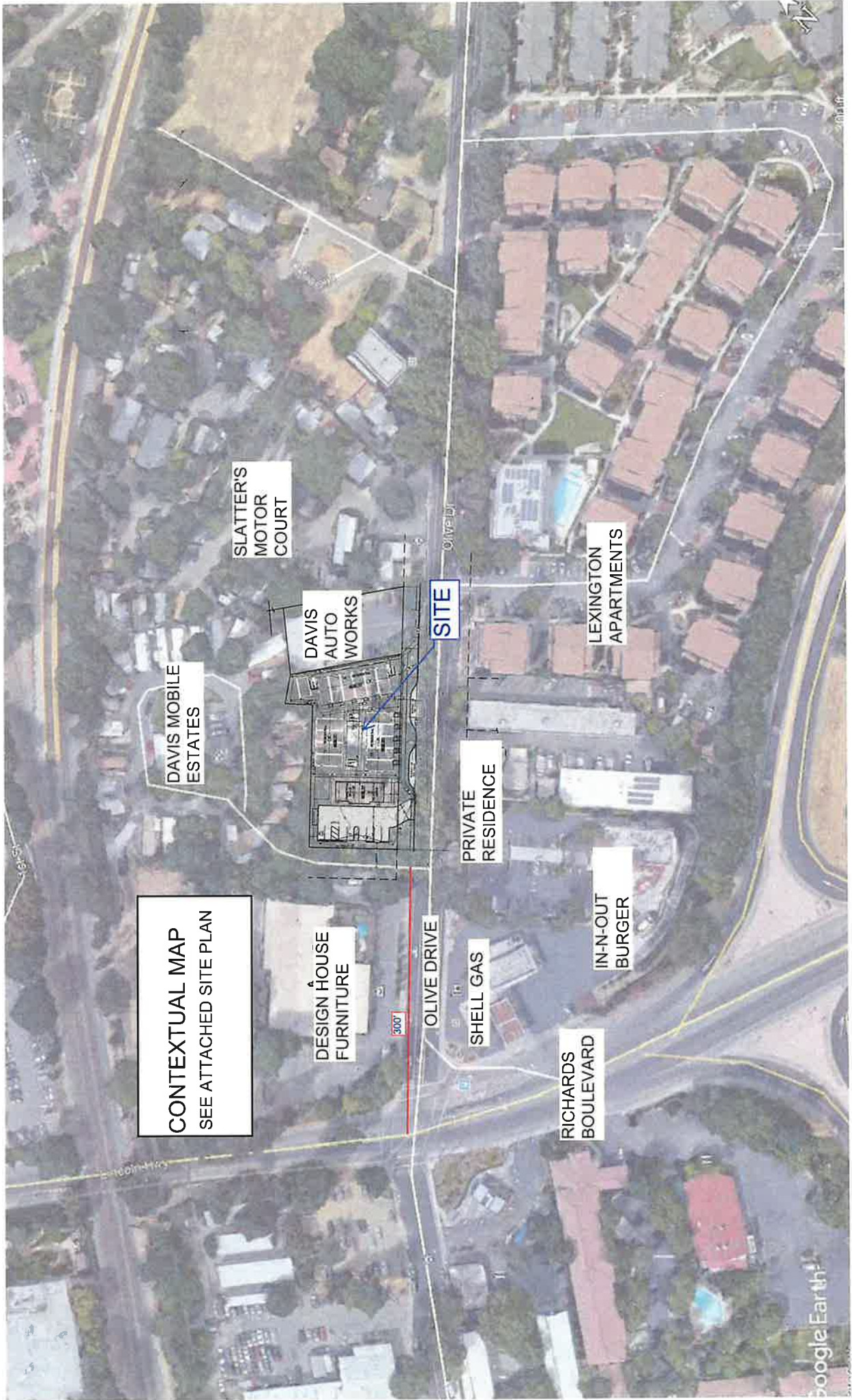
**PROPOSED ZONING**



111 MISSION RANCH BLVD, SUITE 100, CHICO, CA 95926  
PHONE: (530) 893-1800 www.northstarng.com

**GATEWAY OLIVE DRIVE SPECIFIC PLAN  
LAND USE AND ZONING MAP**

SCALE:	1"=600'
JOB NO.:	18-148
DATE:	NOV. 15, 2021
DRAWN BY:	MNL
CHECKED BY:	MNL
SHEET NO.:	1 OF 1



**CONTEXTUAL MAP**  
SEE ATTACHED SITE PLAN

DAVIS MOBILE  
ESTATES

SLATTER'S  
MOTOR  
COURT

DESIGN HOUSE  
FURNITURE

DAVIS  
AUTO  
WORKS

OLIVE DRIVE

**SITE**

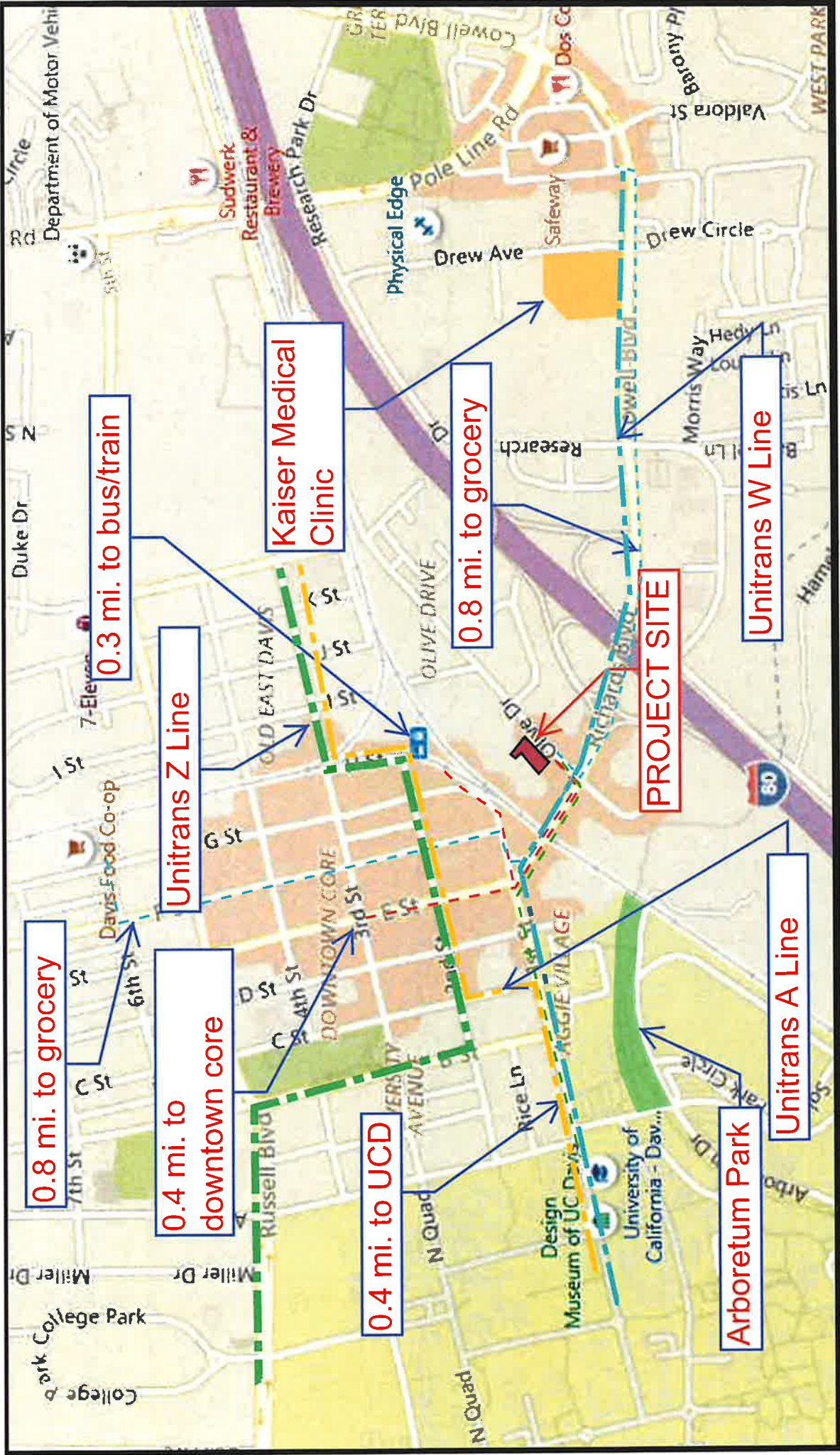
PRIVATE  
RESIDENCE

SHELL GAS

RICHARDS  
BOULEVARD

IN-N-OUT  
BURGER

LEXINGTON  
APARTMENTS



0.8 mi. to grocery

0.3 mi. to bus/train

0.4 mi. to downtown core

0.4 mi. to UCD

0.8 mi. to grocery

PROJECT SITE

Arboretum Park

Unitrans W Line

Unitrans A Line

Kaiser Medical Clinic

Unitrans Z Line

University of California - Davis

College Park

Miller Dr

7th St

6th St

5th St

4th St

3rd St

2nd St

1st St

Davis Food Co-op

7-Eleven

Duke Dr

Old East DAVIS

Research

Olive Dr

Richard Blvd

Physical Edge

Drew Ave

Safeway

Pole Line Rd

Research Park Dr

Sudwerk Restaurant & Brewery

Department of Motor Vehi

Barony Pl

Valdora St

West Park

Morris Way

Hedyn Ln

Hamet

80

Rice Ln

Arboretum Park

Design Museum of UC Davis

University of California - Dav...

Aggie Village

N Quad

Avenue



**SETBACK EXHIBIT**

SCALE: 1/8" = 1'-0"



## **ATTACHMENT #3**

Includes:

Building Renderings

Typical Floor Plans

Landscape Plan and Courtyard Detail



**Overall Exterior View from Olive Drive**  
**Olive Drive Mixed-Use Apartments**  
1060 Olive Drive Davis, CA 95616





## Commercial Space - View 1

Olive Drive Mixed-Use Apartments

1060 Olive Drive Davis, CA 95616







**Commercial Space - View 2**  
**Olive Drive Mixed-Use Apartments**  
1060 Olive Drive Davis, CA 95616





**Overall Aerial View**  
**Olive Drive Mixed-Use Apartments**  
1060 Olive Drive Davis, CA 95616





**Rooftop Terrace View from Olive Drive**  
**Olive Drive Mixed-Use Apartments**  
1060 Olive Drive Davis, CA 95616





**Courtyard Looking East**  
Olive Drive Mixed-Use Apartments  
1060 Olive Drive Davis, CA 95616



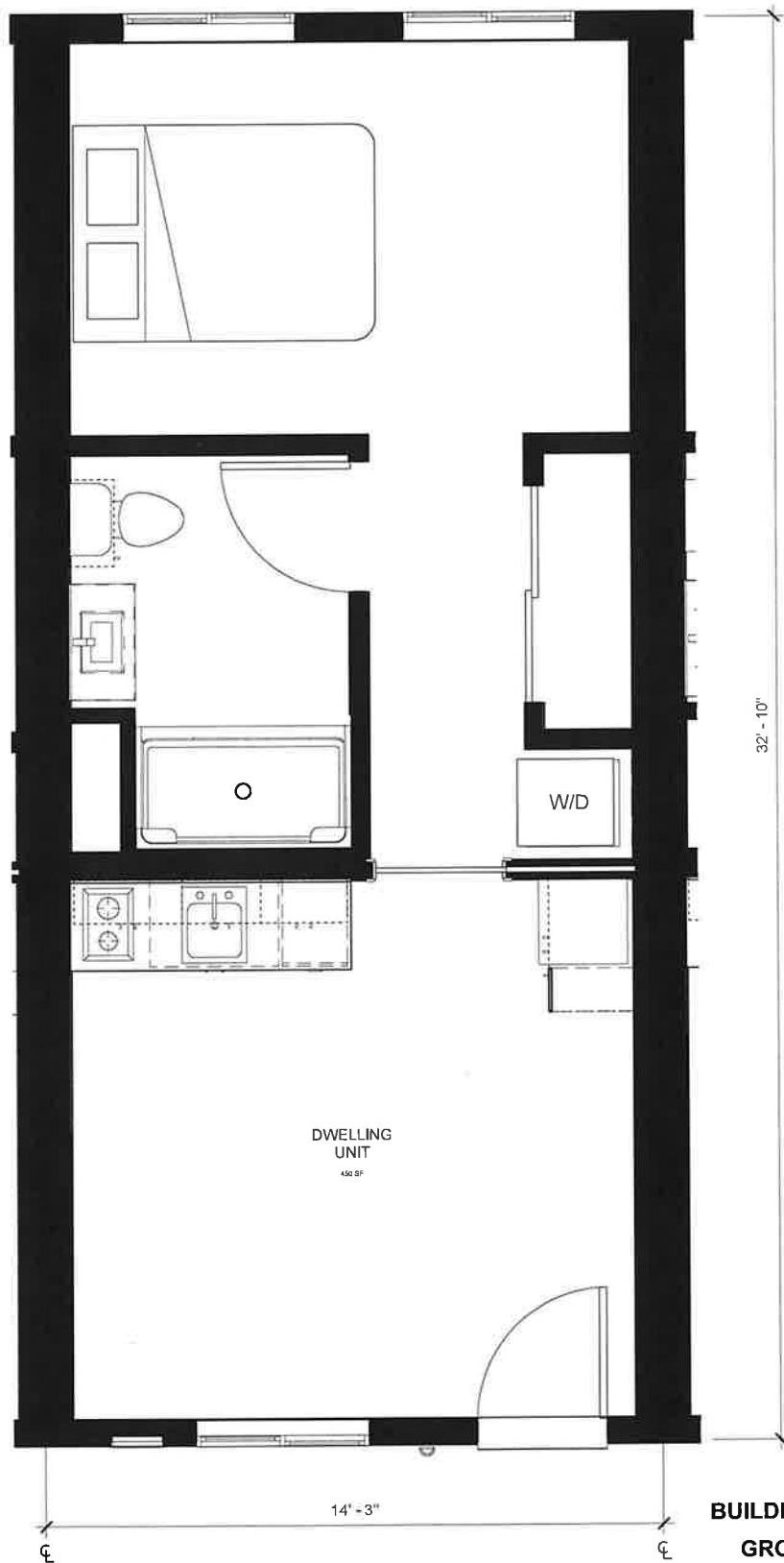
**NORTHSTAR**



**Courtyard Looking West - Evening**  
**Olive Drive Mixed-Use Apartments**  
1060 Olive Drive Davis, CA 95616



**NORTHSTAR**



**BUILDING A, B, AND C  
GROUND FLOOR**



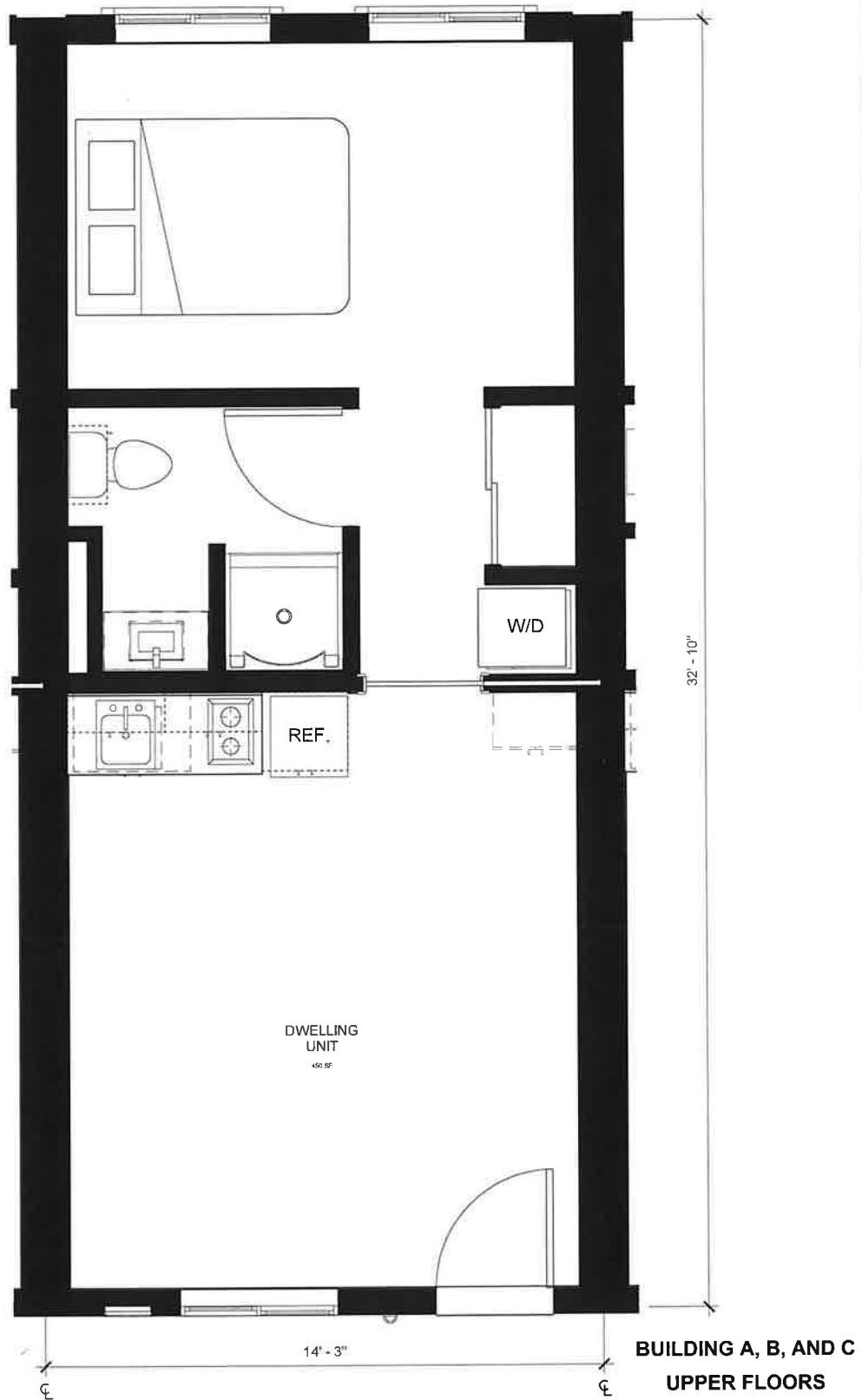
**OLIVE DRIVE APARTMENTS**

for Hallmark Properties  
1031 - 1047 OLIVE DRIVE  
DAVIS, CA 95616

Date Issued:	11.09.2021
NS Project No.	21-061
Agency Project No.	
Sheet:	Ground Floor Dwelling Units

of **A01**

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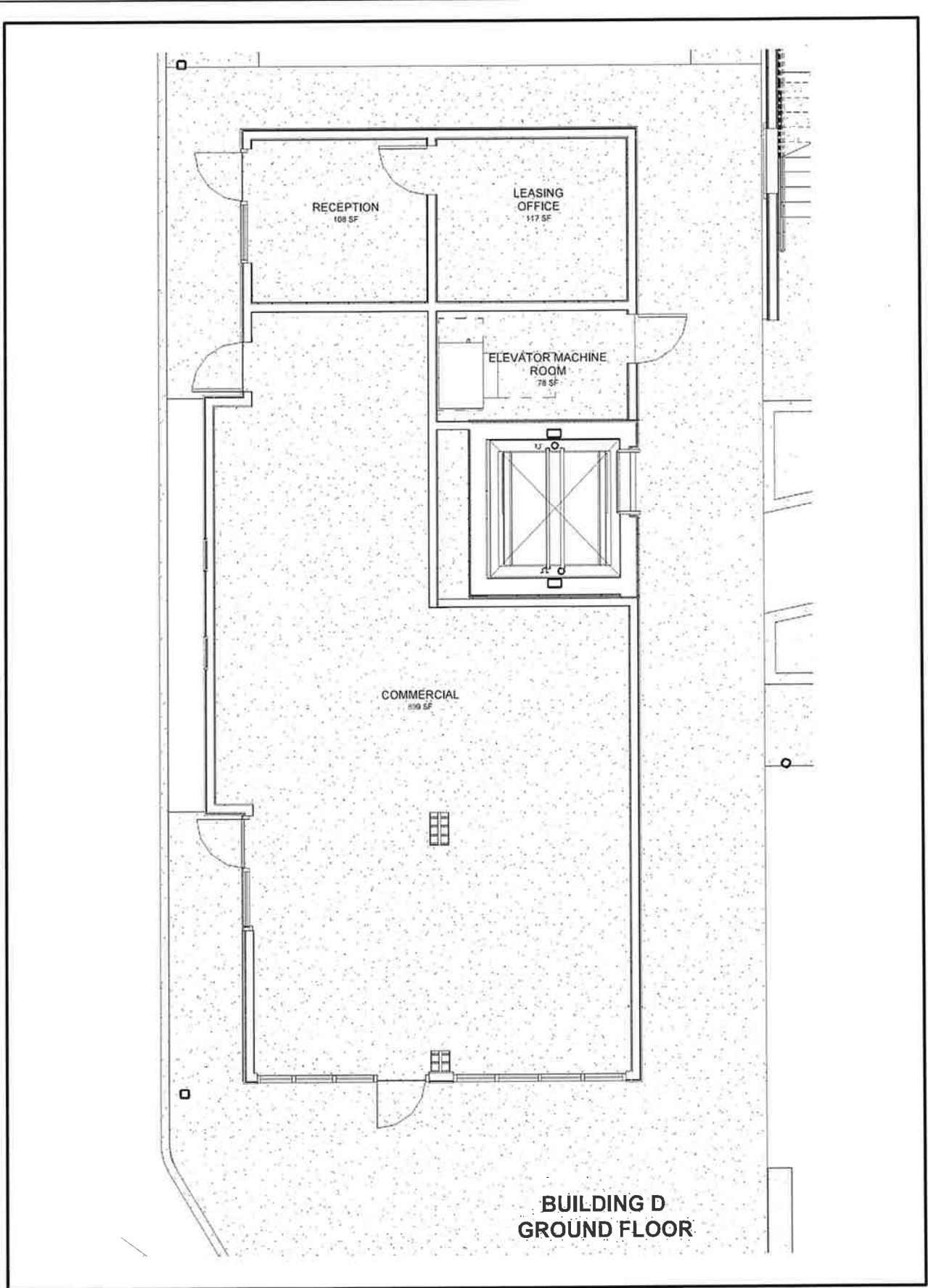
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# OLIVE DRIVE APARTMENTS

for Hallmark Properties  
 1031 - 1047 OLIVE DRIVE  
 DAVIS, CA 95616

Date Issued: 11.09.2021  
 NS Project No. 21-061  
 Agency Project No.  
 Sheet: Upper Floor Dwelling Units

of **A02**



**BUILDING D  
GROUND FLOOR**



**OLIVE DRIVE APARTMENTS**

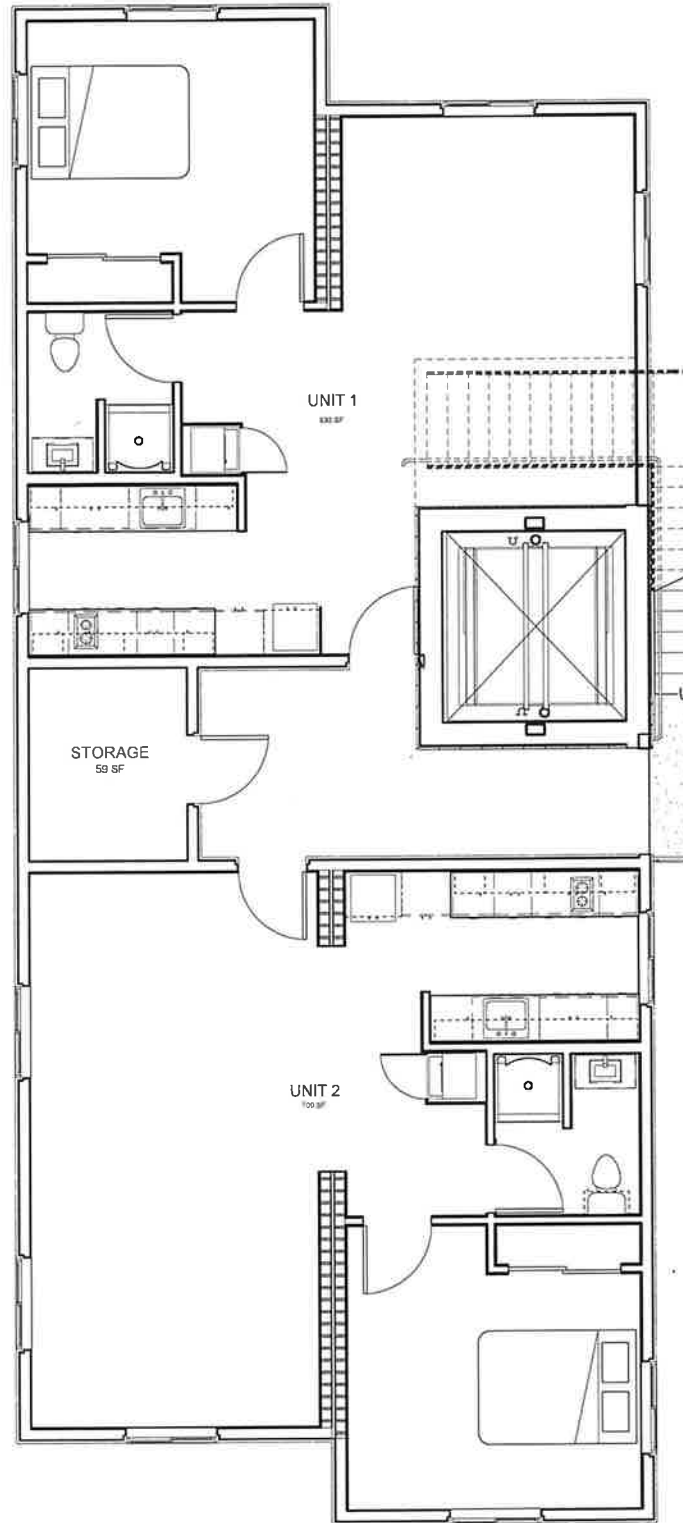
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Sheet:	Mixed Use Ground Floor Plan

of **A04**

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**BUILDING D  
SECOND FLOOR**



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**OLIVE DRIVE APARTMENTS**

for Hallmark Properties  
1031 - 1047 OLIVE DRIVE  
DAVIS, CA 95616

Date Issued: 11.09.2021  
NS Project No. 21-061  
Agency Project No.  
Sheet: Mixed Use 2nd Floor Plan

of **A05**