

STAFF REPORT

DATE: April 25, 2017

TO: City Council

FROM: Mike Webb, Assistant City Manager
Ashley Feeney, Assistant Director Community Development & Sustainability
Ike Njoku, Planner & Historical Resources Manager

SUBJECT: **Lincoln40 Student Apartments EIR Project Alternatives.** Planning Application #15-49 for Environmental Impact Report #3-15

Staff Recommendation

Direct staff to proceed with inclusion of the project alternatives as outlined in this report to be evaluated in the Environmental Impact Report (EIR) for the Lincoln40 Student Apartments Proposal.

This report replaces the staff report previously prepared for the April 18th City Council meeting. The substantive changes contained in this report include the addition of 1) an Offsite UCD On-campus Alternative, and 2) adding the provision of onsite affordable housing to the Conventional Apartments Alternative.

No action on this proposal is being sought at this time. The CEQA review and project applications will be presented to commissions and City Council through public meetings and hearings in the coming months. On July 19, 2016, the City Council approved the Budget Adjustment for the project's EIR preparation. The EIR preparation is ongoing and staff believes that Council confirmation of the EIR Project Alternatives is appropriate at this time. The merits of the proposal and the associated land use and policy issues such as density, affordable housing, and sustainability features will be addressed at future meetings.

Project Description

On June 10, 2016, the City received project applications to redevelop approximately 5.92-acre properties consisting of a combination of eleven parcels located at East Olive Drive. The development would include a new 130-unit, three, four and five story student-oriented housing project referred to as "Lincoln40".

As currently submitted, Lincoln40 will include a mix of 2-bedroom to 5-bedroom fully furnished living units that will be accessed via interior hallways and elevators. 64% of the 130 units will be 4-bedroom/4-bathroom units, which range in sizes from approximately 1,024 square feet to 1,797 square feet. All units will have a kitchen, dining area and secure bedrooms each complete with a private bathroom.

There will be a total of 473 bedrooms with 235 of these bedrooms designed specifically for double occupancy. The double occupancy rooms will be slightly larger and will include double vanities in the private bathroom. The amenities that will be provided will include, but not be limited to a swimming pool, fitness center, indoor and outdoor lounge areas, outdoor barbecues,

cabanas and each floor will offer private study areas complete with wireless internet, charging stations and desks. Although the applicant's project narrative has a typo on page five (which was a carried over from the initial project concept), the project consists of a total of 473 bedrooms with 235 of these bedrooms designed specifically for double occupancy.

The apartment complex will contain 708 beds, a total of 240 surface parking spaces of which 23 will be covered and under the building envelope and 60 tandem spaces, while approximately 100 spaces may be designed with carports. A portion of these parking spaces will be dedicated to offering convenient and reliable ride share programs as the project is designed to incentivize bike usage by offering bike parking for each resident and on-site repair facilities.

Council Goals

No specific goal or task addresses this matter.

Fiscal Impact

There is no immediate fiscal impact from the recommended action. Costs of the Planning review process, including preparation of the Environmental Impact Report (EIR), will be borne by the project applicant. Analysis of fiscal impacts of the proposed project will be conducted prior to City Council public hearing on the project applications.

Staff and Commission Review

The proposal has been subject to on-going staff review. There will be commissions review and input. Feedback may influence whether the applicant makes adjustments to any proposal attributes. Key areas of anticipated discussion may include:

- Traffic and transportation, including alternative transportation.
- Vehicle parking and bicycle facilities.
- Unit and building design.
- Sustainability features.
- Affordable housing.
- Neighborhood issues of shadow impacts and displacement.

City Council Review

The project is undergoing environmental review and a Draft EIR is currently being prepared. Pursuant to CEQA, the EIR will include a section on project alternatives which would allow for comparison of the various project merits and issues. Staff is requesting confirmation from the City Council on the range of EIR project alternatives to be evaluated.

Project Background

There is no significant planning history to report with the subject sites. On July 19, 2016, the City Council was presented with the project's EIR budget adjustment to retain the EIR consultant for the preparation of the EIR under the current City's current planning services. The City Council approved the budget adjustment.

EIR Determination

Based on public comments received on the Initial Environmental Study (August 2016) prepared for the project and in order to fully evaluate potential environmental impacts, the City determined that an EIR would be prepared. Upon the determination, the City issued a Notice of Preparation (NOP) for a 30-day public review period to determine the scope of the EIR.

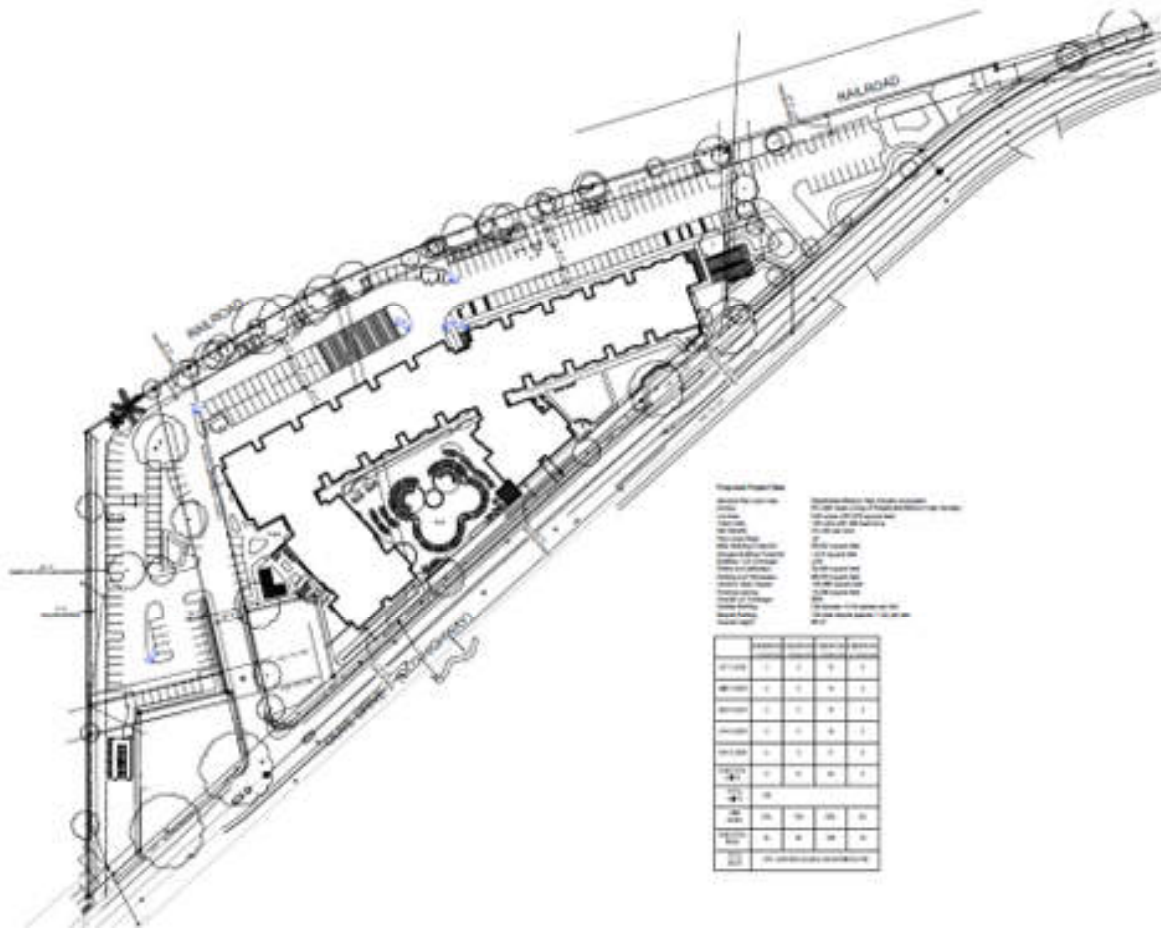
The Initial Study prepared for the proposed project identified resource areas where potential impacts may occur as a result of the proposed project. The analysis of the EIR focuses on resource areas where a potential for impacts was identified by the Initial Study. Conversely, based upon the analysis contained in the Initial Study, it is anticipated that the EIR will not need to further address the CEQA topics of Agriculture and Forestry Resources, Mineral Resources, and Geology and Soils.

The Initial Study determined that the project could result in a Potentially Significant Impact on the remaining environmental topic areas which are being addressed in the Draft EIR and include: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Greenhouse Gases/Climate Change, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population/Housing, Public Services, Recreation, Transportation/ Circulation, Utilities, Cumulative Impacts, and Growth Inducing Impacts. The Draft EIR will also evaluate project alternatives as discussed in this report.

Project Location Map



Project Location Aerial Photo



Project Site Map

Property Information

Project Location:

11 parcels located along Olive Drive, immediately south of the Union Pacific Railroad (UPPR) tracks and the Davis Amtrak station, in the City of Davis

Property Size:

5.92 acres

Existing Zoning, Specific Plan & General Plan Land Use:

East Olive Multiple Use (EOMU) and Residential Medium Density (RMD)

Proposed Project Data

Zoning, Specific Plan & General Plan:

Residential Medium High Density (RMHD) (proposed)

Total Units:

130 units

Net Density:

22 units per acre (130 units/5.92 acres)

Proposed EIR Project Alternatives

Pursuant to the CEQA Guidelines Section 15126.6, an EIR "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Public scoping comments related to project and alternatives have suggested reductions in the size and intensity of the development, changes to accommodate traditional households instead of the student-focused project, consideration of other locations for the development such as the UC Davis campus, non-residential development, or retention and re-use of the existing facilities.

CEQA does not require that the level of detail or analysis of the alternatives be equal to the proposed project. CEQA only requires that a reasonable range of alternatives be considered and that the information be sufficient to provide a meaningful analysis and comparison to the proposed project. The discussion of the project alternatives in the Lincoln40 project Draft EIR will largely consist of qualitative discussions based on the major issues addressed by the alternative and the project tradeoffs. Information and data may be supplemented where appropriate. Staff believes that the following alternatives and this approach to their analysis more than adequately meet the requirements of CEQA. Based on the potential project impacts identified in the Initial Study and taking into consideration the Draft EIR scoping comments received, staff is recommending that the Draft EIR evaluate the following seven project alternatives.

Applicant's Project Objectives

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

In accordance with CEQA Guidelines, reasonable alternatives to the project must be capable of feasibly attaining most of the basic objectives of the project.

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

1. Reduce overcrowded living conditions that currently exist for students residing in the City by developing a new off-campus apartment housing project with easy access to UC Davis.
2. Revitalize an underutilized tract of land along East Olive Drive by developing a three to five story for-lease student housing apartment community that provides a mix of two-bedroom to five-bedroom furnished living units.
3. Provide residents with a range of indoor amenities including a student community center with fitness facilities, study lounges, game rooms, café areas, bike storage areas and bike maintenance and repair facilities, and with a range of outdoor amenities including a pool, outdoor barbecue area, cabanas, game areas and lounge areas to create a safe and active onsite community environment.
4. Utilize a project location and design principles that encourage and support the use of alternate forms of transportation (public transit/pedestrian/cycling) to both downtown Davis and the UC Davis campus.

5. Incorporate sustainable design strategies consistent with LEED Silver certification standards.

Alternatives to be Considered In the Lincoln40 EIR

Eight alternatives to the proposed project were developed based on City of Davis staff, City Council and public comments. The Sterling EIR Alternatives analysis was considered as well, and input from the public during the NOP review period, and the technical analysis performed to identify the environmental effects of the proposed project are other considerations. The alternatives proposed to be analyzed in the EIR include the following eight alternatives in addition to the proposed Lincoln40 Apartments Project:

1. No Project Alternative
2. Existing Gateway / Olive Drive Specific Plan Alternative
3. Conventional Apartments Alternative
4. Reduced Density Student Apartments Alternative
5. Aggressive Transportation and Parking Demand Management Alternative
6. Off-Site City (3820 Chiles Road) Alternative
7. Off-Site Woodland Alternative
8. UCD On-campus Alternative

No Project Alternative

CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the no project alternative shall:

“... discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (*Id.*, subd. [e][2]) “If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property’s existing state versus environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed. In certain instances, the no project alternative means ‘no build,’ wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.” (*Id.*, subd. [e][3][B]).

The No Project Alternative, would assume that the project site remains in its existing state and no additional development would occur. As will be described in the EIR, the current condition of the site consists of a small field, approximately 180 trees, and 24 residential units. The existing residential units include 10 single-family homes and an old lodging facility that was previously converted into a 14-unit apartment complex. The apartment complex is currently fully occupied. At the time of issuance of the Notice of Preparation, six of the 10 single-family homes were occupied by renters; of the remaining four units, three were uninhabitable and one was vacant.

Portions of the project site not containing structures are mostly dominated by weedy, ruderal vegetation with the aforementioned 180 existing trees scattered throughout the site.

Existing Gateway / Olive Drive Specific Plan Alternative

Under the Existing Gateway / Olive Drive Specific Plan Alternative, it would be assumed that the project site would be redeveloped pursuant to the current Specific Plan land use assumptions for the project site. The project site is an in-fill site located within the East Olive Drive sub-area of the Gateway/Olive Drive Specific Plan. According to the Specific Plan, the land use regulations included in the Plan serve as the general plan, specific plan, and zoning for the properties within the plan area. The Gateway/Olive Drive Specific Plan's Land Use and Zoning Plan designates the project site as East Olive Multiple Use (EOMU) and Residential Medium Density (RMD).

Buildout of the project site pursuant to the Gateway / Olive Drive Specific Plan, would be expected to result in the development of 49 single-family, detached cottage-style units and 8,000 square feet of commercial space. The 49 single-family units would not be oriented towards students and would be considered market rate. It is assumed that affordable housing requirements would not be included in this Alternative, but would be otherwise met through in-lieu fees. The Existing Gateway / Olive Drive Specific Plan Alternative would not include demolition of the existing structures on the project site; therefore, the total number of on-site units would be 73. Specific development standards such as building setbacks, height, open space, and lot coverage would be consistent with those set forth in the Gateway/Olive Drive Specific Plan.

Conventional Apartments Alternative

Under the Conventional Apartments Alternative, the project site would be redeveloped similar to the proposed project with 130 units, but with conventional apartments leased by unit, rather than student-oriented apartments with the option to lease by bedroom. The required affordable housing would be provided onsite. Demolition of the existing structures on the project site would occur, similar to the proposed project, under the Conventional Apartments Alternative. The Conventional Apartment Alternative could include affordable housing consistent with the full affordable housing requirements set forth in Section 18.05.060 of the City's Municipal Code. Pursuant to Section 18.05.060(4), the developer can request a project individualized affordable housing plan "that is determined to generate an amount of affordability equal to or greater than the amount that would be generated under the standard affordability requirements."

Reduced Density Student Apartments Alternative

The Reduced Density Student Apartments Alternative would maintain the project as student-oriented apartments, but with a reduced number of units. The Reduced Density Student Apartments Alternative would involve development of the site with 100 student apartment units (an approximately 23 percent reduction in the number of proposed units). Similar to the proposed project, the Reduced Density Student Apartments Alternative would include a mix of two-bedroom to five-bedroom furnished living units. The buildings would be three- to four-stories tall, for a maximum height of 50 feet. A summary of the Reduced Density Student Apartments Alternative in comparison to the proposed project is provided in the table below. Demolition of the existing structures on the project site would occur, similar to the proposed project, under the Reduced Density Student Apartments Alternative.

This Alternative could include affordable housing consistent with the full affordable housing requirements set forth in Section 18.05.060 of the City’s Municipal Code. Pursuant to Section 18.05.060(4), the developer can request a project individualized affordable housing plan “that is determined to generate an amount of affordability equal to or greater than the amount that would be generated under the standard affordability requirements.”

| Proposed Project vs. Reduced Density Student Apartments Alternative | | |
|--|-------------------------|---|
| | Proposed Project | Reduced Density Student Apartments Alternative |
| Dwelling Units | 130 | 100 |
| 2-Bedroom | 17 | 13 |
| 3-Bedroom | 21 | 16 |
| 4-Bedroom | 84 | 65 |
| 5-Bedroom | 8 | 6 |
| Total Rooms | 473 | 364 |
| Total Beds | 708 | 545 |
| Maximum Stories / Height | 5 / 60 feet | 4 / 50 feet |
| Parking Spaces | 240 | 197 ¹ |
| ¹ Per City of Davis Municipal Code Section 40.25.090, one and three-fourths parking spaces for each two-bedroom apartment and two for each three-bedroom or more apartment would be required. | | |

Aggressive Transportation and Parking Demand Management Alternative

The Aggressive Transportation and Parking Demand Management Alternative would involve development of the site similar to the proposed project, but with fewer parking spaces. The same number of units, mix of unit type, layout, and building design would occur under the Aggressive Transportation and Parking Demand Management Alternative as the proposed project (see table below). The only difference from the proposed project would be to impose restrictions on parking in order to aggressively discourage the use of single-occupancy vehicles and reduce vehicle miles traveled associated with future residents at the site.

In order to discourage the use of single-occupancy vehicles at the project site, a maximum of 50 resident permit parking spaces would be provided on-site under the Aggressive Transportation and Parking Demand Management Alternative, as well as owner-managed (or contracted) car-sharing services on-site, which would require use of only electric vehicles. Visitor parking would not be provided on-site and would consist of only off-site street parking. Additional facilities to promote bicycle and transit use would be provided.

Off-Site (3820 Chiles Road) Alternative

The Off-Site (3820 Chiles Road) Alternative would involve development similar to the proposed project at an off-site location. Parcels of similar size that are designated and/or zoned for multi-family residential uses are not currently available for development within the City. For the purposes of evaluating an off-site alternative location within the City, City staff has identified a 7.4-acre property located at 3820 Chiles Road. The property currently contains an existing UC Davis office building and associated parking lot. Existing uses surrounding the property include commercial, as well as multi-family and single-family residential. The property faces Interstate 80 (I-80) directly to the north.

The 3820 Chiles Road property is currently zoned Commercial Mixed Use (CMU) and does not currently allow residential uses. Accordingly, development of the Off-Site (3820 Chiles Road) Alternative would require a rezone to allow for the multi-family residential use, as well as design review for site plan and architectural review.

Due to the greater lot acreage, the Off-Site (3820 Chiles Road) Alternative would involve development of a greater number of units than the proposed project. Assuming the same density as the proposed project (22 units per acre), the Off-Site (3820 Chiles Road) Alternative could involve a total of 163 units. Similar to the proposed project, the Off-Site (3820 Chiles Road) Alternative would include a mix of two-bedroom to five-bedroom furnished student apartments with buildings from three- to five-stories tall, for a maximum height of 60 feet.

Off-Site Woodland Alternative

The Off-Site Woodland Alternative would involve development similar to the proposed project at an off-site location within the City of Woodland. The same number of units, mix of unit type, layout, and building design would occur under the Off-Site Woodland Alternative as the proposed project. Similar to the proposed project, the Off-Site Woodland Alternative would include a mix of two-bedroom to five-bedroom furnished student apartments with buildings from three- to five-stories tall, for a maximum height of 60 feet. Parking would be provided consistent with City of Woodland standards. The Off-Site Woodland Alternative would include the same amenities as the proposed project.

Off-Site UCD On-campus Alternative

The proposed additional UCD On-campus Alternative would evaluate the construction of a similar project (i.e., a 130-unit with 708 bedroom, and two- to 5-story multi-family project) on the UCD campus without specifying a site. It might not be prudent to speculate the appropriate site to accommodate a similar project on Campus. However, it is reasonable to believe that UCD could accommodate a similar project if it chose to do so. Additionally, staff concurs with interested citizens who have commented that adding this alternative would be consistent with the City Council's December 2016 resolution and letter to the UCD Interim Chancellor regarding the Long Range Development Plan.

Next Steps

Completion of the administrative Draft EIR is in progress. Upon completion of the internal staff review and necessary edits made, the Draft EIR will be released for public review. It is anticipated that this will occur within the coming weeks, and the Draft EIR will be presented to various commission for review and comments. Upon completion of the Final EIR, public hearings on the planning application entitlements and the Final EIR adoption are anticipated to occur later this year.

Attachments

1. Applicant's Project Narrative & Plans
2. Public Comments

Additional project information including the NOP with the Initial Study is available online on the City's project webpage at: <http://cityofdavis.org/city-hall/community-development-and-sustainability/test-development-projects/lincoln-40-apartments>.

**Formal Submittal
Lincoln40
130-Unit To-Be-Developed Apartment Community
Olive Drive, Davis**



Lincoln40

PROPOSED DEVELOPMENT PROJECT NARRATIVE

I. Project Description

The proposed project would redevelop a 5.92 acre property – a combination of eleven parcels, located at East Olive Drive. The development will include a new 130-unit, three, four and five story student-oriented housing project to be named Lincoln40.

Lincoln40 will include a mix of 2-bedroom to 5-bedroom fully furnished living units that will be accessed via interior hallways and elevators. The majority of the units (64%) will be 4-bedroom/4-bathroom units. The units will range in size from approximately 1,024 square feet to 1,797 square feet. All units will have a kitchen, dining area and secure bedrooms each complete with a private bathroom. There will be 473 bedrooms with 235 of these bedrooms designed specifically for double occupancy. The double occupancy rooms will be slightly larger and will include double vanities in the private bathroom. The community will include, but not be limited to a swimming pool, fitness center, indoor and outdoor lounge areas, outdoor barbecues, cabanas and each floor will offer private study areas complete with wireless internet, charging stations and desks.

This 708-bed community will include a total of 240 surface parking spaces. 23 parking spaces will be covered and under the building envelope, there will be 60 tandem spaces, and an estimate of up to 100 spaces may be designed with carports. A portion of these parking spaces will also be dedicated to offering convenient and reliable ride share programs. Lincoln40 will be designed to incentivize bike usage by offering bike parking for each resident and on-site repair facilities.

Applications Summary

The anticipated entitlement applications for Lincoln40 include:

1. Gateway / Olive Drive Specific Plan text amendments to include RMHD (Residential Medium High Density) land use and specific Lincoln40 provisions to East Olive Drive sub-area of specific plan.
2. Individualized Affordable Housing Plan to pay in-lieu fee.
3. Parcels Merger to create one parcel that will include easements and dedications.
4. Development Agreement.
5. Vacation of Right of Way – vacation of Hickory Lane.
6. Design review for site plan and architectural review.
7. Demolition of existing sixteen structures
8. Environmental Impact Report (EIR) for environmental determination.

Environmental Impact

The Developer has agreed to pay for an Environmental Impact Report (“EIR”) and is being administered by the City of Davis.

Affordable Housing

The City of Davis, through its affordable housing program, requires that this development meets specific minimum requirements in order to satisfy its affordable housing ordinance. With the number of units planned on the site, the City will require that affordable units be placed into its existing inventory.

To meet the affordable housing requirements the developer would contribute an “in lieu” fee to the City Affordable Housing Fund pursuant to city code.

Parcel Summary

| Ownership | Address | Parcel | APN | Acres/ Square Footage |
|-----------------------|------------------|--------|-----------------------------|--------------------------|
| HighBridge Properties | 1111 Olive Drive | Seven | 070 280 010 | .20 |
| | 115 Hickory Lane | Five | 070 280 014 | .28 |
| | 113 Hickory Lane | Two | 070 280 013 | .46 |
| | 111 Hickory Lane | One | 070 280 012 | .10 |
| | 118 Hickory Lane | Six | 070 280 017 | .09 |
| | 120 Hickory Lane | Eight | 070 280 016 | .12 |
| | 1165 Olive Drive | Nine | 070 280 015 | .79 |
| | 1185 Olive Drive | Ten | 070 290 002 | .18 |
| | 1229 Olive Drive | Eleven | 070 290 004 | .22 |
| | 1223 Olive Drive | Nine | 070 290 001 | 2.78 |
| | 1225 Olive Drive | None | 070 290 003 | .55 |
| | | | | |
| | | | Total ⁽¹⁾ | 5.92 acres |

⁽¹⁾ Includes portion of Hickory Lane and dedicated area for pedestrian/bicycle path alongside western property boundary.

Land Use Designations

Existing Specific Plan Land Use: Gateway / Olive Drive Specific Plan, 2002
 Existing Zoning: East Olive Multiple Use, Residential Medium Density
 EOMU, RMD

Existing Zoning Map (Courtesy of Olive Gateway Specific Plan)



Lincoln40 Site Plan

Site Plan



Lincoln40 Project
Davis Student Housing



CONCEPTUAL PLANTING PLAN

DATE: 02/20/17
PROJECT NO: 1212-0001



Proposed Project Data

| | |
|-----------------------------|--|
| General Plan Land Use: | Residential Medium High Density (proposed) |
| Zoning: | PD (with base zoning of Residential Medium High Density) |
| Lot Area: | 5.92 acres (257,875 square feet) |
| Total Units: | 130 units with 498 bedrooms |
| Net Density: | 22 units per acre |
| Floor Area Ratio: | .97 |
| Main Building Footprint: | 55,032 square feet |
| Storage Building Footprint: | 1,014 square feet |
| Building / Lot Coverage: | 22% |
| Patios and walkways: | 30,394 square feet |
| Parking and Driveways: | 66,575 square feet |
| Outdoor Open Space: | 104,860 square feet |
| Previous paving: | 15,389 square feet |
| Overall Lot Coverage: | 60% |
| Vehicle Parking: | 240 spaces / 0.34 spaces per bed |
| Bicycle Parking: | 725 total bicycle spaces / 1.02 per bed |
| Overall Height: | 60'-0" |

Proposed Gateway / Olive Drive Specific Plan Amendments

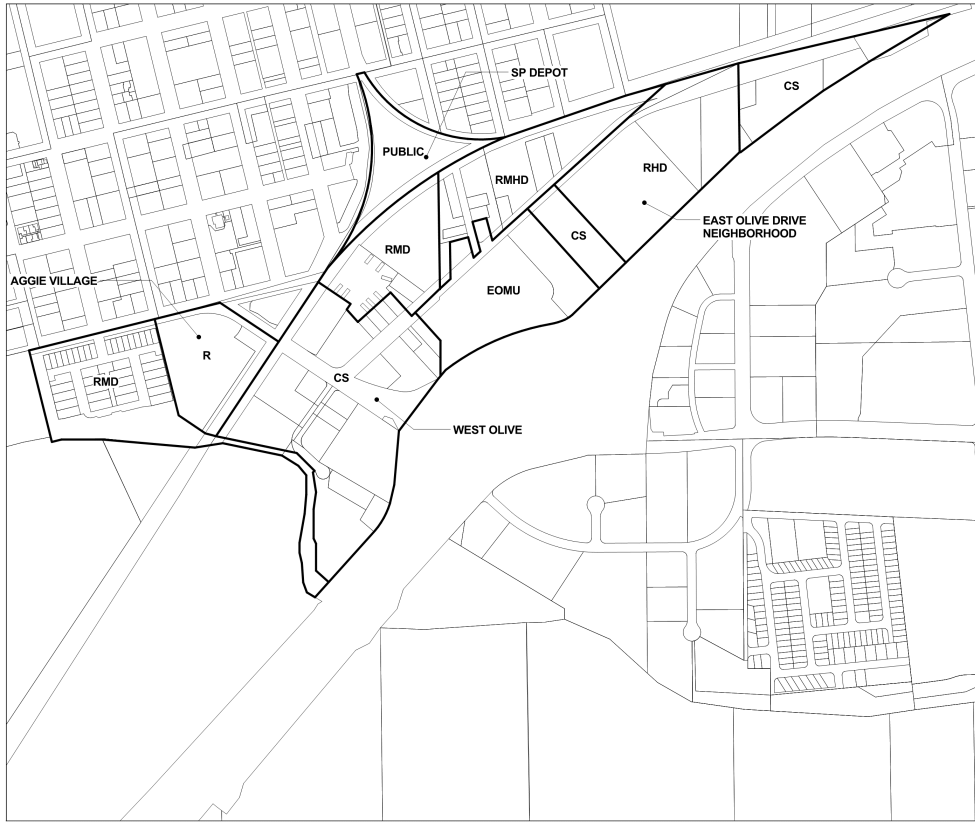
(Refer to Specific Plan last amended May 1, 2002)

| Pg | Heading | Description of Existing Requirement | Proposed Amendment |
|----|---|---|---|
| 2 | Land Use and Zoning Plan | Property North of Olive Drive mix of EOMU and RMD (map description) | Revise project area to Residential Medium High Density (see replacement map) |
| 3 | Table 1 - Existing and Proposed Land Use (East Olive Drive) | Add 49 Single-Family units | Eliminate 49 units (intended for existing Callori property) |
| 3 | Table 1 - Existing and Proposed Land Use (East Olive Drive) | Add 166 Multi-Family units | Revise to 296 multi-family units (increase by proposed 130) |
| 30 | Table 5 - Existing and Proposed Land Use (East Olive Drive) | Add 49 Single-Family units | Eliminate 49 units (intended for existing Callori property) |
| 30 | Table 5 - Existing and Proposed Land Use (East Olive Drive) | Add 166 Multi-Family units | Revise to 296 multi-family units (increase by proposed 130) |
| 31 | Land Use and Zoning Plan | Property North of Olive Drive mix of EOMU and RMD (map description) | Revise project area to Residential Medium High Density (see replacement map, same as page 2 above.) |

| | | | |
|----|--|--|--|
| 33 | (2) East Olive Drive Subarea | Property North of Olive Drive mix of EOMU and RMD (map description) | Revise project area to Residential Medium High Density (see replacement map) |
| 33 | C. Land Use and Zoning (2) East Olive Drive Subarea | "Callori: Up to 49 small-sized single-family cottage units and 8,000 square feet of commercial use." | <i>"Lincoln40: Previously known as Callori, up to 130 multi-family units."</i> |
| 34 | Residential | "Two densities are allowed as shown on the map: " | "Three densities are allowed as shown on the map:" Add: <i>"Medium High Density (MHD; 14.00 to 24.99 units per gross acre)"</i> |
| 34 | Residential | "Allowed uses and site requirements are the same for both residential densities." | "Allowed uses and site requirements are the same for <i>all</i> residential densities, <i>unless modified by chapter V.</i> " |
| 34 | Residential | "Note: See reference to the Callori Property in Section C, page 31." | Remove this line. |
| 35 | Residential; Permitted Uses | "(c) Lot coverage. Not more than forty percent." | "(c) Lot coverage. Not more than <u>sixty</u> percent." |
| 35 | Residential; Area, Lot Width, Yard and Related Requirement | "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 should be <u>abandoned and used as the main East Olive Drive entrance to the Lincoln40 multi-family development.</u> " |
| 35 | EAST OLIVE MULTIPLE USE | "Hickory Lane Properties Mix of uses on each parcel containing a combination of any two or more of the plan following" (a) Multi-family not to exceed 15du/net acre. (b) Restaurants. (c) Professional and administrative offices. (d) Retail uses." | Section removed |
| 37 | (5) Southern Pacific (SP) Depot | Property North of Olive Drive mix of EOMU and RMD (map description) | Revise project area to Residential Medium High Density (see replacement map) |
| 41 | Key Pedestrian/Bicycle Connections | "(12) The following pedestrian/bicycle linkages connecting the specific plan to the rest of Davis are included as part of the plan: * Aggie Village to the SP Depot * East Olive Drive to the SP Depot via Hickory Lane. * Undercrossing of I-80 at Putah | "(12) The following pedestrian/bicycle linkages connecting the specific plan to the rest of Davis are included as part of the plan: * Aggie Village to the SP Depot * East Olive Drive to the SP Depot via <u>East Olive Crossing Project.</u> * Undercrossing of I-80 at Putah Creek with a possible extension under the |

| | | | |
|----|-----------------------------------|--|--|
| | | Creek with a possible extension under the West Olive Drive Extension." | West Olive Drive Extension." |
| 44 | Open Space | "(13) As part of the Hickory Lane undercrossing project, a public open space area shall be developed in the undercrossing vicinity." | "(13) As part of the <u>East Olive</u> crossing project, a public open space area shall be developed in the undercrossing vicinity." |
| 60 | (1) East Olive Drive Neighborhood | "...With the exception of the Youmans property, new development in the East Olive Drive Neighborhood..." | "...With the exception of the Youmans property, and <u>Lincoln40</u> new development in the East Olive Drive Neighborhood..." |
| 60 | (1) East Olive Drive Neighborhood | "Design guidelines for the East Olive Drive Neighborhood are as follows with separate guidelines for the Youmans property delineated where appropriate:" | "Design guidelines for the East Olive Drive Neighborhood are as follows with separate guidelines for the Youmans, and <u>Lincoln40</u> property delineated where appropriate:" |
| 60 | Building Materials | New Paragraph | <u>"Lincoln 40 Building materials and color should help establish a human scale and provide visual interest. Use of high quality materials on exposed exterior surfaces such as brick, metal, cement plaster, or siding"</u> |
| 60 | Roofline | New Paragraph | <u>"Lincoln 40 Roof lines shall be predominantly pitched, nipped, or gambreled, to reflect the character of the buildings constructed along the Old Lincoln Highway. (See diagram below). Flat roofs (above three stories) are allowed provided they encompass not more than 50% of the roof type per structure. Any roof mounted mechanical equipment must be completely screened from public view and meet the architectural design criteria."</u> |
| 61 | Façade Design | New Paragraph | <u>"Lincoln 40 New buildings should be delineated both vertically and horizontally to respect the traditional building scale and convey a human scale.</u> <u>Facade details could include some or all of the following elements: porches,</u> |

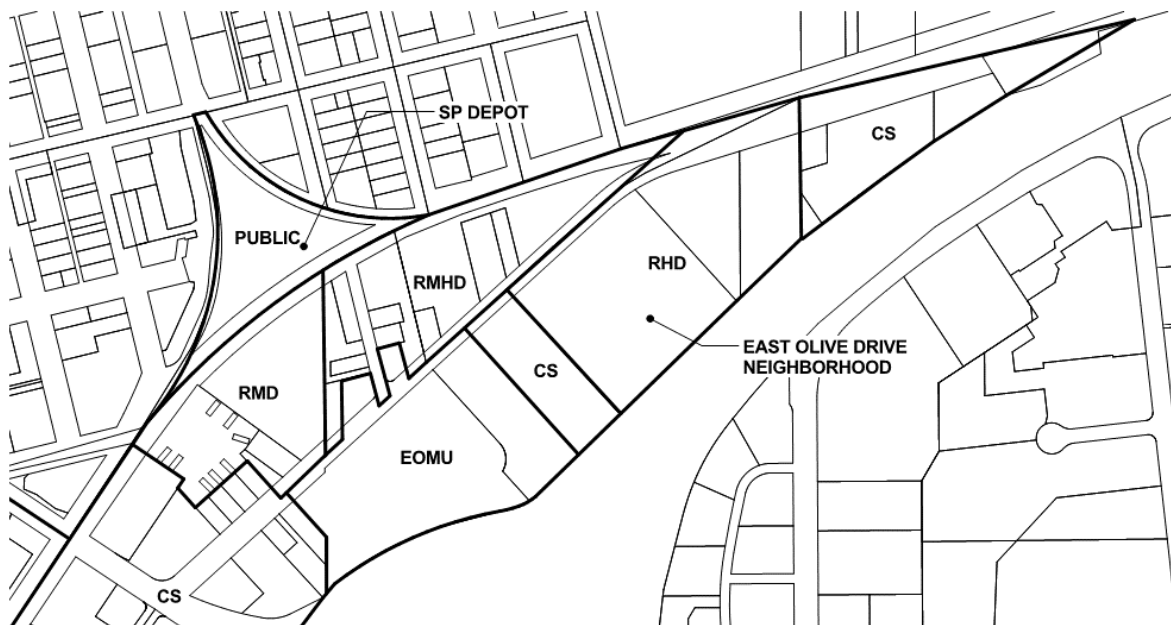
| | | | |
|----|-------------------|---------------|--|
| | | | <i>stoops, overhangs, awnings, wooden windows and trim, railing details, and multi-paned or sash windows. (See diagram)"</i> |
| 61 | Building Entries | New Paragraph | <i>"Lincoln 40 Building entries shall incorporate elements of the historical Lincoln Highway including deep overhangs. Primary entrances should be clearly identified and oriented toward the street or a pedestrian way."</i> |
| 61 | Building Siting | New Paragraph | <i>"Lincoln 40 Buildings shall be oriented to the street or private roadway with parking behind the structures."</i> |
| 61 | Building Setbacks | New Paragraph | <i>"Lincoln 40 Front and street side yards: 15 feet (measured from the property line) Side: 5 feet on each side Rear: 20 feet (parallel to rail)."</i> |
| 62 | Building Height | New Paragraph | <i>"Lincoln 40 Building heights may be a maximum of 5 stories and 60 feet."</i> |



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

GATEWAY OLIVE DRIVE SPECIFIC PLAN
 CITY OF DAVIS, CALIFORNIA
20160817.2017



II. Project Goals and Objectives

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

- Reduce overcrowded living conditions that currently exist for students residing in the City by developing a new off-campus apartment housing project with easy access to UC Davis.
- Revitalize an underutilized tract of land along East Olive Drive by developing a three to five story for-lease student housing apartment community that provides a mix of two-bedroom to five-bedroom furnished living units.
- Provide residents with a range of indoor amenities including a student community center with fitness facilities, study lounges, game rooms, café areas, bike storage areas and bike maintenance and repair facilities, and with a range of outdoor amenities including a pool, outdoor barbecue area, cabanas, game areas and lounge areas to create a safe and active onsite community environment.
- Utilize a project location and design principles that encourage and support the use of alternate forms of transportation (public transit/pedestrian/cycling) to both downtown Davis and the UC Davis campus.
- Incorporate sustainable design strategies consistent with LEED Silver certification standards.

III. Project Setting/Location

The property is largely an existing grey field with eleven parcels currently occupied by aging single-family residential homes and an old lodging facility that is being utilized as an apartment community. The project plans include razing the existing buildings and constructing a new three, four and five story residential building with a variety of unit sizes. Included within the development will be a student community center complete with a leasing office, fitness & yoga facilities, study lounges, game rooms, a cafe lounge, bike storage and repair facilities, and outdoor site amenities to include, but not be limited to a resort-style pool, outdoor barbecue station, cabanas, game areas and lounges with gas fire pits. A separate two-story building will be constructed on the Southwest end of the site to be utilized as storage, maintenance and public bike repair lounge. The development is primarily designed to cater to and address the needs of students but will not restrict residents who want to make Lincoln40 their home.

Located .70 miles from the UC Davis quad, Lincoln40 will be the closest student-purpose built housing community in Davis. Lincoln40's location is within a 15-minute walk and an 8-minute bike ride to the quad and is .3 miles from Downtown. The location alone provides a significant incentive for students to leave their cars behind.



Location Map

IV. Benefits of the Project Concept

Bicycles, Skateboards, and Pedestrians

Bike lounges, repair shop, and secure bike storage areas throughout the Lincoln40 will provide convenience in the adaptation of a healthy lifestyle. Mirroring the City's philosophy, bicycles are at the heart of the Lincoln40 culture. The community will provide a secure bicycle parking space for all 708 residents as required in the City of Davis Bicycle Ordinance 40.25A. Covered and indoor bicycle storage areas will be designated throughout the community with key card access. These covered or indoor bicycle storage areas have been designed to accommodate 550 bicycles (3% better than 75% long-term parking required) and uncovered bicycle racks will be located throughout the premises. The bike racks comprise the 25% "short-term" parking. Residents and their guests will be able to tune their bicycles in the first floor maintenance shop that will provide bike service stands, tools, and vending machines for parts. A public bicycle tuning area will be created at the west side of the community property, adjacent to the bicycle barn. The intent is to create usable, effective, bicycle amenities, when and where residents need them, so they won't have to worry about lugging their bikes up and down from their rooms.

Skateboarders are welcome to secure their rides at lockable pillars at each of the two main entrances.

Plans include for an easement along the western boundary of the community that will be set aside for a potential pedestrian/bicycle right of way. The Developer would like to partner with the City by providing an alternative access connection to the railroad tracks. As an alternative to Hickory Lane, the connection would serve to provide a dedicated access point to a grade-separated crossing that could eventually connect with the Davis Downtown Core. The developer recognizes the importance of better connectivity and reducing greenhouse gas and will contribute its fair share of resources for the implementation and construction of this right of way.

Parking

Lincoln40 was designed to incentivize students to arrive without their cars from home and/or to leave their cars behind while commuting to and from campus or downtown. Parking will be offered to the residents on a first come-first served basis at an additional cost during lease signing. Also, there will be parking spaces for just 34% of the total bedrooms available. For comparison, the West Village and The U student housing communities offer parking to 60% of their residents. Electric vehicle charging will be provided as well as preferred parking for fuel-efficient vehicles. There will be very strict regulations that will be monitored by the management.

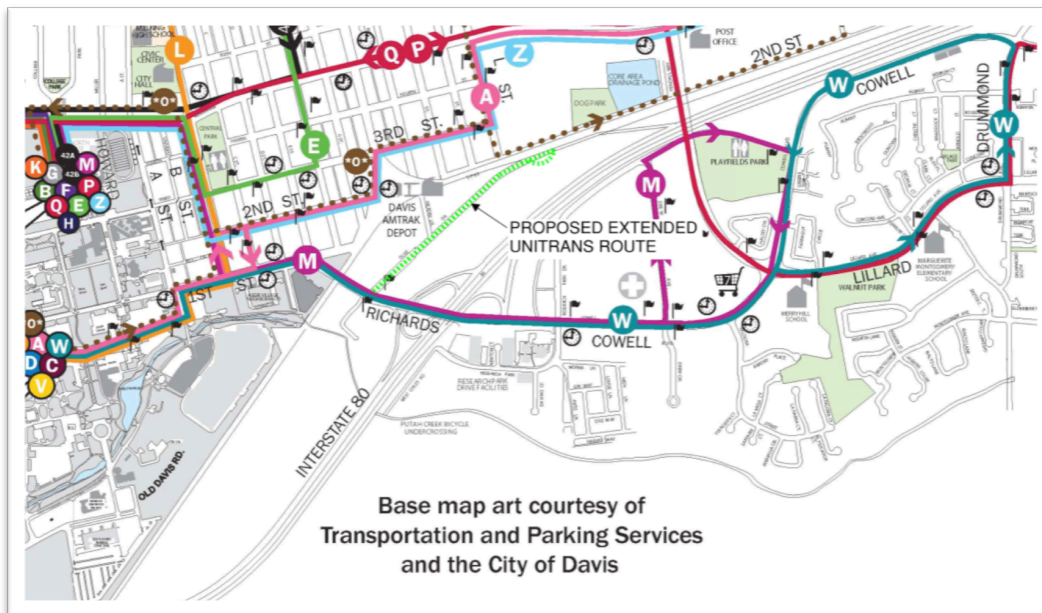
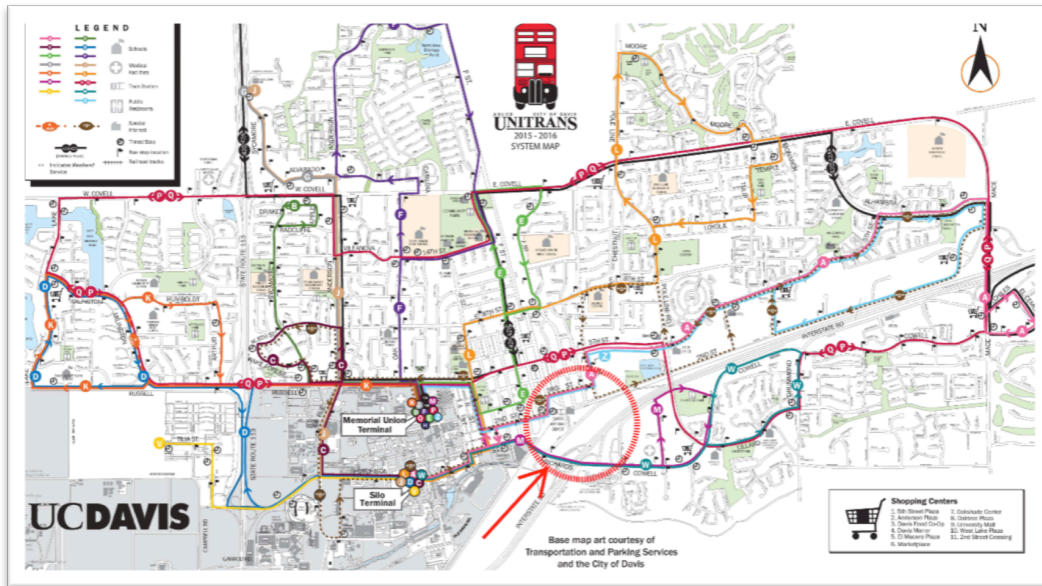
Ridesharing

The communal nature of the development is the basis for encouraging carpooling when using cars does become the appropriate method of transportation. Ridesharing is easier than ever now with application based services such as Lyft and Uber. In addition residents will be

encouraged to co-op through message boards to carpool with neighbors when it's time to get groceries, supplies, etc.

Public Transit

The Lincoln40 project has received a commitment from Unitrans to provide a municipal bus line down East Olive Drive. The new route would add value to existing Lexington, Arbors, Olive Court and Slatter's Court communities resulting in a net easing of traffic for Olive.



Existing Unitrans map modified to describe proposed new route

Car Sharing

Car sharing services such as “Zipcar” are popular for students who may only need a car occasionally for local trips, or when traveling someplace further once in a while. The user reserves the car online, walks or bikes to the location, picks it up, and returns it when done. It’s an affordable option that is fiscally smart for infrequent drivers such as students. There are eight Zipcars located within a one-mile radius of the project. There are two traditional rental car locations less than a ½ mile east on Olive Drive. On-site Zipcar or similar services will be considered at Lincoln40.

V. Site Characteristics

Site Characteristics

The topography of the existing site is relatively flat along the northern property boundary and gently sloping toward the east along the Olive Drive gutter. There’s an existing curb drain inlet at the end of the paved portion of Hickory Lane, as well as the end of the sidewalk, curb and gutter on the north side of Olive Drive. All other site drainage flows overland, following the site topography. Existing sewer, water and storm drain lines run north-south along Hickory Drive. The existing sewer line and easement will need to be preserved as it serves lots to the west and south of the proposed property. Hickory Lane is paved with asphalt up to the edge of the proposed property and gravel as it continues north. There are power lines running along the southern property boundary that cross across the property near the east end of the property. A chain link fence bounds the property to the north, and wood fence to the west.

Trees

There are 180 existing trees on the site which range in species, size, height and value. An arborist report has been prepared which denotes health, site impacts and recommendations for tree planning. Many of the trees of significant size and value are included in the site design. The mature trees provide valuable ecosystem services for the site including storm water management, air quality benefits, shade, and habitat, while also preserving the beauty and character of the site.

The existing trees along the north property line will remain to provide the continued screening benefit, with the exception of trees that are recommended for removal due to failing health and/or structure. To ensure the health and vigor of trees, our site design incorporates specific tree protection measures to minimize impacts within the tree protection zone. These measures include identifying the proper tree protection zone and fencing at a specific diameter, protection details placed on grade, prohibiting the storage of construction equipment within the drip line, mulching, signage, and prohibiting vehicles and other traffic in the critical root zone to prevent soil compaction.

Management and Operations

During the development and upon completion of Lincoln40, HighBridge will partner with one of the nation's premier student housing management companies to lease and manage the community. Unlike traditional apartment living, Lincoln40 will require the expertise of a specialized management team. HighBridge will hire today's thought leaders in Student Housing management in order to create a secure, friendly, productive, student lifestyle.

Architecture

Architecturally the Lincoln40 will enrich and compliment the storied Olive Drive Community. In keeping with the palette established by the neighbors, the community purposed to maintain old growth cork oak trees alongside Olive Drive that are in good health and plant new trees and shrubs to supplement. The existing tree canopy at the perimeter of the site is very important for softening of sounds and views, and keeping with the beauty of traditional Davis. Although there will be surface parking, the lot is filled with islands that will be planted with native trees as well.

The neighboring Lexington apartment community has established a palette and scale that Lincoln40 will augment with the residence proposed. The five story portion, located central to the site, will step down in scale as it relates to Olive drive. There's a significant buffer from the main building to Slatter's Court as not to impact these established neighbors with unwanted shadows and impairment to space. The northern neighborhood of Old East Davis share an even greater buffer and will not experience a significant effect from Lincoln40.

The proposed building takes its aesthetic from a mix of different influences including American foursquare and prairie styles. The scale is relaxed by the use of tumbled brick veneer in a running bond pattern typically at the first and second levels. This element gives the façade an organic feel, while providing a resilient barrier for impacts to the building from bicycles and such. Two colors of brick are used to create interest at the human scale and beyond. The remainder of the wall finish will be a painted cement plaster system. A four color scheme is implemented to generate an interesting pattern of architecture and avoid the monolithic and uniform look that can plague a multi-story building. The roof and roofing approach is also purposed to break up the uniformity through a varied design of pitched hip construction mixed with raised parapets. All mechanical equipment will be screened by rooftop wells and exterior parapet walls.

The window system will be of a high efficiency frame and glazing type. Aluminum storefront windows and entrances will be typical on the first floor. On the living floors residential vinyl or composite frames with "low-e" coated, insulated, glass will be utilized. Windows in dwelling spaces will be operable for environmental and code reasons.

Sustainability Plan

The Lincoln40 project aims to implement sustainability strategies that align with the City of Davis Climate Action and Adaptation Plan as well as future tenant values of environmental stewardship and healthy living. Successful implementation of the sustainability attributes of the project will be largely measured using the following two methods:

- 1) Meet City Ordinance Requirement – Achieve 2016 CALGreen Tier 1
- 2) Silver LEED Certification

The following outlines some of the sustainability strategies that are planned and which will help the project achieve the CALGreen and LEED targets identified.

| | |
|---------------------------------------|--|
| SITE | <ul style="list-style-type: none"> • Designated parking for Green Vehicles • Electric Vehicle Charging Stations • Native Landscaping that supports biodiversity • Stormwater management through green infrastructure and low-impact design • Permeable paving and high solar reflective index hardscape • Exterior lighting that doesn't contribute to light pollution • Reduced parking to encourage public transit, car share, and biking/walking • Car sharing spaces • Pedestrian friendly scale and walkable project site |
| ENERGY | <ul style="list-style-type: none"> • Meet 2016 high rise residential CalGreen 15% energy improvement (minimum) • High performing building envelope • Solar shading and building orientation to: <ul style="list-style-type: none"> ○ Increase passive heating in winter & reduce unwanted heat gain in summer ○ Optimize daylighting strategies and reduce glare • Daylighting and efficient lighting and control systems • Natural Ventilation • Efficient mechanical systems • On-site renewable energy generation • Energy performance metering and tracking |
| WATER | <ul style="list-style-type: none"> • Efficient irrigation (such as drip irrigation and moisture sensors) • Drought tolerant plantings • Low-flow indoor plumbing fixtures |
| CONSTRUCTION | <ul style="list-style-type: none"> • Recycled content and regionally sourced materials • Construction waste landfill diversion • Construction indoor air quality best management practices • Building systems commissioning |
| OCCUPANT HEALTH AND ENGAGEMENT | <ul style="list-style-type: none"> • Nontoxic materials and low-emitting adhesives, sealants, and paints • Mechanical system design to optimize occupant thermal comfort • Occupant controllability of lighting and thermal comfort systems • Extensive views to the outdoors • Green building education signage and outreach • Tenant sustainability engagement programs and games |

VI. Outreach and Affordability Components

Affordability and Convenience

Lincoln40 will offer its residents individual leases for each student eliminating the potential for additional lease liabilities that students with multiple roommates all too many times are saddled with. In addition, lease payments will include the usage of all utilities, cable & wifi, unlimited use of on-site amenities and a furniture package complete with desks, bedroom and living rooms suites. A one-time payment for a complete array of services eliminates numerous administrative hassles for both parents and children. All of the units will come with at least one bedroom

equipped for double occupancy. These rooms will be larger and provide an option to share a room and bathroom with another student at a reduced rate.

Community Outreach

Beginning October 2015, we have shared the initial project concept with many stakeholders and have taken particular steps to identify any challenges and concerns they may have. To date, the development team has met with the on-site tenants who currently occupy the Callori homes and Kober Apartments as well as the neighbors closest to the project site. These neighbors include several local landlords, the owners and residents of Slatter's Court, Davis Mobile Estates and members of the Old East Davis Neighborhood Association. We have canvassed these neighborhoods and held several neighborhood meetings that were used to highlight the development and to obtain constructive feedback.

We will continue to provide Olive Drive neighbors and existing tenants updates of all aspects of the proposed development and obtain feedback that will benefit our project and the community as a whole.

VII. The Development Team

Developer

HighBridge Properties is a real estate investment and development firm based in San Francisco that invests in and also develops multifamily and student housing properties throughout the United States. In its partnership with Progress Student Living, HighBridge has developed over 2,000 beds specifically designated for students who live off campus. All of HighBridge's developments are thoughtfully designed to provide students with a secure and positive living experience that fosters a fusion of both academic and social aspects of the student experience.

In 2011, Davis became one of HighBridge's most desired investment markets when HighBridge purchased an 80-unit apartment community that was in need of refurbishment and repositioning. Recognizing the limited supply of functional, clean and updated living options for the UC Davis students, HighBridge significantly enhanced each unit and the exterior grounds. Today, with Lincoln40, HighBridge plans to continue investing in Davis and addressing the needs of the students and community.

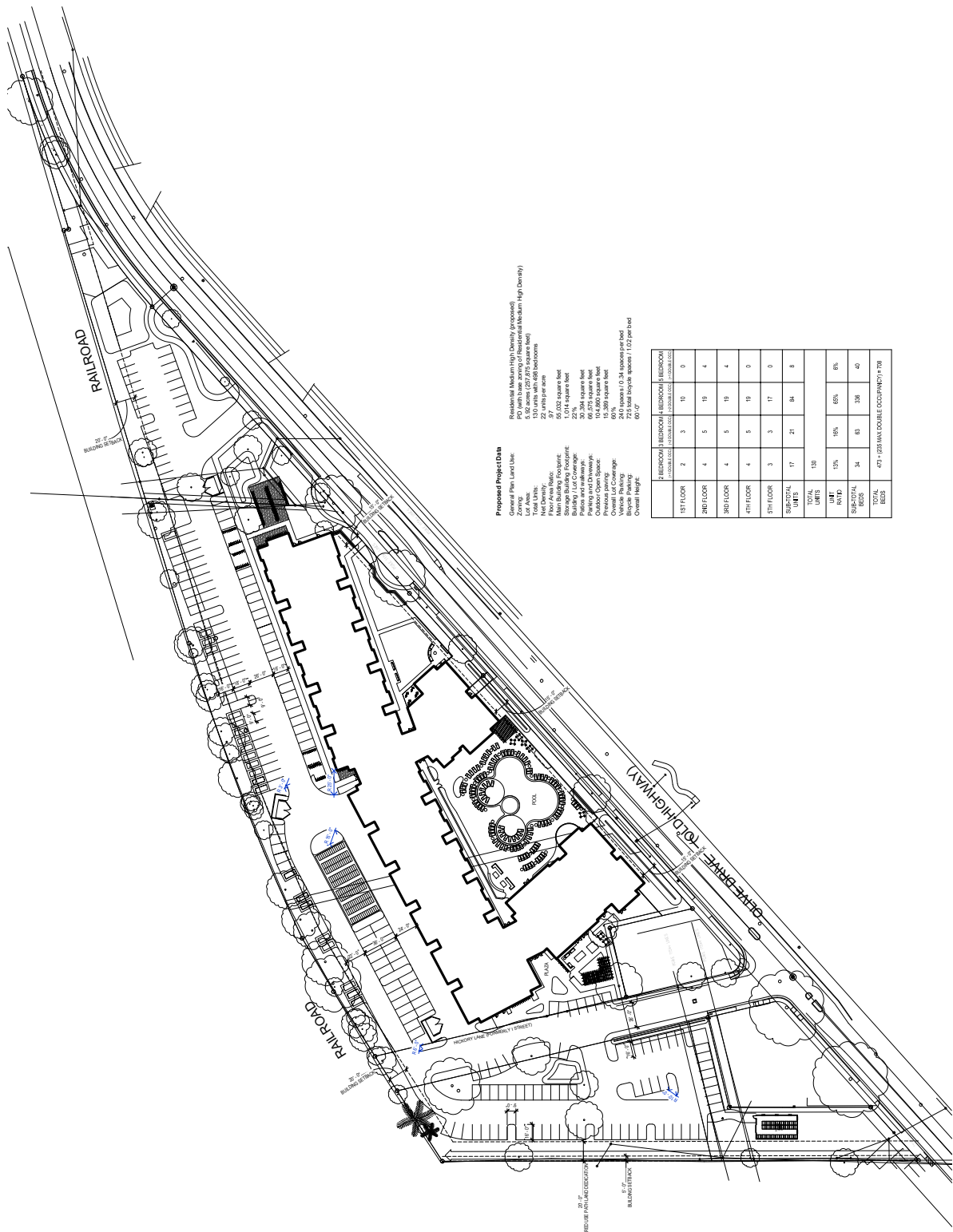
In early 2016, HighBridge Properties purchased ten parcels (known as the Callori properties) located on East Olive drive and has purchased the remaining parcel in August 2016 (Kober Apartments) in order to assemble enough parcels necessary to accommodate the development plans.

Development Team

Our team which includes HighBridge Properties, LPAS Architecture, Paladino & Company and Cunningham Engineering has identified and plans to address the continuing need for well-located and purpose-built housing that today's student is accustomed to. We have developed preliminary site and building design plans that offer a high quality and functional design that not only enhances the student experience but provides a self-contained living environ which is aesthetically pleasing and provides minimal impact on the neighborhood.

Lincoln40 Project
Davis Student Housing

Davis, CA



Proposed Project Data

General Plan Land Use: Residential Medium-High Density (proposed)

Lot Area: 5.5 acres (238,000 sq ft)

130 units with 499 bedrooms

97 car spaces

50,000 square feet

Men's Building

Women's Building

Building J/Loc Coverage: 22%

Building K/Loc Coverage: 22%

Parking and Driveway: 60,275 square feet

Outdoor Open Space: 104,000 square feet

Overall Lot Coverage: 60%

Overall Building Footprint: 223,000 sq ft (includes 1,102 sq ft and 600 sq ft)

Overall Height: 60'-0"

| | 2-BEDROOM (BEDROOM BEDROOM BEDROOM) | 3-BEDROOM (BEDROOM BEDROOM BEDROOM) | 4-BEDROOM (BEDROOM BEDROOM BEDROOM BEDROOM) |
|----------------|---|---|---|
| 1ST FLOOR | 2 | 3 | 0 |
| 2ND FLOOR | 4 | 5 | 4 |
| 3RD FLOOR | 4 | 5 | 4 |
| 4TH FLOOR | 4 | 5 | 4 |
| 5TH FLOOR | 3 | 3 | 0 |
| TOTAL UNITS | 17 | 21 | 8 |
| TOTAL UNITS | 130 | | |
| UNIT MIX | 15% | 16% | 69% |
| SUBTOTAL ROOMS | 34 | 63 | 40 |
| TOTAL ROOMS | 437 = (65) MAX DOUBLE OCCUPANCY = 796 | | |

DIMENSIONED SITE PLAN | 1

DIMENSIONED SITE PLAN

DATE: 3/15/2017
PROJECT NO: 12-12-0001
SCALE: AS SHOWN
SHEET: A1.00



2684 Madison Park Drive, Suite 100, Sacramento, CA 95823
916.443.0335 | lpfsdesign.com

SCALE AS SHOWN

ATTACHMENT #2 (Public Comments)

From: gregrowe50@comcast.net [mailto:gregrowe50@comcast.net]

Sent: Monday, April 17, 2017 9:56 PM

To: Ashley Feeney

Subject: Lincoln40 Project Alternatives

Hi, Ash. The message below is a slightly revised version of 2 emails that I sent to Council on Sunday night. -- Greg Rowe

Mayor Davis and Councilmembers: (1) I believe there may be a discrepancy between the number of bedrooms (473) stated on the first page of the staff report and the project proponent's attached report (498 bedrooms), a difference of 25 bedrooms. (2) The developer proposes to pay an in-lieu affordable housing fee, rather than actually constructing affordable housing units (as the Sterling 5th Street Apartments developer proposes).

I suggest that at least one of the proposed project alternatives should include the assumption that affordable housing units would be constructed, rather than fee payment.

I therefore propose that at least one of the following alternatives include actual affordable housing construction:

- #3 (conventional apartments)
-
- #4 (reduced density student apartments)
-
- #5, Aggressive Transportation and Parking Demand Management.

In addition, I suggest that an additional alternative warrants evaluation, that being construction of a similar project on the UCD campus. As I stated at a City Council meeting several months ago, if Sterling and Lincoln40 are being proposed at 5 floors, then UCD should start constructing on-campus apartment buildings at a minimum of 5 floors. To date, UCD continues refusing to build apartment buildings over 4 floors (and the first floor is usually not totally comprised of housing). Given the proximity of the Olive Drive site to campus, I believe a comparison of this site to a similar project on campus would yield valuable and interesting data.

In addition, given that Council adopted a LRDP resolution in December urging UCD to boost its 2027-28 on-campus housing goal from 40% to 50%, it evaluating an on-campus alternative would be consistent with and supportive of that resolution.

Thanks for your consideration. Regards, Greg Rowe

Subject:Comments regarding Lincoln40 consent calendar item for April 18th City Council meeting
Date:Mon, 17 Apr 2017 11:36:41 -0700
From:Eileen Samitz <emsamitz@dcn.org>
To:CityCouncilMembers@cityofdavis.org, Mike Webb <mwebb@cityofdavis.org>

April 17, 2017

Dear Mayor Davis and City Council members,

I noticed that there was an item on the consent calendar for the April 18 City Council meeting regarding input for alternatives to the Lincoln40 proposal. I have concerns and recommendations regarding the project proposal and would like to add this input.

- 1) Lincoln40 is trying to buy its way out of affordable housing with in lieu fees. Since it is difficult to get affordable housing built, this project and any large project needs to include its full fair share of affordable housing. This project certainly appears to be trying to be a luxury apartments for students only when it should be inclusive of residents needing affordable housing.
- 2) The project should not have 4- and 5- bedroom apartment “suites” but should instead have 1,2, and 3- bedroom traditional apartments to be available to students and non-students. The 4- and 5- bedroom suites do nothing to help with providing rental housing for non-students, especially families.
- 3) Water metering and sub-metering needs to be incorporated to encourage water conservation, as well as electricity and gas metering and sub-metering. These issues were raised for the Sterling Apartments as well and the Natural Resources Commission has been advocating for this practice for multi-family housing. Any new multi-family housing needs to include this in its planning.
- 4) There needs to be a UCD on-campus housing EIR alternative added to the Lincoln40 EIR since there is an essential need for UCD students to have far more and much higher-density housing on-campus, which truly embraces sustainable planning. This is also for the long-term availability of student housing which can only legally be dedicated on-campus and allows the students to be closer to their classrooms and UCD activities. This also reduces the impacts on Davis and surrounding communities which are also complaining about the fallout from UCD negligence to provide adequate on-campus housing for its own growth. Yet, the other UC’s are taking responsibility and providing the needed on-campus housing.

This UCD on-campus housing alternative needs to be added to the Lincoln40 EIR since it supports the City Council’s Resolution and the UCD ASUCD Resolution to UCD specifically advocating for the “50/100” plan which our community has advocated for as well. This UCD on-campus alternative was advocated for by Planning Commissioners regarding the Sterling Plan. It was

agreed amongst the Commissioners that the absence of this alternative was a considered a deficiency in the Sterling Apartments EIR, which compromised that EIR, so it is critical that it is added to the Lincoln40 EIR alternatives.

- 5) The Woodland EIR alternative should be eliminated since it advocates for commuting from that City which expands our carbon footprint. In addition, there are already complaints from Woodland about UCD impacts on their rental housing, like Winters, Dixon and West Sac as well. UCD negligence to provide adequate on-campus housing is a disservice to UCD's students and diminishes the available rental housing stock for non-students including families and workers.
- 6) The Lincoln40 project needs to be significantly downsized. It is far too dense for the location where it is trying to locate, proposing to jam over 700 occupants to an already seriously impacted vicinity of Olive Drive and Richards Blvd. This also raised the issue of how much cost to the City would be involved with the transportation "mitigations" that have been discussed of roads and bikeways to accommodate this Lincoln40 project with its massive impacts? The Lincoln40 developers have made very clear that they would only pay a "share" of any road improvements made. Therefore, it is critical that the City does not allow the Lincoln40 project to be driving the need for additional and very costly road and traffic mitigations, and passing those costs onto the City.
- 7) The Lincoln40 parking proposal is seriously inadequate and will simply push the parking needs onto the surrounding neighborhood including the nearby apartment complexes and businesses. The project needs to be downsized while also providing enough parking. This will in essence become a cul-de-sac if the Olive Drive exit is eliminated and create a massive problem of cars being parked in inappropriate locations which would just bring more problems and impacts to the surround areas. As has been pointed out, parking is a place to store a car and does not necessarily interpret to vehicular trips.

Thank you for your time and consideration,
Eileen M. Samitz

From: Johnston, John [<mailto:johnston@saclink.csus.edu>]
Sent: Tuesday, April 18, 2017 3:23 PM
To: City Council Members <CityCouncilMembers@cityofdavis.org>
Subject: Suggestion for Lincoln40 EIR alternatives -- Consent Item F

Dear Councilmembers,

This suggestion refers to Item F on tonight's Consent Calendar.

The Natural Resources Commission GHG Subcommittee is investigating various ideas for an interim sustainability standard for development other than single-family residential. One idea is to require LEED Gold equivalent, rather than trying to develop a standard specific to Davis, at least for the short term.

As you know, the Lincoln40 project proposes to meet city requirements to achieve 2016 CALGreen Tier 1 and Silver LEED Certification. As one alternative to be considered in the EIR, I suggest adding a "LEED Gold alternative" -- the same facilities, but built to meet LEED Gold rather than Silver standards. Having this in the EIR would inform the Council about the costs and benefits of meeting a higher sustainability standard. This information would be directly useful in deliberations on this particular project, and it would help Council in deciding whether such standards should be applied more widely in the future.

For these reasons, I hope you will consider modifying the EIR alternatives list.

John Johnston

Please note that I making this request as a private citizen. I am NOT representing the NRC or the GHG Subcommittee in this communication.

Dear Davis City Council members,

1) Is affordable housing a part of this project? Why not make it all affordable? *It cannot and will not be considered "luxury" being so close to the freeway and railroad.* **Students desperately need affordable housing.** Trying to pass off big suites as luxury when just a few finishes are upgraded is unethical and influencing the housing market in a bad way. Calling 4-5 bedroom "suite luxury" apartments to justify higher rents is not being sincere about what is really being done - *making an off campus dorm.* Is the idea to make money off "rich foreign students"? Can the greed factor be toned down for more sensible and reasonable development practices that use the triple bottom-line: Environment-Equity-Economics?

2) While it is not clear what bathing system will be used, this is to ask that only showers, not tubs, be installed. This is to ask that highly efficient on-demand water heaters be used and that timers at the shower be installed. Water metering is needed at every bathroom. This way, good behavior with water can be taught and the renters can see why they will have big water bills if they overuse.

3) Why not be more honest about the fact that this is for student housing and *make it a bike/pedestrian only facility?* The proximity to campus makes it perfect to make this sensible commitment. By eliminating parking the funds saved could then be used to upgrade bike and pedestrian pathways and save more trees. **Now is the time to make this kind of commitment.**

4) Retaining the Olive Drive exit will be important for future road improvements. By making Lincoln 40 a bike/pedestrian housing project the exit can be improved and made more safe. It provides relief from the traffic on Richards and will be an instrumental part of a new road plan that connects to the train station in the future.

5) What are the sustainability goals for this project? Using **optimized building envelope** technology will provide sound proofing from the near by train and greatly reduce heating and cooling requirements.

Why not build the train wall out of straw bale? It absorbs impact as well as being a super insulation.

LPAS knows how to do **Net Zero Energy** and if the project could take this goal of doing NZE I'm sure that would attract additional funding and will make the units much more attractive to students who then will not have ongoing high utility bills. Setting this goal will make the housing unit much more leading edge because in 2020 NZE will be required for residential. This building would be ahead of the game and be award-winning.

6) Why have a swimming pool? This is a old idea and is just trying to pump up the "luxury" concept. Be honest, who wants to swim out in front of the building? How will it be maintained with all the trees in the area? Why have the expense of this in project when attention needs to be given to water conservation and sustainable living? It is inappropriate on so many levels to be putting a chlorine water pool in a place like

this. *"Luxury" yuppy students will not be using a pool with chlorine due to their skin and hair concerns.* If any water feature is needed on this project then why not have rain water catchment that can then water the trees and landscaping in dry summers? Why not have beautiful bioswales around the site that handle stormwater by cleaning the water and helping it go to the aquifers underground? This would be much more responsible and appropriate for the times we are living. It is not wise to think we will not be subject to more drought.

This is an appeal for the City to provide leadership for the highest and best actions for transforming our built environment in an economy that is non-toxic, ecologically regenerative, transparent and socially equitable.

Best wishes,
Susan

SUSAN RAINIER, Architect
AIA, Living Future Accredited,
LEED AP BD+C
Facilitator - Sacramento Collaborative, Living Future
Chair AIA Committee on the Environment
Leader USGBC Capital Community
530-902-9447

*Learn How to See. Everything is Connected to Everything Else.
Leonardo Da Vinci*

*Let Heaven Kiss Earth.
William Shakespeare*

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As One's Highest Obligation To Ones's Self**

