

F18 - Potential for the Anderson Transit Corridor

Study area defined. The study area is bound by Russell Boulevard on the south and the 1700 block of Anderson Road on the north. The study area extends one ½ block past Anderson Road on the east and west. Attachment 1 is a map showing the physical boundaries of the site and identifies the lots chosen for the study area in cross hatching.

Rationale for choosing Anderson Road. Staff looked at a variety of transit corridors for the potential for increased density of residential development, including Anderson Road, Pole Line Road, West and East Eighth Street, Fifth Street. Anderson Road became the only area for further consideration of further study because it is the only transit corridor to have all of the following characteristics.

- Close proximity the University, Downtown and shopping.
- Primarily low density along a minor arterial.
- Adequate roadway width to accommodate potential redesign of the residential frontage and street interface.
- Opportunity to substantially reduce the number of driveway cuts to approximately 1/3 of those currently existing.
- Anderson Road is identified in the General Plan as a Corridor Plan

Estimate. For the purposes of the estimated number of units that could be built in the study area, staff utilized a diagram from an infill study prepared for the City in 1996. The diagram (Attachment 2) illustrates how a low density residential block along an arterial may be converted to high density. In the attachment, a 7 lot block is converted from 7 units to 30 units. The land area represented by the block represents approximately (52,800 sq. ft.) 1.2 acres at a density of 5.8 du/ac and a lot coverage of 40% per lot. In the example, the density increases to 25 du/ac, but remains at 40% lot coverage. In order to accommodate such development, the properties in question would require both General Plan amendments and rezoning.

The study area has 75 residential lots. Based on the above data, staff estimates that a total net gain of approximately 214 units could potentially be built. The financial feasibility, developer/owner interest, and historical trends, are not known at the time. Staff only provides an *estimate of potential development for units based upon the conceptual design*. There are no other similar developments within the City. The likelihood of a first phase of such development occurring before 2013 is not known. With some form of City incentive program (such as contacting land owners, re-zonings, etc.), it is reasonable to assume that one block might occur by 2013 with a net increase of 20 to 30 units.

Basis.

Financial feasibility: It is estimated that the cost of purchase a typical property on a block within the study area would cost approximately \$450,000 to 550,000. We estimate the resultant townhouses that could develop could sell for approximately \$350,000 to 450,000. The based upon these factors, the net gain without factoring in development costs per block with 30 new development units for sale would be approximately \$7,350,000 to 9,650,000.

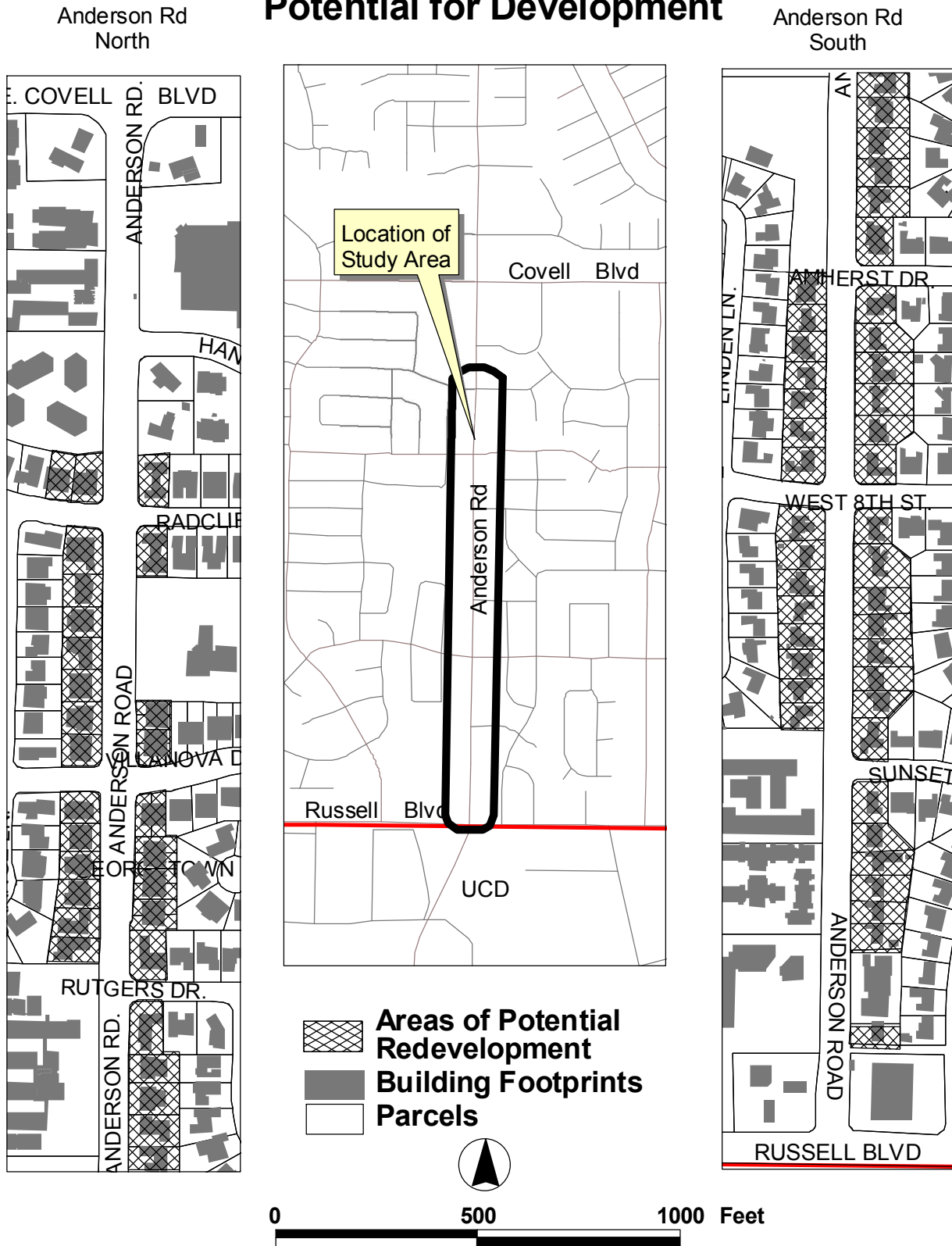
Developer/owner interest: Unknown at this time, but it is assumed that with the initial financial feasibility estimates that developer interest would be probable.

Historical trends: No historical trends exist within the City for this type of development. Some condominium developments have occurred within the City in the recent past, but at lower densities and larger unit sizes, such as the Wildhorse Condominiums and the conversion of the apartments at the Oakshade Commons.

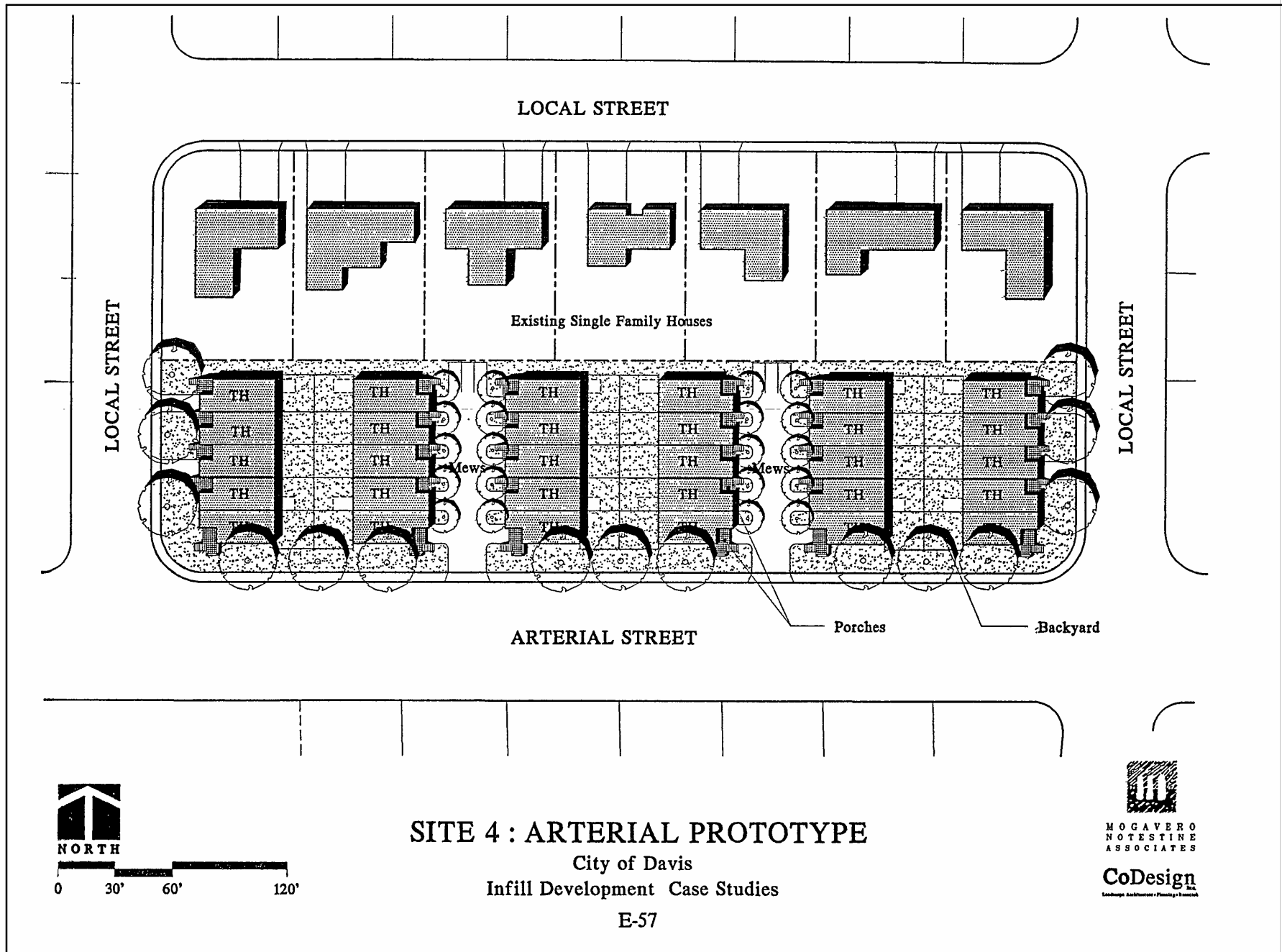
Committee member notes/comments.

Attachment 1

Transit Corridor Potential for Development



Attachment 2



SITE 4 : ARTERIAL PROTOTYPE

City of Davis
Infill Development Case Studies

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