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INTRODUCTION

This Final Environmental Impact Report (FEIR) contains public and agency comments received during the public review period for the Covell Village Draft Environmental Impact Report (DEIR). This document has been prepared by the City of Davis in accordance with the California Environmental Quality Act (CEQA).

BACKGROUND

A Notice of Preparation (NOP) for this DEIR was released June 17, 2004 for a 30-day review (Appendix A). A public scoping meeting was held on June 30, 2004. Comments provided by the public and public agencies in response to the NOP were received by the City of Davis and are provided in Appendix B to the Draft EIR.

The DEIR was circulated to the public for 50 days, exceeding by five days the 45-day circulation requirement for a DEIR submitted to the State Clearinghouse for review by State agencies (CEQA Guidelines §15105(a)). The public review period began on December 10, 2004 and ended on January 28, 2005. Notice was provided to owners of all property within 500 feet of the project site, and public notice was published in the Davis Enterprise on December 10, 2004. In addition, a public hearing to receive comments on the DEIR was held on Tuesday, January 12, 2005 at 7pm in the Council Chambers. A total of 102 comment letters were received during the open public comment period on the DEIR by residents and State and local agencies. In addition, 11 comment letters on the DEIR were received late, after the close of the DEIR public comment period. Although the City is not required to respond to the late comment letters according to the CEQA Guidelines Section 15088(a), the City has provided responses to these late comments as a courtesy (See Responses to Letters 103 to 113 in Chapter 4 of this Final EIR).

SUMMARY OF TEXT CHANGES

Chapter 2, Revisions to the DEIR text, identifies all changes to the DEIR. These changes are in response to comments on the DEIR made by the public during the public review period in addition to minor changes in project design since the release of the DEIR.

LIST OF COMMENTERS

A list of all of the comment letters, including the commenter/agency name as well as the page number that the responses to the letter occur in Chapter 4 are presented in Chapter 3, List of Commenters.

RESPONSES TO COMMENTS

Comments were received during the public comment period from written correspondence as well as orally during the public hearing on the DEIR. Responses to the comments received on the DEIR during the public comment period are presented in Chapter 4, Comments and Responses. The numbering of the responses correspond to the bracketed letters occurring in Volume II of this Final EIR.

Volume II, Comment Letters

All of the comment letters appear in Volume II, Comment Letters. In this volume, each comment letter received has been numbered at the top and then bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1.

MINOR MODIFICATIONS TO THE PROJECT DESCRIPTION

Gas Station

Since the release of the DEIR, the applicant has amended the project description such that the gas station proposed at the southern boundary of the project site, along Covell Boulevard, has been eliminated from the project design. As a result, the fire station would be moved slightly east, adjacent to the project roadway. This change in project design does not result in any changes to the environmental effects of the Covell Village Project as currently evaluated.

Feasibility of Agricultural Operations within Proposed Off-site Detention Pond

According to page 4.11-22 of the DEIR, the project applicant has proposed to implement either Drainage System Option A or B (the DEIR discusses Options A through D). Initial estimates of pond surface areas are approximately 100-110 acres on Heidrick property for Option A; and approximately 50-55 acres and 35-40 acres, respectively, on the Heidrick and Myers properties, for Option B. The proposed habitat area located in the northwestern corner of the project site partially meets the required detention pond volumes on the Heidrick property for both Option A and B. For Option A, the applicant envisions a second pond. This second pond would be located offsite, on the Heidrick property, immediately north of the proposed habitat area. The DEIR states on page 4.11-22 that “The applicant proposes that this second pond be graded in such a manner as to allow continued agricultural operations during the summer time in the pond bottom.”

In order to assess the feasibility of allowing continued agricultural operations during the summer in the pond bottom, a *Preliminary Report on Feasibility of Farming the Bottom of Heidrick Pond for Covell Village* was prepared by House Agricultural Consultants (HAG), dated April 7, 2005 (See Appendix B to this Final EIR). The Preliminary Report on Feasibility (PRF) states that according to the project engineer, the proposed Heidrick Pond would consist of approximately 90 acres (36 hectares).

According to recent studies described by the project engineer, the Heidrick Pond is likely to flood at least every other year for five to ten days duration during the rainy season,

November through March. The assumed frequency and duration of the Heidrick Pond flooding reduces the time period that crops can be in the ground. Based upon their local expertise, House Agricultural Consultants assumed in the PRF that the flood season for the Heidrick Pond is November through March. In this model, crops can be safely planted in May, and must be harvested by October 31. This shortened growing season precludes farming permanent crops, which are sensitive to saturated soil conditions. Also precluded are annual field and vegetable crops that would grow in the field during the possible months of flooding.

The PRF identified that further soil testing needs to be completed in order to determine which portion of the Heidrick Pond could be farmed productively. Concerns about agricultural-chemical runoff are focused on the possibility of agricultural chemicals applied to the Heidrick Pond that later might be picked up by the flood water, then entering into the Covell Drain as the flood water recedes and drains out of the Pond. Several practical methods exist to minimize or eliminate this possibility and are discussed in Appendix B to this Final EIR.

The DEIR addresses incompatibilities between existing agricultural operations to the north and future residences proposed for the project as well as the proposed hospice facility. Mitigation Measure 4.2-2(a) requires the applicant to either change the planned location of the hospice facility to the southeastern corner of the proposed habitat area, in order to incorporate a 500-foot buffer; or, the applicant shall dedicate a portion of the proposed Agricultural Preservation Area north of the project site for an agricultural buffer zone, consisting of 500-feet in width. Depending on the final location of the 500-foot buffer, a portion of the Heidrick Pond would be precluded from farming. In any event, as a result of implementing Mitigation Measure 4.2-2(a), adjacent farming operations would have a less-than-significant impact on the project.

Proposed Couplet

Page 3-15 of the Project Description chapter of the DEIR states:

“Couplet Roadway – The reconfiguration of Covell Boulevard into two, separated roadbeds is referred to as a “couplet.” The couplet design is expected to reduce through-traffic delays caused by drivers turning left onto Covell Boulevard. Additionally, the couplet design would include a landscaped median/island. Bicycles would be separated from traffic by a physical barrier illustrated in the roadway cross-section. See Figure 3-8 for an illustration of the general design; however, it should be noted that this figure is for illustration purposes only, and is not a final design. Final design will be subject to City review and approval.”

As part of Fehr & Peers’ supplemental transportation report, analysis regarding the Covell Boulevard couplet design was performed. Fehr & Peers determined that the design of Covell Boulevard along the project frontage (as illustrated in Figure 3-8 of the Project Description Chapter) would need to be refined. Re-design options include a widened landscaped median also described as a couplet or parkway. Fehr & Peers conducted an operations analysis of Covell Boulevard between F Street and Pole Line Road under Existing plus Project conditions. The results show that an option with a 20-foot median, two right-in/right-out access driveways to the project site and Oak Tree Plaza (between L

Street and Pole Line Road), plus a third driveway with signal control to allow left-turns in and out of both sites, and a second eastbound left-turn lane at Pole Line Road would provide acceptable operations throughout the corridor.

A detailed traffic operations analysis would be conducted prior to preparation of final design plans to accurately evaluate the operation and interaction of the intersections and proposed driveways and to minimize pedestrian/vehicle conflicts and travel delay through the corridor. The operations analysis would examine several roadway and driveway configurations and identify the one that best meets the City's objectives. This would occur during the processing of any project tentative map. Currently, approval of the project would result in approval of broad-level entitlements (i.e., Annexation, General Plan Amendment, etc.) and not direct development of the site, including infrastructure improvements. As noted in the Project Description chapter of the DEIR, upon successful passage of a Measure J vote, additional approvals would be required for the project, one of which is approval of a tentative map. The appropriate point in the process to work out detailed design plans for Covell Boulevard design is during tentative map processing.

Wastewater Treatment Plant Capacity

The final fiscal model prepared by Bay Area Economics (BAE) for the Covell Village Project assumed that the average household size for apartments would be 2.39 persons, which is the figure reported in the 2000 Census for Davis renter-occupied housing units. In some earlier versions of the fiscal model, BAE had assumed 4.0 persons per apartment, on the assumption that the units in question would be student-oriented units. This is consistent with recent non-downtown, market-rate apartment development in Davis, including Lexington Apartments (average 2.84 bedrooms/unit), Sterling University Vista (average 3.82 bedrooms), and DaVinci Court (average 3.14 bedrooms).

In order to more accurately describe the project, the project description has been refined to reflect a predominance of one- and two-bedroom units in the market-priced apartments. The fiscal study and this EIR have been revised accordingly to utilize 2.39 persons per multi-family dwelling unit as opposed to 4.0 persons per dwelling unit used in the DEIR. Please see Chapter 2 for an illustration of the specific changes to the DEIR resulting from the above modification.

SUPPLEMENTAL ANALYSES

As a result of public comment on the DEIR, the following additional analyses were conducted for inclusion in the Final EIR. The additional analyses do not result in any new significant impacts, which were not previously addressed in the DEIR.

I. TRAFFIC

Supplemental analyses were conducted by the project traffic engineer, Fehr & Peers, in response to comments on the Draft Environmental Impact Report (DEIR) and to evaluate the relative impacts of a new alternative project description. A Memo has been included as Appendix A to this Final EIR, which includes the following traffic information as well as tables containing technical information. The supplemental analyses include:

- An expanded study area to include analyses of additional intersections and roadway segments;
- Revised Cumulative Conditions (both with and without the project) to include traffic from Woodland Gateway Center/Auto Mall;
- An evaluation of a project alternative identified as the “1864” alternative (See “1,864 Alternative” section below); and
- An alternative Cumulative Conditions analysis with the ConAgra site evaluated as a mixed-use development

The study area evaluated in Chapter 4.4 of the DEIR (Transportation and Circulation) was expanded to add intersections to the east, west, and south of the site and to add roadway segments on Pole Line Road and the Mace Boulevard curve. New traffic counts were conducted for the analysis. Specifically, the following intersection and roadway segments were added:

Intersections

- Catalina Drive and Covell Boulevard
- Oak Avenue and Covell Boulevard
- Anderson Road and Covell Boulevard
- SR 113 NB Ramps and Covell Boulevard
- SR 113 SB Ramps and Covell Boulevard
- Birch Lane and Covell Boulevard
- Alhambra Drive and Covell Boulevard
- Mace Boulevard and Second Street
- Pole Line Road/Fifth Street

Roadway Segments

- Pole Line Road (I-80 Overcrossing)
 - Pole Line Road, Loyola Drive to Eighth Street*
 - Pole Line Road, Covell Boulevard to Loyola Drive*
 - Mace Boulevard at the curve
- (* These segments were combined into one segment in the original analysis)

Existing Plus (Original) Project Level of Service Results

Intersections

The analysis determined that the originally proposed project for Covell Village (1,515 units, etc.) would not cause impacts on the expanded study area intersections.

Roadway Segments

Impacts would occur on Pole Line Road at the I-80 overcrossing and on the sub-segment of Pole Line Road between Loyola Drive and Eighth Street.

Existing Plus High Density Project Alternative Level of Service Results

Intersections

The analysis determined that the High Density alternative for Covell Village would not cause impacts on the expanded study area intersections.

Roadway Segments

Impacts would occur on Pole Line Road at the I-80 overcrossing and on the sub-segments of Pole Line Road between Loyola Drive and Eighth Street and between Covell Boulevard and Loyola Drive.

Revised Cumulative Conditions

Cumulative conditions were revised to include traffic added by the Woodland Gateway Center/ Auto Mall. The Draft EIR for the Woodland Gateway and Auto Center, July 2003 report was reviewed to determine the amount of traffic generated by the auto mall project (including the auto mall, retail space, and restaurant space). The project's added traffic was extrapolated to the study intersections and roadway segments based on the trip distribution information contained in that report. Intersection and roadway segment levels of service were calculated for the original and expanded study area with the revised cumulative conditions volumes.

Revised Cumulative Plus (Original) Project Level of Service Results

Intersections

With the revised Cumulative Conditions, the original project would impact the intersection of Pole Line Road and Covell Boulevard during the PM peak hour. The mitigation measure would be to add a second eastbound left-turn lane. This mitigation measure was required in the DEIR for the High Density Alternative under the cumulative scenario as 4.4-4(g). Consistent with the DEIR conclusions, the addition of a second eastbound left-turn lane would reduce the impact to a less-than-significant level.

In addition, the roundabout would fail at the intersection of Pole line Road and Picasso Road and would require signalization. In the DEIR, this was found to occur for the High Density Alternative under the cumulative scenario. Consistent with the DEIR conclusions, the signalization of the Pole Line Road/Picasso Road intersection would reduce the cumulative impact to a less-than-significant level (See Mitigation Measure 4.4-4(a)).

Roadway Segments

Impacts would occur on Pole Line Road at the I-80 overcrossing and on the sub-segments of Pole Line Road between Loyola Drive and Eighth Street and between Covell Boulevard and Loyola Drive.

Revised Cumulative Plus High Density Alternative Level of Service Results

Intersections

The addition of traffic generated by the High Density Alternative (under revised cumulative conditions) would cause impacts at the intersection of Alhambra Drive and Covell Boulevard (AM and PM peak hours) and at Mace Boulevard and Second Street (AM peak hour).

Roadway Segments

The High Density alternative would have the same roadway segment impacts as the original project under revised Cumulative conditions.

Conclusion

Intersections

Two intersections not previously analyzed in the DEIR traffic chapter were found to operate unacceptably under the Revised Cumulative Plus High Density Alternative scenario. However, mitigation measures are available to reduce these impacts to less-than-significant levels. The mitigation measure for Alhambra Drive and Covell Boulevard would be to add a second westbound through lane. The mitigation for Mace Boulevard and Second Street would be to add a second northbound left-turn lane and the cumulative section of the traffic chapter of the DEIR is revised in Chapter 2 of this Final EIR. As a result, no new significant intersection impacts have been identified in the supplemental traffic analysis.

Roadway segments

As noted previously, the supplemental analysis looked at additional segments of Pole Line Road, south of Covell Boulevard. Impact Statement 4.4-2 of the DIER states that:

“[...] because the segment of Pole Line Road [south of Covell Boulevard] is in a developed area where right-of-way may not be available, the impact would remain *significant and unavoidable*.”

All of the additional segments evaluated in the supplemental analysis are south of Covell Boulevard. As a result, the conclusion in the DEIR applies to the findings of the supplemental analysis and no new significant impacts to Pole Line Road are identified.

II. AIR QUALITY

The supplemental air quality analysis prepared by Donald ballanti (See Appendix C) in response to Fehr & Peers' supplemental traffic analysis did not identify any new air quality impacts, which were not previously discussed in the DEIR. An analysis of the additional intersections, roadway segments, and revised cumulative conditions, did not change the conclusions in the Air Quality chapter of the DEIR.

III. NOISE

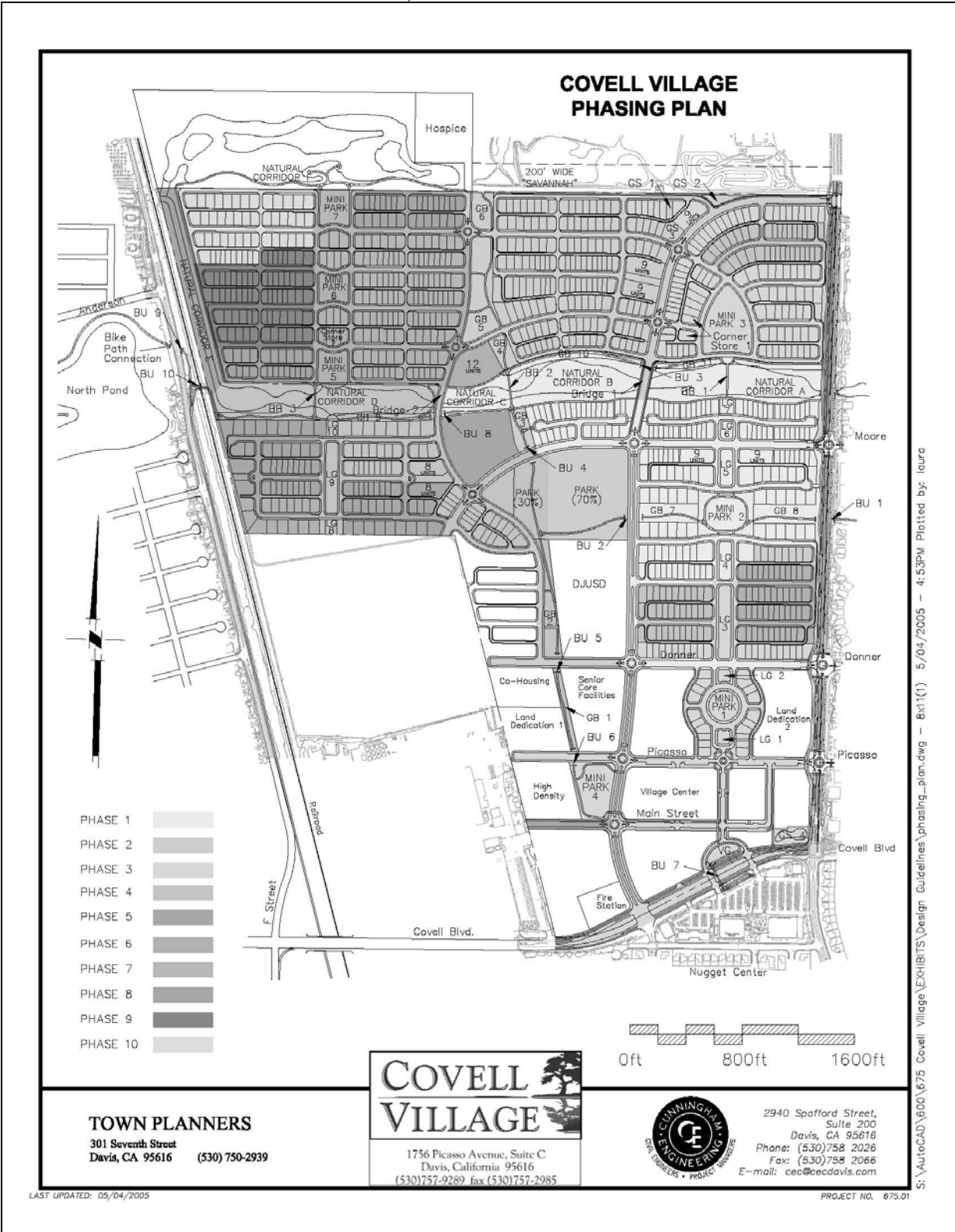
The supplemental noise analysis prepared by Bollard & Brennan (See Appendix D) in response to Fehr & Peers’ supplemental traffic analysis did not identify any new significant noise impacts, which were not previously discussed in the DEIR. It should be noted that the supplemental noise analysis found that the “1,864” Alternative would result in fewer noise impacts than would the Proposed Project. As discussed in Impact 4.6-2 of the DEIR, noise impacts would occur on L Street between Covell Boulevard and Drexel Drive and between Drexel Drive and Eighth Street from project traffic. However, the supplemental analysis determined that the “1,864” Alternative would not result in noise impacts to the aforementioned segments of L Street.

ADDITIONAL ALTERNATIVE ANALYSIS: “1,864” PROJECT

Since the release of the DEIR, the applicant has proposed an additional alternative to the Proposed Project. This additional alternative is known as the “1,864” Alternative because of the proposed number of units (See Table 1-1).

Table 1-1 “1864” Alternative	
Land Use	Units
Single Family	865 d.u.
apartments	286 d.u.
limited equity co-op	108 d.u.
Senior Homes	235 d.u.
Senior Core Care Facility	130 beds
Hospice	16 beds
Co-housing/Townhouses	92 d.u.
6-plex Cluster Homes	24 d.u.
School	600 stud.
Pre-school	3.0 ksf
Multifamily (other land ded.)	170 d.u.
Neighborhood Office	8 ksf
Neighborhood Shops	4 ksf
Live/Work Residence	14 d.u.
Village Center	
Apartments	50 d.u.
Live/Work Residence	20 d.u.
Retail	44.0 ksf
Retail	15.0 ksf
Office	40.0 ksf
Church	9.7 ksf
Health Club	24.0 ksf
Meeting	17.0 ksf
Daycare	2.8 ksf
Hotel	58 rooms
Restaurant	6.0 ksf

**Figure 1-1
 1,864 Alternative**



Environmental Effects

The DEIR evaluated the Proposed Project (composed of 1,515 units as well as other uses) and a High Density Alternative (composed of 1,990 units as well as other uses) at an equal-level within each environmental chapter of the DEIR. Because the “1,864” Alternative is within the range of units analyzed in the DEIR (1,515 to 1,990) no new significant impacts would occur from implementation of the “1,864 Alternative.

Aesthetics

The “1,864” Alternative would not result in the development of the same 422-acre project site analyzed in the DEIR for the original 1,515 unit project. As a result, the aesthetic impacts for the “1,864” Alternative would be the same as those identified in the DEIR (See Impact Statement 4.1-1) for the Proposed Project and would thereby be considered significant and unavoidable.

Agricultural Resources

The Draft EIR identified significant and unavoidable project-level and cumulative agricultural conversion impacts associated with project implementation under Impacts 4.2-1 and 4.2-3, respectively. Like the Proposed Project, the “1,864” Alternative would result in development of the entire project site; therefore, a similar amount of prime farmland would be converted via the implementation of this Alternative as compared to the Proposed Project. In terms of land use incompatibility impacts, because this Alternative would also result in the construction of a hospice facility, adverse impacts associated with the placement of the hospice adjacent to existing agricultural operations would also occur. Therefore, the “1,864” Alternative would have the same impacts to agricultural resources compared to the Proposed Project and no new significant impacts would occur.

Land Use

The “1,864” Alternative would result in the development of the entire project site with residential uses, which would be inconsistent with current General Plan land use and zoning designations for the site. For this reason, implementation of the Reduced Intensity Alternative would require General Plan Amendments for the site prior to project approval, as would the Proposed Project (please refer to Draft EIR Impact 4.3-4). In addition, like the Proposed Project, the “1,864” Alternative would result in land use incompatibility impacts regarding uses north of the project site, including bomb training operations, intermittent firearms practice, and paintball activities (See Chapter 2 for a revised Mitigation Measure 4.3-5). Therefore, the “1,864” Alternative would have land use impacts similar to those associated with the Proposed Project and no new significant impacts would occur.

Transportation and Circulation

The “1,864” Alternative contains fewer single-family dwelling units and more multi-family housing than the Proposed Project evaluated in the DEIR. In addition, the gas station is removed and retail/office has been added to the neighborhood. The amount of traffic generated by this Alternative was estimated (See Appendix A to this Final EIR) by applying appropriate trip generation rates/equations and internalization reductions.

The impacts of the “1,864” Alternative on the surrounding roadway system were evaluated by conducting intersection and roadway segment level of service calculations using the expanded study area and the revised cumulative conditions.

The results show that the “1,864” Alternative does not have any intersection impacts under Existing plus Project conditions, except at Covell Boulevard and L Street and at Pole Line Road/Picasso Avenue with side street stop control. Under revised Cumulative Plus “1,864” Conditions, impacts also occur at Pole Line Road/Covell Boulevard (PM peak hour), Pole Line/Donner, and Pole Line/Moore. These impacts are also identified for the originally Proposed Project. However, all of these impacts could be reduced to a less-than-significant through implementation of mitigation measures and therefore no new significant impacts would occur.

Air Quality

According to the supplemental Memorandum prepared by the project air quality consultant, Donald Ballanti (See Appendix C), the “1,864 Alternative would have construction air quality impacts essentially identical to those of the Proposed Project. In addition, because impacts to carbon monoxide concentration are related to peak hour trip generation and the peak hour trip generation of the “1,864” Alternative is very close to that of the Proposed Project, carbon monoxide impacts would be very close to those of the Proposed Project. In Impact Statement 4.5-2 of the DEIR, carbon monoxide impacts were identified as less-than-significant for the Proposed Project. For new air pollutant emissions resulting from project vehicle trips, emissions of reactive organic gases (ROG) for this Alternative fall between those of the Proposed Project and the High Density Alternative. Emissions of NO_x for this Alternative are well below those of the High Density Alternative and 1 percent below those of the Proposed Project. Emissions for this Alternative would exceed the YSAQMD thresholds of significance by a substantial amount, and would represent a significant and unavoidable impact. This is consistent with the DEIR conclusion for Impact 4.5-3. The cumulative impact discussion for the Proposed Project is also applicable to the “1,864” Alternative. Therefore, no new significant air quality impacts would occur.

Noise

The supplemental noise analysis prepared by Bollard & Brennan (See Appendix D) in response to Fehr & Peers’ supplemental traffic analysis did not identify any new

significant noise impacts, which were not previously discussed in the DEIR. It should be noted that the supplemental noise analysis found that the “1,864” Alternative would result in fewer noise impacts than would the Proposed Project. As discussed in Impact 4.6-2 of the DEIR, noise impacts would occur on L Street between Covell Boulevard and Drexel Drive and between Drexel Drive and Eighth Street from project traffic. However, the supplemental analysis determined that the “1,864” Alternative would not result in noise impacts to the aforementioned segments of L Street. The remaining impacts identified in the DEIR for the Proposed Project would remain the same for the “1,864” Alternative.

Cultural Resources

The “1,864” Alternative would result in the development of the same amount of acreage as the Proposed Project analyzed in the DEIR. Similar to the Proposed Project, excavation and grading associated with this Alternative would have the potential to disturb currently unknown subterranean cultural resource deposits, and Site P-57-000199 would be demolished. Therefore, the effects of this Alternative would be similar to those of the Proposed Project and no new significant impacts would occur.

Biological Resources

The “1,864” Alternative would result in the same area of impact as the Proposed Project analyzed in the DEIR. Therefore, the Alternative would be expected to result in the same biological impacts as the Proposed Project and no new significant impacts would result.

Geology

The DEIR identified that the expansive soils would have a potentially significant impact on Proposed Project structures (Impact 4.9-3). In addition, Impact 4.9-2 of the DEIR identified that the Proposed Project would have a potentially significant impact to downstream water quality due to soil erosion caused primarily by construction activities. The “1,864” Alternative would also involve the disturbance of topsoils via construction activities and would subject structures to expansive soils. As a result, the project-level impacts would remain similar to those generated by the Proposed Project and no new significant impacts would occur.

Hazards

The “1,864” Alternative would result in development of the entire 422-acre project site as would the Proposed Project evaluated in the DEIR. Hazardous impacts identified in the DEIR for the Proposed Project would be expected to be similar for the “1,864” Alternative because the Alternative involves development on the same amount of acreage as the Proposed Project. As identified in Draft EIR Section 4.10 (Hazards), a total of ten (10) wells exist on the site. These include groundwater and gas monitoring wells, an inactive natural gas well, and agricultural wells. Moreover, potential impacts associated with pesticides, agricultural wells, PCB transformers, aboveground and underground

storage tanks, lead-based paint, and asbestos-containing materials would not be expected to change significantly from those expected with implementation of the Proposed Project. Overall, the “1,864” Alternative would have hazardous materials impacts similar to those of the Proposed Project and no new significant impacts would occur.

Hydrology, Water Quality, and Drainage

The “1,864” Alternative would result in the creation of impervious surfaces through the development of residential and commercial uses, which would increase the amount of stormwater runoff generated on the project site. Therefore, similar to the Proposed Project, the “1,864” Alternative would require the incorporation of a stormwater drainage system to maintain post-development flows on the site at pre-development levels. In addition, the “1,864” Alternative would result in the short-term degradation of water quality through construction activities, which would require the preparation of a Stormwater Pollution Prevention Plan (SWPPP). The “1,864” Alternative would also result in the long-term degradation of downstream water quality, as would the Proposed Project. Overall, the “1,864” Alternative would result in the same impacts to hydrology, water quality, and drainage, and no new significant impacts would occur.

Public Services and Facilities

The “1,864” Alternative involves the development of more housing units than the Proposed Project (1,515). The “1,864” Alternative is within the range of units evaluated in the DEIR and in the *Public Services and Utilities* chapter of the DEIR (Chapter 4.12), the only additional impact identified for the High Density Alternative (1,990 units) was regarding wastewater treatment plant capacity. However, this impact statement (4.12-4) has been revised in this Final EIR, resulting in the High Density Alternative having the same public services and utility impacts as the Proposed Project. Because the “1,864” Alternative is within the range of the two unit mixes evaluated in the DEIR, no new significant impacts would occur as a result of implementing the “1,864” Alternative.

Population, Housing, and Employment

The “1,864” Alternative would result in a greater number of housing units proposed for the project – 1,515. Consistent with Impact 4.13-1 of the Draft EIR, the “1,864” Alternative would result in beneficial impacts to the City through the construction of affordable housing units consistent with Davis’ Affordable Housing Ordinance. However, because the consistency of the applicant’s Housing Support Proposal with the Davis Affordable Housing Ordinance has not yet been determined, impacts would be the same for the Proposed Project and “1,864” Alternative. Overall, the “1,864” Alternative would have similar impacts to population, housing, and employment and no new significant impacts would occur.