

4.5

LAND USE AND PLANNING

4.5.1 INTRODUCTION

The purpose of the Land Use and Planning section of the EIR is to examine the proposed project's compatibility with existing and planned land uses in the area and assess any inconsistency with applicable planning documents. This chapter includes a description of the existing land use setting of the project site and the adjacent area, including the identification of existing land uses and current Davis General Plan policies and zoning designations. The information contained in this analysis is primarily based on the *Davis General Plan*¹ and associated EIR,² the *South Davis Specific Plan*,³ and the Davis Municipal Code.⁴

In addition, the reader is referred to the various environmental resource evaluations presented in the other technical chapters of this EIR for a discussion of potential physical/environmental effects that may result from land use changes

4.5.2 EXISTING ENVIRONMENTAL SETTING

The following section describes the existing land uses on the project site, at the time the NOP was published on February 2, 2018, as well as the existing plans and policies that guide the development of the project site.

Project Site Characteristics

The 7.4-acre project site is located at the southeast corner of Chiles Road and La Vida Way in the City of Davis, California, within the South Davis Specific Plan Area. Regional access to the site is provided by Interstate 80 (I-80) and the I-80/Mace Boulevard interchange, located northeast of the project site. The site is identified by Assessor's Parcel Number (APN) 069-070-022.

The infill project site is currently developed with a two-story, 53,248-square foot (sf) office building built in 1966 and associated site improvements, including two surface parking lots. The undeveloped portions of the project site are primarily dominated by weedy and ruderal vegetation. Approximately 118 trees are scattered throughout the site. The project site is bordered by La Vida Way to the west, Merryhill Preschool and multi-family residential development to the south, the Days Inn hotel to the east, and Chiles Road to the north. Single-family homes are located to the west of the site across La Vida Way and I-80 is located approximately 50 feet north of, and parallel to, Chiles Road along the project frontage (see Figure 4.5-1).

¹ City of Davis. *Davis General Plan*. Adopted May 2001. Amended through January 2007.

² City of Davis. *Program EIR for the City of Davis General Plan Update and Project EIR for Establishment of a New Junior High School*. January 2000.

³ City of Davis. *South Davis Specific Plan*. Adopted July 1987. Amended through February 1989.

⁴ City of Davis. *Davis Municipal Code*. November 23, 2014.

**Figure 4.5-1
Surrounding Land Uses**



Project Site Land Use and Zoning Designations

The South Davis Specific Plan encompassed a study area of approximately 1,660 acres south of I-80, including 507 acres of incorporated land and 1,153 acres of unincorporated land in the South Davis area. The policies in the South Davis Specific Plan addressed the future development and land use of the 507 acres of incorporated land that was anticipated for development under the Specific Plan. While the proposed project site is located within the South Davis Specific Plan Area, the Specific Plan does not assign a land use designation for the site because the site was already developed when the Specific Plan was prepared. Per the City’s General Plan, the proposed project site is currently designated General Commercial. The site is zoned Commercial Mixed Use (CMU).

Surrounding Land Use and Zoning Designations

The existing General Plan land use, Specific Plan land use, and zoning designations of each of the areas is summarized in Table 4.5-1 below. Each of the General Plan land use, Specific Plan land use, and zoning designations are described in the following sections.

Relationship to Project Site	Existing Use	General Plan Land Use Designation	South Davis Specific Plan¹	Zoning Designation
North	I-80	N/A	N/A	N/A
South	Merryhill Preschool Multi-Family Residential	Medium Density Residential	Medium Density Residential	R-3-M
West	Single-Family Residential	Medium Density Residential	Medium and Single-Family Residential	PD R-2
East	Days Inn	General Commercial	General Commercial	CMU
Notes: ¹ These adjacent Residential and General Commercial areas were existing and were not specifically designated in the SDSP. The designations represent their General Plan land use categories.				

General Plan Land Use Categories

The City of Davis General Plan defines the Medium Density Residential and General Commercial land use designations as follows:

Medium Density Residential

The Residential land use categories presented in the General Plan are intended to allow for residential development emphasizing compact clustered development in new areas and infill in existing neighborhoods, together with a mixture of local-serving retail and institutional uses, to meet housing demands, reduce pressure for peripheral growth and facilitate transit and

bicycle/pedestrian travel. Allowable uses for the Residential land use designations include single-family housing, mobile homes, split lots, and multi-family units. Allowable densities for the Medium Density Residential category range from 4.80 to 11.0 units per gross acre (without inclusion of a 125 percent density bonus for inclusion of affordable housing units).

General Commercial

The intent of the General Commercial land use category is to provide locations in several sectors of the City with a broad range of commercial service uses, such as automotive sales and repair, building materials, contractors' offices, nurseries, and similar uses. Conditionally allowable uses include service stations, motels, restaurants, commercial recreation, limited convenience retail uses, public storage, moderate size community retail stores, warehouses and similar uses.

Zoning Designations

The City of Davis Municipal Code defines the R-3-M, PD R-2, and CMU zoning designations as follows:

R-3-M

The purpose of the residential garden apartment (R-3) zoning district is to stabilize and protect the residential character of the district, and to promote, insofar as is compatible with the intensity of land use, a suitable environment for family life. Permitted uses of land within the R-3 zoning district include, but are not limited to, single- and multi-family residential uses, family and group day care homes, group care homes with six or fewer clients, cooperative housing, supportive housing, and transitional housing. Within the R-3-M district, medical clinics and professional and administrative offices are conditionally permitted.

PD

The planned development (PD) district is intended to allow diversification in the relationship of various buildings, structures and open spaces in order to be relieved from the rigid standards of conventional zoning.

R-2

The purpose of a residential one- and two-family (R-2) district is to stabilize and protect the residential characteristics of the district and to promote and encourage a suitable environment for family life. The R-2 district is intended for residences and community services appurtenant thereto.

CMU

The purpose of the commercial mixed-use (CMU) district is to provide for a broad range of uses that are intended to serve the internal needs of Davis residents as well as the traveling public. Sites zoned CMU are located in the immediate vicinity of a freeway on- or off-ramp or along a service

drive that is directly accessible from a nearby highway. Uses may include automotive sales, repair, and commercial recreation. CMU districts are established in zones of two acres or larger.

4.5.3 REGULATORY CONTEXT

The following is a description of the regulatory context under which land use and planning is managed at a local level.

Local Regulations

The following are local regulations applicable to the proposed project.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is an association of local governments from six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects within a seven-year horizon in more detail. The 2016 MTP/SCS was adopted by the SACOG board on February 18, 2016.

Metropolitan Transportation Plan/Sustainable Communities Strategy

The 2035 MTP/SCS is a long-range plan for transportation improvements in the region. The 2035 MTP/SCS is based on projections for growth in population, housing, and jobs. SACOG determines the regional growth projections by evaluating baseline data, historic reference data, capacity data, and current MTP data about assumptions used in the most recent MTP/SCS. Baseline data includes existing housing units and employees, the jobs-to-housing ratio, and the percent of regional growth share for housing units and employees. The historic reference data is based upon five- and ten-year residential building permit averages and historic county-level employment statistics. The capacity data includes the General Plan data for each jurisdiction. SACOG staff meets with each jurisdiction to discuss and incorporate more subjective considerations about planned growth for each area. Finally, SACOG makes a regional growth forecast for new homes and new jobs, based upon an economic analysis provided by a recognized expert in order to estimate regional growth potential based on market analysis and related economic data. The growth forecast is then incorporated into the MTP/SCS.

City of Davis General Plan

The applicable Davis General Plan policies and standards related to land use and planning are presented below in Table 4.5-2.

South Davis Specific Plan

The applicable *South Davis Specific Plan* goals and policies related to land use and planning are presented in Table 4.5-2.

4.5.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to land use and planning. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, a land use and planning impact may be considered to be significant if any potential effects of the following conditions, or potential thereof, would result with the proposed project's implementation:

- Physically divide an established community;
- Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Issues Not Discussed Further

The Initial Study prepared for the proposed project (see Appendix C) determined that because the project would be considered in-fill development, a less-than-significant impact would occur related to physical division of an established community. In addition, the Initial Study provided mitigation to ensure that the proposed project would result in a less-than-significant impact related to conflicts with the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). Specifically, the mitigation requires that should the Yolo HCP/NCCP be adopted prior to initiation of ground-disturbing activities associated with the project, the project applicant shall comply with the mitigation/conservation requirements provided therein, as applicable. Accordingly, impacts related to such issues are not further analyzed or discussed in this chapter of the EIR.

Method of Analysis

The section below evaluates the proposed project for compatibility with existing and planned adjacent land uses and for consistency with the City's adopted plans, policies, and zoning designations. Physical environmental impacts resulting from implementation of the proposed project are discussed in the environmental resource sections of the various technical chapters within this EIR. The section differs from impact discussions in that only compatibility and

consistency issues are discussed, as opposed to physical environmental impacts and mitigation measures. The following discussion complies with section 15125(d) of the CEQA Guidelines, which requires EIRs to discuss inconsistencies with general plans and regional plans as part of the environmental setting. The ultimate determination of consistency rests with the City Council.

Project-Specific Impacts and Mitigation Measures

The following discussion of land use and planning impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above. As discussed in Chapter 3, Project Description, of this EIR, two development scenarios for the proposed project are currently being considered: the Preferred Site Plan and Alternative B. The following discussion of impacts is based on implementation of each of the development scenarios.

4.5-1 Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project, including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance adopted for the purpose of avoiding or mitigating on environmental effect. Based on the analysis below, the impact is *less than significant*.

While the proposed project site is located within the South Davis Specific Plan Area, the Specific Plan does not assign a land use designation for the site. Per the City's General Plan, the proposed project site is currently designated General Commercial. The site is zoned CMU. The following discussion evaluates consistency of the proposed project with the City's General Plan, the South Davis Specific Plan, and the City's Zoning Ordinance.

The Preferred Site Plan would require an amendment to the City's General Plan Land Use Map to re-designate the project site from General Commercial to Residential High Density (RHD), which permits residential uses at a density of 25.00 to 50.00 dwelling units per gross acre (du/ac) (see Figure 4.5-2). The Preferred Site Plan would develop the site at a net density of 31.3 du/ac and a gross density of 30.4 du/ac. Alternative B would require an amendment to the General Plan Land Use Map to redesignate the site from General Commercial to RHD for the multi-family component of the project and Residential Medium Density for the single-family component (see Figure 4.5-3). Alternative B would develop the multi-family portion site at a net density of 29.94 du/ac and gross density of 29.38 du/ac, while the single-family portion of the site would be developed at a density of 5.0 du/ac.

In addition, the Preferred Site Plan would require an amendment to the South Davis Specific Plan to designate the site Residential High Density (see Figure 4.5-4). The amendment would create a new land use designation in the South Davis Specific Plan of Residential High Density, which would be consistent with the General Plan RHD use designation.

Figure 4.5-2
Existing and Proposed General Plan Land Use Designations: Preferred Site Plan

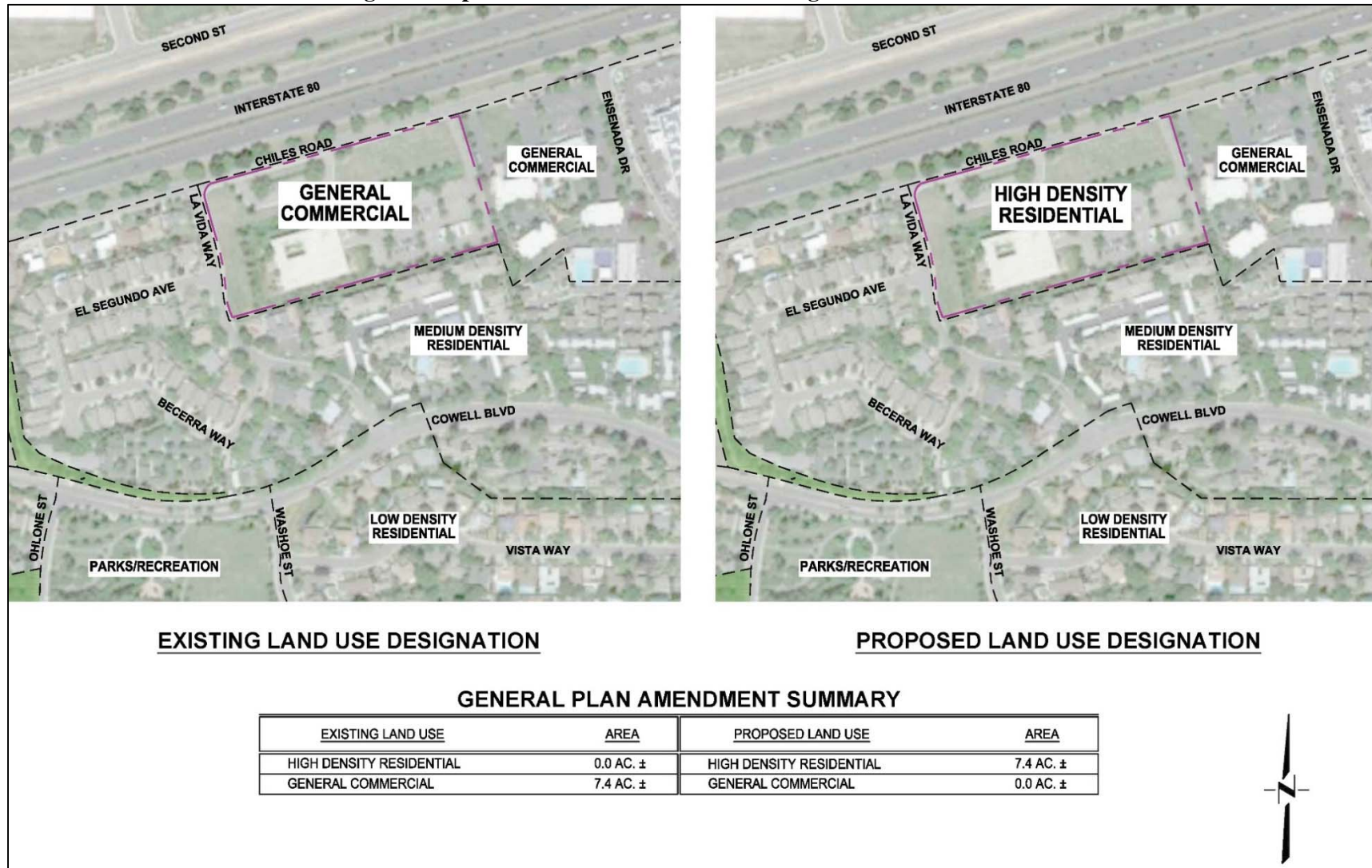


Figure 4.5-3
Existing and Proposed General Plan Land Use Designations: Alternative B

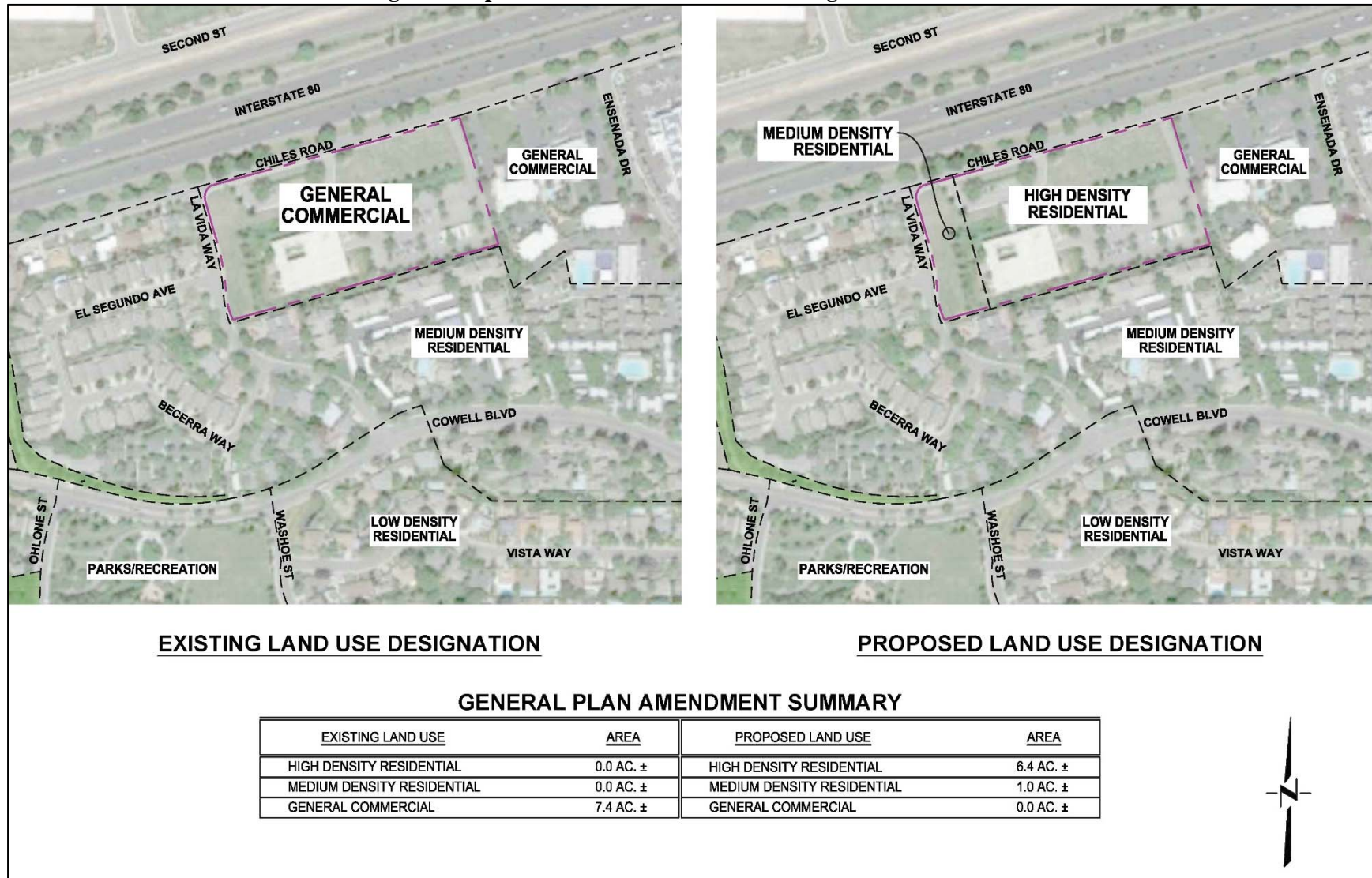
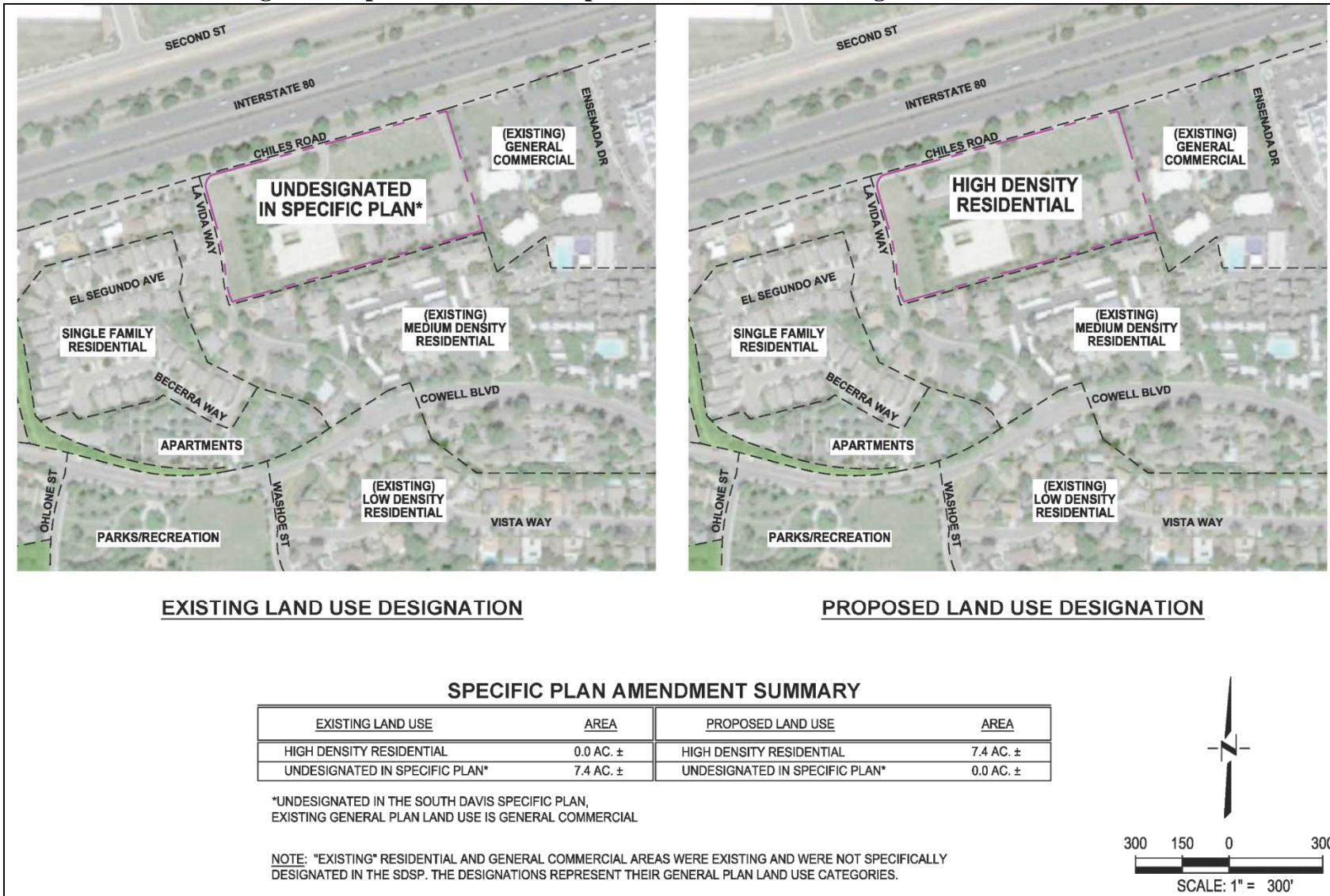


Figure 4.5-4
Existing and Proposed South Davis Specific Plan Land Use Designations: Preferred Site Plan



Alternative B would designate the eastern, multi-family portion of the site as Residential High Density, while the western, single-family portion of the site would be designated Residential Medium Density (see Figure 4.5-5). The required Specific Plan amendments would ensure consistency with the proposed General Plan Amendment.

The Preferred Site Plan would require a rezone to change the project site's zoning designation from CMU to a Planned Development (PD 2-17) (see Figure 4.5-6). Alternative B would require a rezone to change the zoning designation from CMU to PD 2-17 (Multi-Family Subarea) for the multi-family component of the project (6.4 acres) and PD 2-17 (Single-Family Subarea) for the single-family component (one acre) (see Figure 4.5-7)

In order to demonstrate the project's consistency with the City's General Plan and the South Davis Specific Plan, Table 4.5-2 includes a list of the relevant General Plan and Specific Plan goals, objectives, and policies, along with a corresponding discussion of the project's consistency with each policy. As demonstrated in the table, the proposed project is generally consistent with the relevant General Plan and South Davis Specific Plan policies. The rezone of the site ensures that the development will be consistent with the Zoning. Therefore, with City approval of the requested General Plan Amendment, amendments to the South Davis Specific Plan, and rezone, the project would have a *less-than-significant* impact regarding consistency with the City's General Plan, the South Davis Specific Plan, and the City's Zoning Ordinance.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Refer to Chapter 5, Statutorily Required Sections, of this EIR for more detail.

4.5-2 Cumulative land use and planning incompatibilities. Based on the analysis below, the cumulative impact is *less than significant*.

Land use conflicts are site-specific and would not result in a cumulative impact. Incompatibility issues are addressed and mitigated on a project-by-project basis. The proposed project has been designed to be consistent with applicable aspects of the City's General Plan and South Davis Specific Plan, and as described in this EIR, the project would not result in incompatibilities with any of the surrounding land uses. Therefore, cumulative land use impacts related to land incompatibilities would be *less than significant*.

Mitigation Measure(s)

None required.

Figure 4.5-5
Existing and Proposed South Davis Specific Plan Land Use Designations: Alternative B

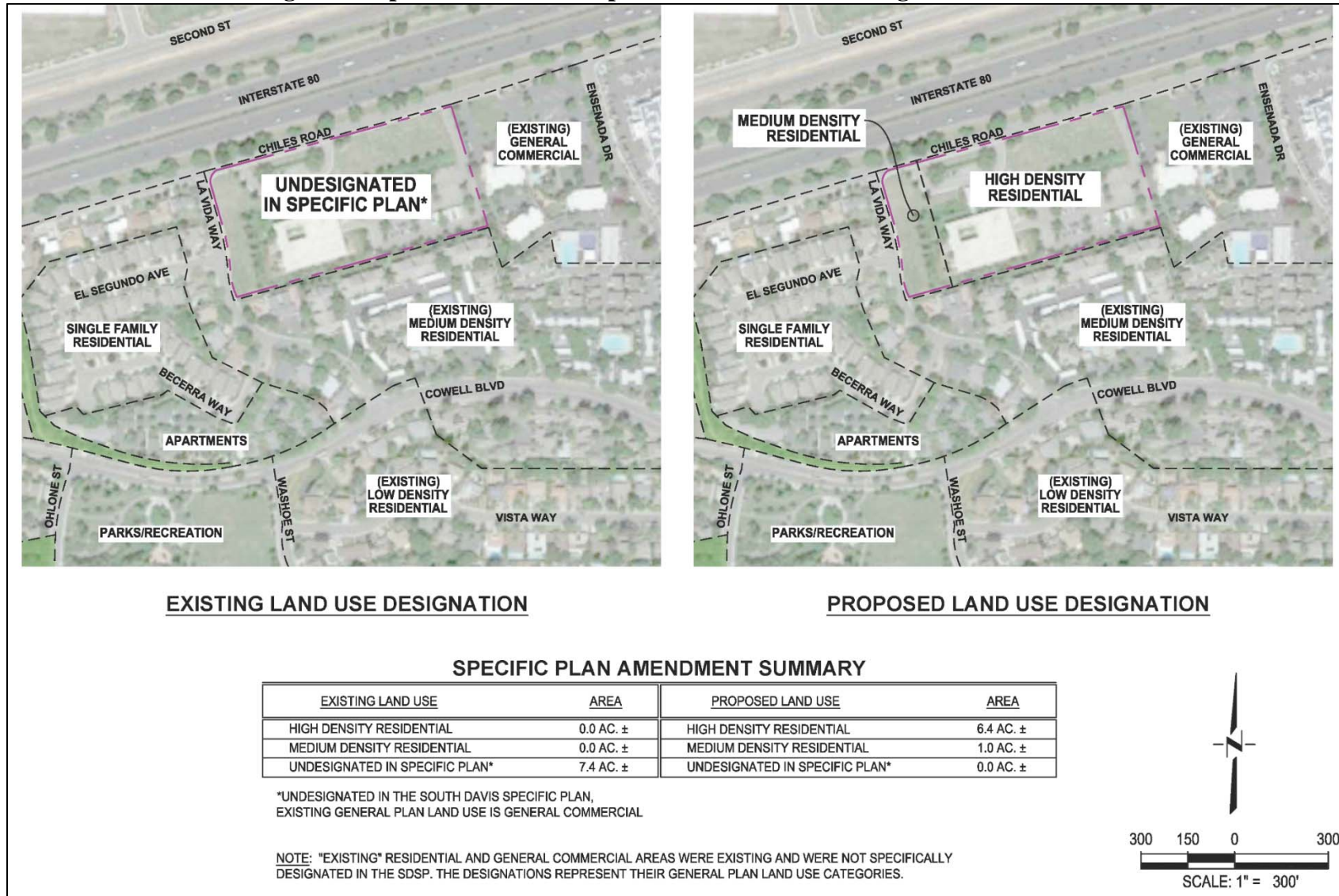


Figure 4.5-6
Existing and Proposed Zoning Designations: Preferred Site Plan



Figure 4.5-7
Existing and Proposed Zoning Designations: Alternative B

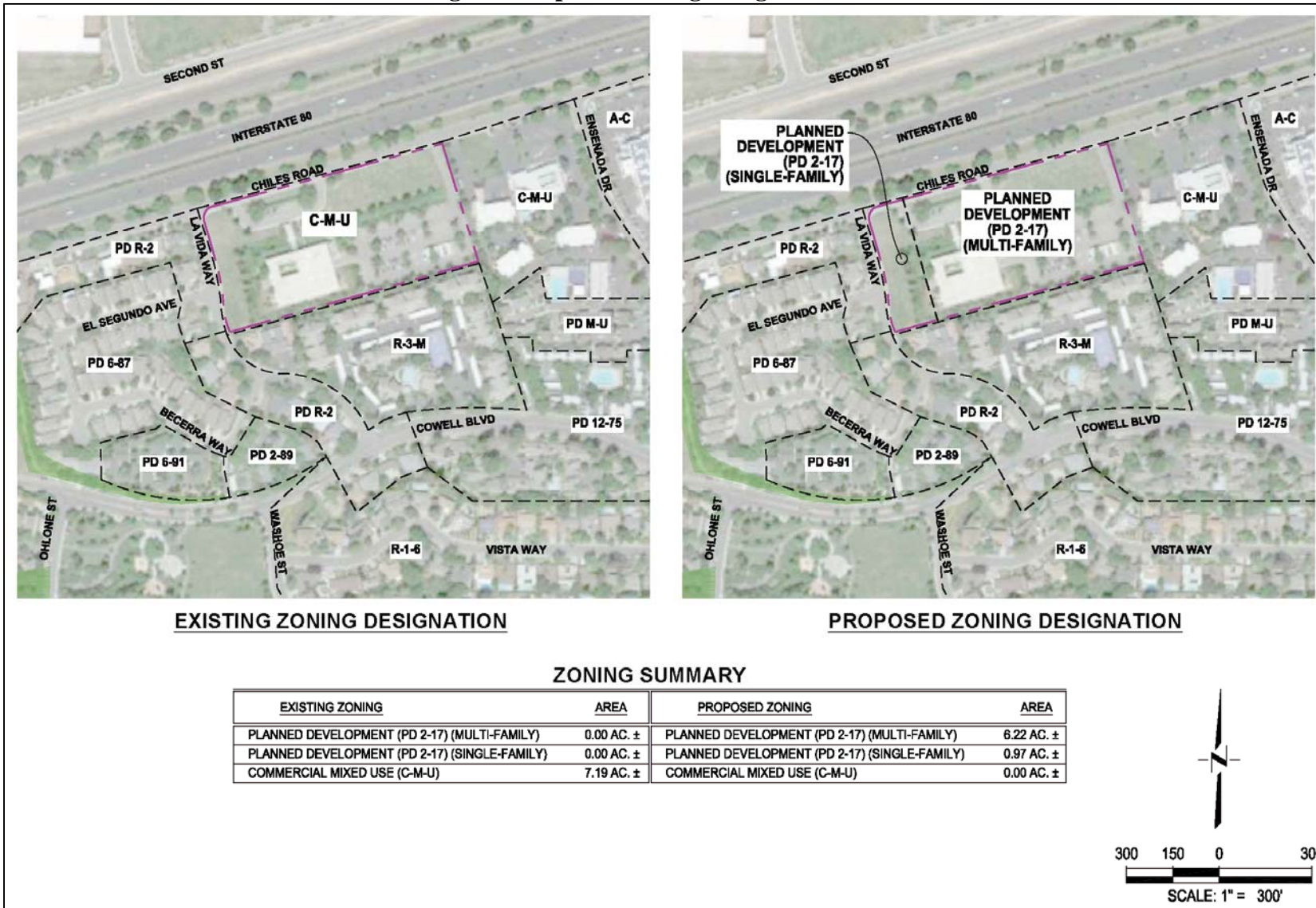


Table 4.5-2 General and Specific Plan Consistency Discussion	
Goal/Policy/Standard	Project Consistency
City of Davis General Plan	
<p>Policy LU A.1 In infill projects, respect setback requirements, preserve existing greenbelts and greenstreets, and respect existing uses and privacy on adjacent parcels.</p>	<p>The Preferred Site Plan would require a rezone to change the project site’s zoning designation from CMU to PD 2-17. Alternative B would require a rezone to change the zoning designation from CMU to PD 2-17 (Multi-Family Subarea) for the multi-family component of the project (6.4 acres) and PD 2-17 (Single-Family Subarea) for the single-family component (one acre). The proposed project would comply with all applicable area, lot width, and yard requirements specified for the proposed zoning designations per Sections 40.09.060 and 40.04.060 of the Municipal Code.</p> <p>Under the PD zoning, the development standards and uses would have an underlying base zoning, such as Residential High Density (RHD) for the multi-family area and Single Family (R-1) for the single-family subarea, but would also be specific to the project. It ensures zoning consistency and provides appropriate standards. While the building heights for the proposed multi-family residential structures have not been finalized, the four-story building is anticipated to be less than 48 feet and the three-story buildings would be less than 38 feet, which is well below the 100-foot height regulation specified for the RHD zoning district by Section 40.09.050 of the Municipal Code. In the southern portion of the project site, building heights would be limited to three stories. Therefore, such buildings would be only one story taller than the existing two-story apartment complex located to the south of the project site, providing for a smooth transition in massing between the existing off-site uses and the proposed development.</p> <p>Both development scenarios would include a 30- to 35-foot-wide landscaped buffer along the majority of the Chiles Road frontage. Under the Preferred Site Plan, a linear green buffer would be located along the La Vida Way frontage with opportunities for shared uses between existing surrounding neighborhood residents as well as the future residents of the proposed multi-family development. The approximately 40- to 70-foot-wide open space area is anticipated to include a dog exercise area, a shade structure, seating areas,</p>

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Table 4.5-2 General and Specific Plan Consistency Discussion	
Goal/Policy/Standard	Project Consistency
	<p>vegetated swales, and various landscaping elements, including new shade trees. Combined with the on-site circulation system, the open space area would provide an approximately 200-foot-wide buffer between the existing single-family residences on the west side of La Vida Way and the proposed multi-family units. Trees and other vegetation within the landscaped areas would help to screen views of the proposed buildings from the surrounding roadways.</p> <p>Under Alternative B, the western portion of the project site fronting La Vida Way would include five detached, two-story, single-family homes ranging from 2,000 to 2,300 sf. The proposed single-family lots would provide a transition between the proposed multi-family residential structures and the existing single-family residences to the west of the project site across La Vida Way.</p>
<p>Policy LU A.3 Require a mix of housing types, densities, prices and rents, and designs in each new development area.</p>	<p>Under the Preferred Site Plan, a total of 225 rental units would be provided, including 16 micro studios (430 sf), 90 one-bedroom units (735 sf), 102 two-bedroom units (1,080 sf), and 17 three-bedroom units (1,250 sf). Overall, the Preferred Site Plan would include a total of 361 bedrooms. Alternative B would include a total of approximately 188 apartment units, including 12 micro studios, 76 one-bedroom units, 88 two-bedroom units, and 12 three-bedroom units, resulting in a total of 300 bedrooms. In addition, the western portion of the site fronting La Vida Way would include five detached, two-story, single-family homes ranging from 2,000 to 2,300 sf. Combined with the existing single-family development to the west of the site and the multi-family apartments to the south, both proposed development scenarios would offer an additional mix of housing types, densities, and prices within the project area.</p> <p>Furthermore, implementation of the proposed project would require approval of a project individualized affordable housing plan by the City of Davis, consistent with Section 18.05.060, Rental Development Affordable Housing Standards, of the City's Municipal Code.</p>
<p>Policy LU A.5 Require neighborhood greenbelts in all new residential development areas. Require that a minimum of 10 percent of newly-developing residential land be</p>	<p>Given that the proposed project site is surrounded by existing development and the project is considered infill development, the project would not be required to designate open space for a neighborhood greenbelt. Nonetheless, under the Preferred Site Plan, the proposed project would include approximately 93,282</p>

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Table 4.5-2 General and Specific Plan Consistency Discussion	
Goal/Policy/Standard	Project Consistency
designated for use as open space primarily for neighborhood greenbelts.	sf of usable landscaped open space (approximately 30 percent of the total site area), which would be owned and maintained by the project applicant. The 93,282 sf of landscaped open space includes the approximately 40- to 70-foot-wide open space area on the western portion of the site along La Vida Way. Alternative B would provide a slightly reduced amount of open space in order to accommodate the five proposed single-family residences.
Policy UD 1.1 Promote urban/community design which is human-scaled, comfortable, safe and conducive to pedestrian use.	Both of the proposed development scenarios would include an on-site bike/pedestrian path to provide for increased pedestrian connectivity with the surrounding area. The southern edge of Chiles Road along the project frontage would be widened by approximately 15 feet to create adequate width to provide a planted median and lane (travel and bike) widths in accordance with current City standards. Sidewalks would be provided along the project frontages at La Vida Way and Chiles Road and pedestrian walkways would be provided between each of the proposed multi-family structures. In addition, the proposed project would provide future residents with a variety of on-site amenities, including an indoor fitness area, a clubhouse, a pool, and a “tot lot”.
Policy UD 2.2 Maintain and increase the amount of greenery, especially street trees, in Davis, both for aesthetic reasons and to provide shade, cooling, habitat, air quality benefits, and visual continuity.	As noted previously, the proposed project would provide for a 30- to 35-foot-wide, four-foot tall landscaped berm along the majority of the Chiles Road frontage. In addition, landscaping elements would be provided throughout the interior of the project site. On-site landscaping would include drought-tolerant, low water use species, including California natives, as well as species identified as “Arboretum All-Stars” by the UC Davis Arboretum.
Policy UD 2.3 Require an architectural “fit” with Davis’ existing scale for new development projects.	The proposed massing would be consistent with Standard ‘b’ of the City’s General Plan Policy UD 2.3, which states, “Taller buildings should be stepped back at upper levels in areas with a relatively smaller-scale character.” In the southern portion of the project site, building heights would be limited to three stories. Therefore, such buildings would be only one story taller than the existing two-story apartment complex located to the south of the project site. Towards Chiles Road, the proposed apartment buildings would transition to four stories. The building height and intensity also transitions from a lower

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Table 4.5-2 General and Specific Plan Consistency Discussion	
Goal/Policy/Standard	Project Consistency
	<p>building height and less intense development on the west side of the site near the adjacent single-family properties to a taller and more intense development in the project site interior under both alternatives.</p> <p>Furthermore, prior to construction of the proposed structures, the project would be subject to design review by the City, as required by Section 40.31 of the City's Municipal Code. The City's design review would rely on existing City standards to analyze the proposed structure's architectural and landscape character in isolation and in consideration of the surrounding developments. The intent of the design review, as stated in Section 40.31.050 (a), is not to stifle design of proposed structures, but instead to ensure suitable use of project sites, which allows for individual initiative and architectural character.</p>
<p>Policy UD 2.4 Create affordable and multi-family residential areas that include innovative designs and on-site open space amenities that are linked with public bicycle/pedestrian ways, neighborhood centers.</p> <p>Policy UD 2.4 Standard d – Multi-family housing complexes should be designed, constructed and managed in projects of no more than 150 units, not including any density bonus.</p>	<p>As discussed under Policies LU A.3 and LU A.5, both of the proposed development scenarios would provide for a range of multi-family residential units and open space areas. The proposed buildings and associated amenities would be linked to the surrounding areas by a series of pedestrian walkways and a proposed bike/pedestrian path that would extend westward from the center of the site, joining with La Vida Way. In addition, a dedicated bike lane would be provided along Chiles Road consistent with City standards.</p> <p>It should be noted that while the proposed project would exceed the project size specified by Standard 'd' of Policy UD 2.4, the proposed project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis. SACOG has provided a letter to the City of Davis, included as Appendix A to this EIR, indicating that both the Preferred Site Plan and Alternative B are consistent with SACOG's MTP/SCS. Per the letters provided by SACOG, the project site is located within a Transit Priority Area. Transit Priority Areas are areas of the region within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the MTP/SCS. The project is entirely within one-half mile of the Cowell Boulevard high quality transit corridor in the MTP/SCS. In addition, the site is located within a half mile of Drummond Avenue to the west and Mace Boulevard to the east,</p>

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Table 4.5-2 General and Specific Plan Consistency Discussion	
Goal/Policy/Standard	Project Consistency
	<p>both of which are considered high quality transit corridors in the MTP/SCS. Furthermore, the proposed project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis. Within the Established Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses.</p> <p>According to City staff, the intent of the 150 unit policy was to avoid excessively large scale apartment complexes of buildings and to encourage architectural diversity. It provides general guidance but is not considered an absolute standard. The project design breaks up the building sizes and shapes into smaller sections. It provides architectural diversity and building articulation and meets allowable density. Furthermore, the project is consistent with the overwhelming majority of land use and design policies as demonstrated in this table and would be consistent with the General Plan.</p> <p>The project's land uses fall within the aforementioned range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within the Established Community area of the MTP/SCS.</p>
Policy UD 3.1 Use good design to promote safety for residents, employees, and visitors to the City.	See Policy UD 2.3 consistency discussion.
Policy UD 3.2 Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.	The proposed project would be required to comply with the City's Outdoor Lighting Control policies and the goals and policies of the General Plan. Consistency with the City's Municipal Code would be ensured during the site plan and architectural review process. Section 8.17.030 of the City's Municipal Code includes general requirements for outdoor lighting. For example, the Municipal Code requires all outdoor lighting to be fully shielded and the direction of lighting be considered to avoid light trespass and glare onto surrounding properties. Such regulations would prevent the proposed project from creating new sources of light that would create a nuisance for the nearby residences in the project vicinity.

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Table 4.5-2 General and Specific Plan Consistency Discussion		
Goal/Policy/Standard	Project Consistency	
Policy HOUSING 1.1	Encourage a variety of housing types that meet the housing needs of an economically and socially diverse Davis.	See Policy LU A.3 consistency discussion.
Policy HOUSING 1.2	Strive to maintain an adequate supply of rental housing in Davis to meet the needs of all renters, including students.	See Policy LU A.3 consistency discussion.
Policy HOUSING 1.3	Encourage the construction of housing to meet the needs of single persons and households with children with extremely low, very low, and low incomes.	Implementation of the proposed project would require approval of a project individualized affordable housing plan by the City of Davis, consistent with Section 18.05.060, Rental Development Affordable Housing Standards, of the City's Municipal Code.
Policy HOUSING 1.4	Encourage a variety of housing types and care choices for disabled persons.	See Policy LU A.3 consistency discussion. In addition, the proposed project would be subject to all Title 24 requirements to serve disabled persons.
Policy TRANS 1.3	Encourage higher intensity residential, commercial, and mixed-use development near existing activity centers and along corridors well served by non-motorized transportation infrastructure and public transportation.	<p>As discussed previously, SACOG has provided letters to the City of Davis, included as Appendix A to this EIR, indicating that both the Preferred Site Plan and Alternative B are consistent with SACOG's MTP/SCS. Per the letters provided by SACOG, the project site is located within a Transit Priority Area. Transit Priority Areas are areas of the region within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the MTP/SCS. The project is entirely within one-half mile of the Cowell Boulevard high quality transit corridor in the MTP/SCS. In addition, the site is located within a half mile of Drummond Avenue to the west and Mace Boulevard to the east, both of which are considered high quality transit corridors in the MTP/SCS. Furthermore, the proposed project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis.</p> <p>Given that the proposed project would include the development of a multi-family residential development at a density ranging from 29.94 to 31.3 to du/ac (net) under the Preferred Site Plan and Alternative B, respectively, the proposed project would be consistent with Policy TRANS 1.3.</p>

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Table 4.5-2		
General and Specific Plan Consistency Discussion		
Goal/Policy/Standard	Project Consistency	
South Davis Specific Plan: Residential Land Use		
Goal	Residential development in South Davis shall result in an attractive community with public open spaces and community facilities.	See Policy LU A.5 consistency discussion.
Objective 2	Residents shall have easy and direct access to shopping, schools, and parks through an integrated network of streets, bike paths and greenbelts.	See Policy UD 1.1 consistency discussion
Policy 2	Apartment development densities shall not exceed 15 units per gross acre.	The Preferred Site Plan would require an amendment to the South Davis Specific Plan to designate the site as Residential High Density. Alternative B would re-designate the eastern, multi-family portion of the site as Residential High Density, while the western, single-family portion of the site would be re-designated Residential Medium Density. The required Specific Plan amendments would clarify the site's land use in the South Davis Specific Plan and ensure consistency with the requested General Plan Amendment.
Policy 3	Apartment development locations shall be provided generally west of Road 103 and separated from existing residential development.	While the proposed project site is located east of Road 103, also known as Drummond Avenue, the type and intensity of development proposed would be consistent with a number of other existing apartment complexes in the site vicinity such as The Edge Apartments to the south, the Clearwater Apartments to the southeast, and the Becerra Plaza Apartments to the southwest. The proposed multi-family development, as well as the other aforementioned apartment complexes, reflect recent housing trends in the City of Davis and the South Davis area. In addition, as noted under the Policy LU A.1 consistency discussion above, neither the Preferred Site Plan nor Alternative B would be incompatible with the existing single- and multi-family housing located to the west and south of the project site, respectively.
Policy 6	New development shall be consistent with the City's affordable housing program.	See Policy HOUSING 1.3 consistency discussion.