

SOUTH DAVIS SPECIFIC PLAN

APPROVED BY THE DAVIS PLANNING COMMISSION ON JUNE 29, 1987

ADOPTED BY THE DAVIS CITY COUNCIL ON JULY 15, 1987
REVISED SEPTEMBER 21, 1988 TO ADOPT THE
OAKSIDE MASTER PLAN

REVISIONS APPROVED BY THE DAVIS PLANNING COMMISSION ON
JANUARY 24, 1989

ADOPTED BY THE DAVIS CITY COUNCIL ON
FEBRUARY 15, 1989

A:SDSPmemo.jc1

RESOLUTION NO. 6120

RESOLUTION AMENDING THE SOUTH DAVIS SPECIFIC PLAN
TO BE CONSISTENT WITH THE GENERAL PLAN
ADOPTED ON DECEMBER 23, 1987

WHEREAS, the proposed Specific Plan amendment will bring the South Davis Specific Plan into consistency with the General Plan as required by Section 65454 of the California Government Code; and

WHEREAS, the City Council of the City of Davis hereby finds that the public necessity, convenience and general welfare require the adoption of the amendment;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS ADOPTS THE SOUTH DAVIS SPECIFIC PLAN AMENDMENT AS MODIFIED IN EXHIBIT I.

PASSED AND ADOPTED this 15th day of February, 1989 by the following vote:

AYES: ADLER, CORBETT, EVANS, ROSENBERG, SKINNER.

NOES: NONE.

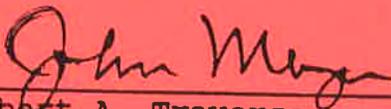
ABSENT: NONE.

ABSTAIN: NONE.



Michael N. Corbett, Mayor

ATTEST:



Robert A. Traverso
Interim City Manager/City Clerk
by JOHN MEYER
Interim Assistant City Manager

A:SDSPreso.jc1

**RESOLUTION NO. 6880, SERIES 1992
RESOLUTION ADOPTING AN AMENDMENT
TO THE SOUTH DAVIS SPECIFIC PLAN**

WHEREAS, the Planning Commission held a duly noticed public hearing on January 7, 1992, to receive comments and consider amendment of the South Davis Specific Plan; and

WHEREAS, the Planning Commission considered the Negative Declaration document prepared for the proposed revisions which included the previously certified General Plan Environmental Impact Report (#2-87); South Davis Specific Plan EIR #2-86, and subsequent Negative Declarations; and

WHEREAS, the Planning Commission recommended the adoption of Negative Declaration #6-91 and the proposed South Davis Specific Plan revision; and

WHEREAS, the City Council held a duly noticed public hearing on February 5, 1992, to receive public Comments and consider the Planning Commission's recommendations; and

WHEREAS, the City Council on February 5, 1992, determined, based on oral testimony and documentary evidence submitted during the public hearings, that the previous certified Environmental Impact Reports (EIRs), and Negative Declaration #6-91 addressed potential environmental effects and that amendment will not result in any significant adverse impact to the environment; and

WHEREAS, the South Davis Specific Plan Amendment is in the public interest and is necessary for public health, safety, and welfare; and

WHEREAS, the South Davis Specific Plan Amendment is consistent with the overall policies and standards of the Davis General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF DAVIS DOES RESOLVE THAT THE SOUTH DAVIS SPECIFIC PLAN IS HEREBY AMENDED AS FOLLOWS:

SOUTH DAVIS SPECIFIC PLAN.

1. Change 5.9± acres located at the northeast corner of Cowell Boulevard and Lillard Avenue in South Davis (Southfield Park) from Public/Semipublic land use designation to Cluster Housing on the land use map.

ADDITIONAL AMENDMENTS TO SOUTH DAVIS SPECIFIC PLAN

Circulation System
(SDSP Page 15)

3. Other Streets:

- b. Amend the SDSP Circulation System element by deleting redlined text:- Road 103 (Drummond) shall continue to be a through street from Montgomery Avenue to Chiles Road. And adding text:- Drummond (formerly Road 103) shall continue to be a through street from north Lillard to Cowell Boulevard. Danbury Court shall be a through street from Lillard to Montgomery. Drummond between Lillard and Montgomery shall end in cul-de-sac just south of Newport Terrace.
- f. Add text clarification to the Circulation System:- The portion of existing Chiles Road, west of the proposed alignment of Cowell Boulevard shall be realigned to the south. This is in order to enlarge the triangular parcel (designated Commercial Recreation on the SDSP) shown in the land use map of the Specific Plan to a size that is more suitable for development.

RESIDENTIAL LAND USE POLICIES:
(Pages 22 to 24 of SDSP)

Amend the SDSP Residential Land Use Policies by adding: A portion of the affordable housing requirement for for-sale units may be constructed as multi-family units within designated single-family residential areas on developer dedicated land, subject to feasibility of compliance with development standards and environmental assessment. The maximum area that may be used to construct affordable multi-family units shall not exceed three (3) net acres per development unless a General Plan amendment is approved. Open Space beyond that which is required by development standards may be provided in addition to the three (3) net acres. The three (3) net acres will provide a given number of units under appropriate development standards, that is, zoning standards. SDSP Section III.

Horses

Delete the redlined text from SDSP:- The 1-acre or greater single-family lots may include the keeping of horses as an accessory use. City Code provisions shall be modified to allow such use subject to performance standards. Also delete from page 19, Section II, Development Plan, Description of Plan Concepts, These 1-acre lots would be allowed to have horse use by the residents.

LAND USE MAP, TABLES AND EXPLANATIONS:
(SDSP PAGES 8 TO 14A)

The land use summary table and its explanations are attached to this Resolution (TABLE 1). The land use map is also attached (MAP 1).

COMMUNITY FACILITIES POLICIES:
(Pages 29)

Delete the redlined text from the SDSP:- Provide a 15-acre district park/play field near the intersection of the Cowell Boulevard. And :- Provide 16.0-acre (net) playfield south of proposed Chiles Road re-alignment intersecting the proposed re-alignment of northerly Cowell Boulevard. An additional 0.5 acres of the Commercial Recreation site north of the proposed Chiles Road re-alignment shall be used for overflow parking. Also ~~delete~~ from page 18, Section II, Development Plan, Description of Plan Concepts, Near this cluster of activity, and near Chiles Road, would be the location of industrial-research uses, and a 15-acre playfield which is intended to serve the whole community. And add:- Near this cluster of activity, and near Chiles Road, would be the location of industrial-research uses, and a 16.0-acre playfield which is intended to serve the whole community.

Other places in the Specific Plan that the 15-acre playfield is referenced shall be changed to 16.0 acres.

WILLOWBANK #9 (Consistency)

Add to the Specific Plan land use designations the Willowbank #9 property with the following designations: Single-Family, Park, Agriculture and Public/Semipublic. This is consistent with the General Plan. The acreage data of each designation is on the Land Use Summary Table attached.

PUBLIC/QUASI-PUBLIC CHANGE

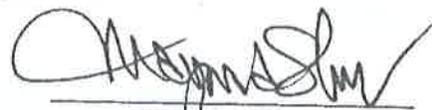
The term "Public/Quasi-Public" land use designation shall be replaced in the South Davis Specific Plan with "Public/Semipublic" for consistency purposes with the General Plan.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF DAVIS THIS 5th DAY OF FEBRUARY 1992, BY THE FOLLOWING VOTES:

AYES: ADLER, BOYD, ROSENBERG, WOLK, SKINNER.

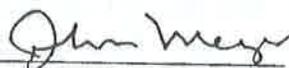
NOES: NONE.

ABSENT: NONE.



MAYNARD SKINNER
MAYOR

ATTEST:



JOHN MEYER
CITY CLERK/CITY MANAGER

ATTACHMENTS

1. TABLE 1: Land Use Summary Table and Explanations.
2. MAP 1: Land Use Map Update.

**South Davis Specific Plan
Land Use Summary
December 1991**

Land Use - Residential	Approximate Acres Dec. 1991	Units - December 1991	Est. Pop. Gen. Dec. 1991
Single-Family ¹	298.00	973	2,221
Cluster ² Housing	23.50	163	391
Apartment	30.00	425	1,020
Living Group ³	14.00	112	149
Residential Total	365.50	1,673	3,781
Land Use (Non-Residential)	Approximate Acres December 1991	Pop. Gen. Employees December 1991	
Commercial-new and existing ⁴	32.60	660	
Auto Center ⁵	14.40		
Industrial-Research/Office	32.00	1,414	
District Park 1 (Walnut Park)	17.00		
Neighborhood Park ⁶	10.00		
Playfield (District Park 2) ⁷	16.00 Net		
School	9.00		
Public/Semipublic ⁸	16.00		
Open Space/Agriculture ⁹	31.00		
Total Non-Residential	178.00	2,074	

Note: Explanations for changes are itemized (footnoted) on the next page. The explanations are intended to be part of the table.

Footnotes:

1. The Willowbank #9 (Miller property), approximately 42± acres, is bounded by Mace Boulevard, Montgomery Avenue, and the City limits. The property was excluded in the SDSF 1989 Land Use Summary Table but is now proposed to be added. The General Plan land use map was amended by Resolution 6302A on November 15, 1989, to designate approximately 14 acres of the property as Residential Single-family. Other designations are follows: 1. Approximately 5 acres for Park/Recreation; 2. Approximately 5 acres for Agriculture; 3. Approximately 16 acres for Public/Semipublic; 4. and Approximately 2 acres for Greenbelt. These designations are each further explained against their foot note numbers below.
2. The 5.9± acres proposed to be amended and the proposed development of 54 cluster housing units are added to the Cluster Housing count in the Table. This increased the Cluster Housing acreage from 17 to 23.50, and the dwelling units from 118 to 163. This is based on the 1989 Land Use Summary Table factor (6.94 dwelling units per acre). Its population estimate was based on the 2.4 persons per household used in the 1989 table, for an estimated population of about 391 persons. About 130 persons (54 units by 2.4) for the project but 108 persons above January 1989 estimate.
3. Living Group designation is shown to have 18 acres in the January 1989 Specific Plan Land Use Summary Table. The 1989 Land Use Summary Table had errors relative to some land use acreages. The 8 gross acres shown as Living Group on the land use map of 1989 was wrong (east of Cowell Blvd.) and should be 5.7 gross acres (based on survey). Southfield Park Phase II is proposing to develop approximately 3.7 acres of this 5.7 acres as Planned Development Living Group and the remaining 2.3 acres as bike path access, and landscape areas for their project. So approximately a total of 14 acres of Living Group designations are now in the planning area. In 1989 when the Living Group in the Planning Area was estimated to be 18 acres, the existing land use summary table estimated 144 dwelling units for SDSF. This comes to 8 units per acre. Thus multiplying current 14 acres of Living Group with the 8 units per acre factor will give us 112 dwelling units (estimate for December 1991). The estimated population in January 1989 was 192. Using the same calculation used in 1989, the estimated population for the 14 acres is about 149 persons.
4. The SDSF was amended by Resolution No. 6581 on November 7, 1990, which added the Auto Center designation. Approximately 14.4 acres of Commercial designations in the Specific Plan area were changed to Auto Center. This means that 14.4 acres (vacant land in the January 1989 Land Use Summary Table) of Commercial designations are now Auto Center Designation. The 14.4 acres excludes existing (improved land) changed to Auto Center. The Commercial Designation is now reduced to about 32.6 acres. See number 5 below.
5. Approximately 35.7 acres (21.3 acres existing developed land and 14.4 acres vacant land) of Auto Center designation were added to the Specific Plan.
6. Approximately 5 acres of Willowbank #9 (Miller property) is designated as a park site as explained in footnote #1 on the previous page.

7. As a result of the land dedicated by Southfield Park developers, the playfield size increased from 14.9 to 16.00 net acres. 0.5 acres of the Commercial Recreation site north of the proposed Chiles Road re-alignment is proposed to be overflow parking for the playfield. Because the 0.5 acres are intended to be used for parking only, it is not amended to become a playfield designation and therefore not added in the calculation.
8. Approximately 5.9± acres of Quasi/Semi-Public designation will be converted to Cluster Housing by the approval of this amendment application. However with the addition of the Willowbank #9 (42± acres of land), approximately 16 acres of Quasi/Semi-Public is now in the Planning Area. See number 1 on the previous page.
9. Approximately 5 acres from Willowbank #9 (Miller property) is designated as Agriculture. The 5 acres is added to the 26 acres of Open Space for a total of 31 acres.

SOUTH DAVIS SPECIFIC PLAN (PARTIAL) LAND USE PROPOSED DEC. 1991



PARKS & SCHOOL



RESIDENTIAL



MULTI FAMILY



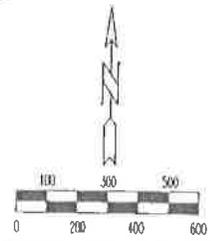
COMMERCIAL



CLUSTER HOUSING



INDUSTRIAL, INDUSTRIAL
RESEARCH & OFFICE USES



CITY OF DAVIS
12-91

U.S. INTERSTATE 80

COMMERCIAL RECREATION

HIGHWAY COMMERCIAL

PLAYFIELDS
16AC

1.75
AC

3.71 AC

CO-OP/
CONDO

CLUSTER HOUSING
REMAINDER

CLUSTER
HOUSING
6.50 AC

POLE LINE

ROAD

HIGHWAY
COMMERCIAL

LILLARD AVE

PARK

SHOPPING CENTER

MF

MF

RECEIVED
OCT 22 1991

CITY OF DAVIS
PLANNING

PSOMAS

Psomas and Associates
2485 Natomas Park Drive, Suite 250
Sacramento, California 95833
916/929-7100

Engineers
Surveyors
Planners

**SOUTHFIELD PARK-PHASE II
PROPOSED SPECIFIC PLAN
AMENDMENT EXHIBIT**

CITY OF DAVIS

CALIFORNIA

**RESOLUTION NO. 6880, SERIES 1992
RESOLUTION ADOPTING AN AMENDMENT
TO THE SOUTH DAVIS SPECIFIC PLAN**

WHEREAS, the Planning Commission held a duly noticed public hearing on January 7, 1992, to receive comments and consider amendment of the South Davis Specific Plan; and

WHEREAS, the Planning Commission considered the Negative Declaration document prepared for the proposed revisions which included the previously certified General Plan Environmental Impact Report (#2-87); South Davis Specific Plan EIR #2-86, and subsequent Negative Declarations; and

WHEREAS, the Planning Commission recommended the adoption of Negative Declaration #6-91 and the proposed South Davis Specific Plan revision; and

WHEREAS, the City Council held a duly noticed public hearing on February 5, 1992, to receive public Comments and consider the Planning Commission's recommendations; and

WHEREAS, the City Council on February 5, 1992, determined, based on oral testimony and documentary evidence submitted during the public hearings, that the previous certified Environmental Impact Reports (EIRs), and Negative Declaration #6-91 addressed potential environmental effects and that amendment will not result in any significant adverse impact to the environment; and

WHEREAS, the South Davis Specific Plan Amendment is in the public interest and is necessary for public health, safety, and welfare; and

WHEREAS, the South Davis Specific Plan Amendment is consistent with the overall policies and standards of the Davis General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF DAVIS DOES RESOLVE THAT THE SOUTH DAVIS SPECIFIC PLAN IS HEREBY AMENDED AS FOLLOWS:

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(SDSP Page 15)

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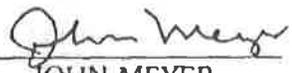
AYES: ADLER, BOYD, ROSENBERG, WOLK, SKINNER.

NOES: NONE.

ABSENT: NONE.


MAYNARD SKINNER
MAYOR

ATTEST:


JOHN MEYER
CITY CLERK/CITY MANAGER

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U.S. INTERSTATE 80

COMMERCIAL RECREATION

HIGHWAY COMMERCIAL

PLAYFIELDS
16AC

1.75
AC

3.71 AC

CO-OP/
CONDO

CLUSTER HOUSING
REMAINDER

CLUSTER
HOUSING
6.50 AC

HIGHWAY
COMMERCIAL

LILLARD AVE

PARK

SHOPPING CENTER

MF

MF

RECEIVED
OCT 22 1987
CITY OF DAVIS
PLANNING DEPARTMENT

**SOUTHFIELD PARK - PHASE II
PROPOSED SPECIFIC PLAN
AMENDMENT EXHIBIT**

CITY OF DAVIS

CALIFORNIA

PSOMAS
 Planners and Associates
 2485 Palomares Park Drive, Suite 250
 Sacramento, California 95833
 916/929-7100

RESOLUTION NO. 6302

RESOLUTION AMENDING THE SOUTH DAVIS SPECIFIC PLAN

WHEREAS, the Planning Commission did conduct a public hearing on September 5, 1989, and

WHEREAS, the public necessity, convenience, and general welfare require the adoption of such amendment; and

WHEREAS, the proposed amendment is consistent with the intent and policies of the General Plan; and

WHEREAS, Negative Declaration #19-88 adequately addresses the environmental impacts of the proposed amendment.

NOW, THEREFORE, the South Davis Specific Plan should be amended as follows:

1. The land use table shall be revised to include the following note: "This table does not include density bonuses which constitute additional units in the South Davis Specific Plan."
2. The land use map of the South Davis Specific Plan shall be amended to reflect a change from cluster housing and single-family to apartments, as shown on Exhibit A.

PASSED AND ADOPTED this 15th day of November , 1989 by the following vote:

AYES: ADLER, CORBETT, EVANS, ROSENBERG, SKINNER.

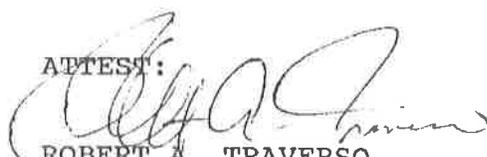
NOES: NONE.

ABSTAIN: NONE.



MICHAEL N. CORBETT
Mayor

ATTEST:



ROBERT A. TRAVERSO
City Manager/City Clerk

ACKNOWLEDGEMENTS

CITY COUNCIL

David Rosenberg, Mayor
Gerald Adler, Mayor Pre Tempore
Michael N. Corbett, Councilmember
Ann M. Evans, Councilmember
Deborah Nichols-Poulos, Councilmember

PLANNING COMMISSION

Dennis Huntington, Chairperson
Larry Garrett, Vice Chairperson
Mary-Alice Coleman, Commissioner
John Mott-Smith, Commissioner
William Carlton, Commissioner
Dennis Dingemans, Commissioner
Donna Lott, Commissioner
Luke Watkins, Commissioner

STAFF

Roger A. Story, City Manager
Thomas J. Lumbrazo, Community Development Director
Anne Brunette, Associate Planner
Dave Pelz, Public Works Director
Duane Copley, Senior Civil Engineer

EIR CONSULTANTS

Cole-Mills Associates
Omni-Means, Inc.

On July 15, 1987, the City Council adopted the South Davis Specific Plan and Environmental Impact Report.

On December 24, 1987, the City Council adopted the Revised General Plan for the City of Davis. Included in that approval were changes which affect the South Davis Specific Plan (SDSP), creating a situation where the SDSP was inconsistent with the General Plan.

DEVELOPMENT PLAN

Land Use Summary

and

Maps

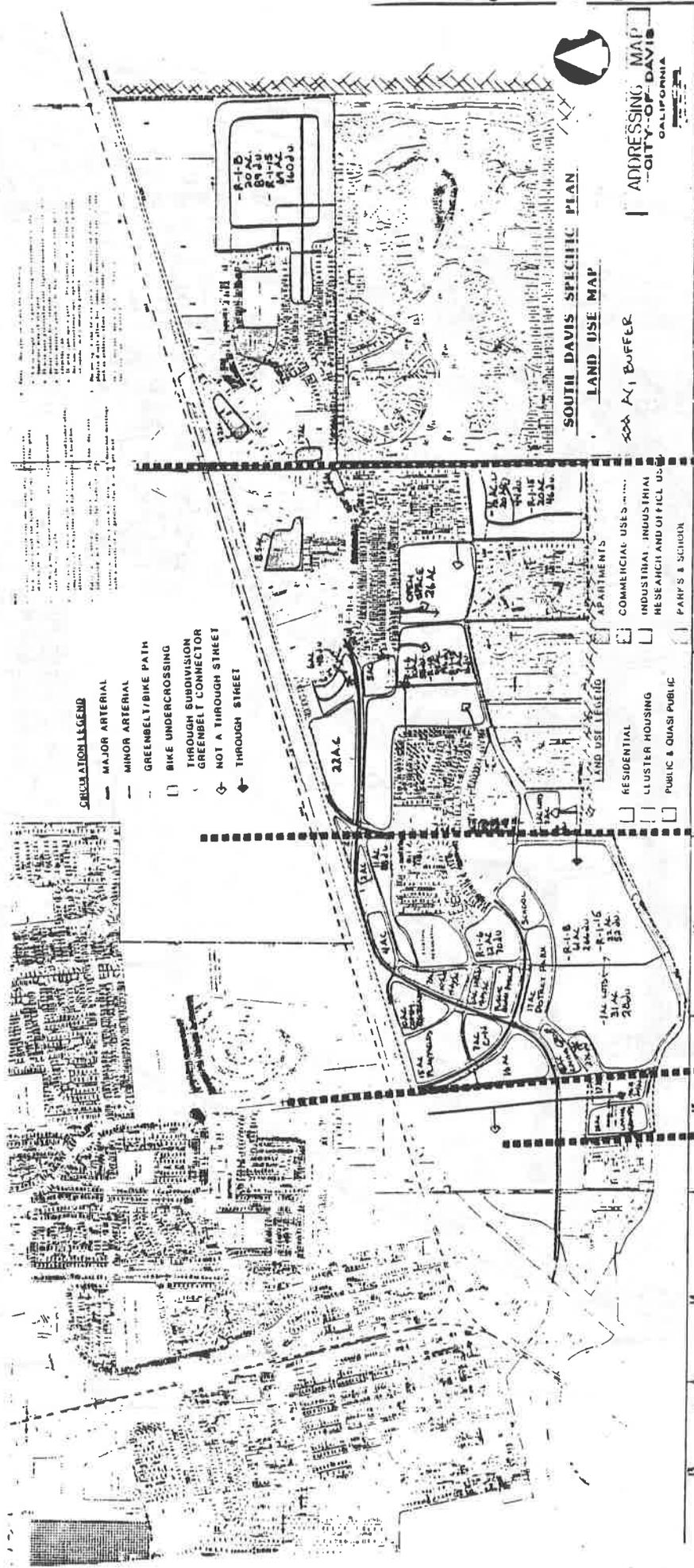
South Davis Specific Plan
Land Use Summary
January 1989**

<u>Land Use</u>	<u>Approx. Acres</u>	<u>Units</u>	<u>Est. Pop. Generated</u>
<u>Single family</u>			
Previous approval	364	1,031	2,360
minus General Plan 13%	- 0	- 122	- 293
Single-family Subtotal	284	819	1,851
<u>Cluster Housing</u>			
Previous approval	17	136	326
Minus General Plan 13%	- 0	- 18	- 43
Cluster Housing Subtotal	17	118	283
<u>Apartments</u>			
Previous approval	30	489	1,174
minus General Plan 13%	- 0	- 64	- 154
Apartment Subtotal	30	425	1,020
<u>Living Groups</u> Subtotal	18	144	192
<u>Residential</u>			
TOTAL	149	1,506*	3,346

Due to rounding in the percentage calculations, there is a 4-unit difference from the City Council's action of reducing the Plan by 290 units for a total of 1,510.

*Per the City Council action of February 15, 1989, the distribution of residential units in South Davis will be revised in the future.

* DAVIS COMMUNITY HOUSING LOTS



ADDRESSING MAP
CITY OF DAVIS
CALIFORNIA

SINGLE-FAMILY
289 UNITS

SINGLE-FAMILY
282 UNITS

SEE CAVEATE
MASTER PLAN FOR
PREVIOUSLY APPROVED
AFFORDABLE HOUSING
APARTMENTS
704 UNITS TOTAL

APARTMENTS 130 UNITS
LIVING GROUPS
80 UNITS

NO PROJECT SHALL
EXCEED THE DENSITIES
ALLOWED IN THE GENERAL PLAN

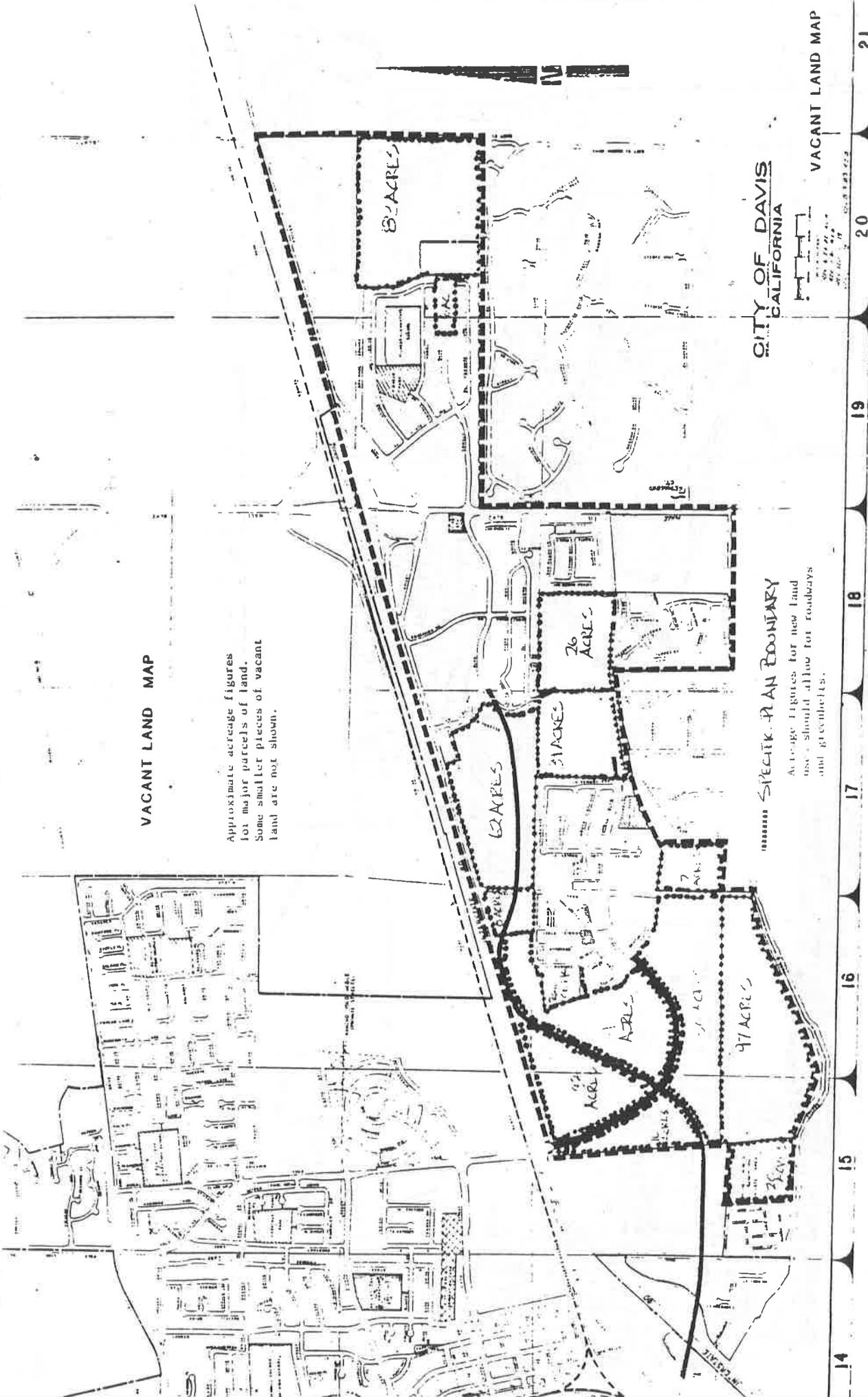
REVISED
UNIT
COUNTS

TO BE USED FOR
CONSTRUCTION

8A

VACANT LAND MAP

Approximate acreage figures for major parcels of land. Some smaller pieces of vacant land are not shown.



..... SPECIFIC PLAN BOUNDARY

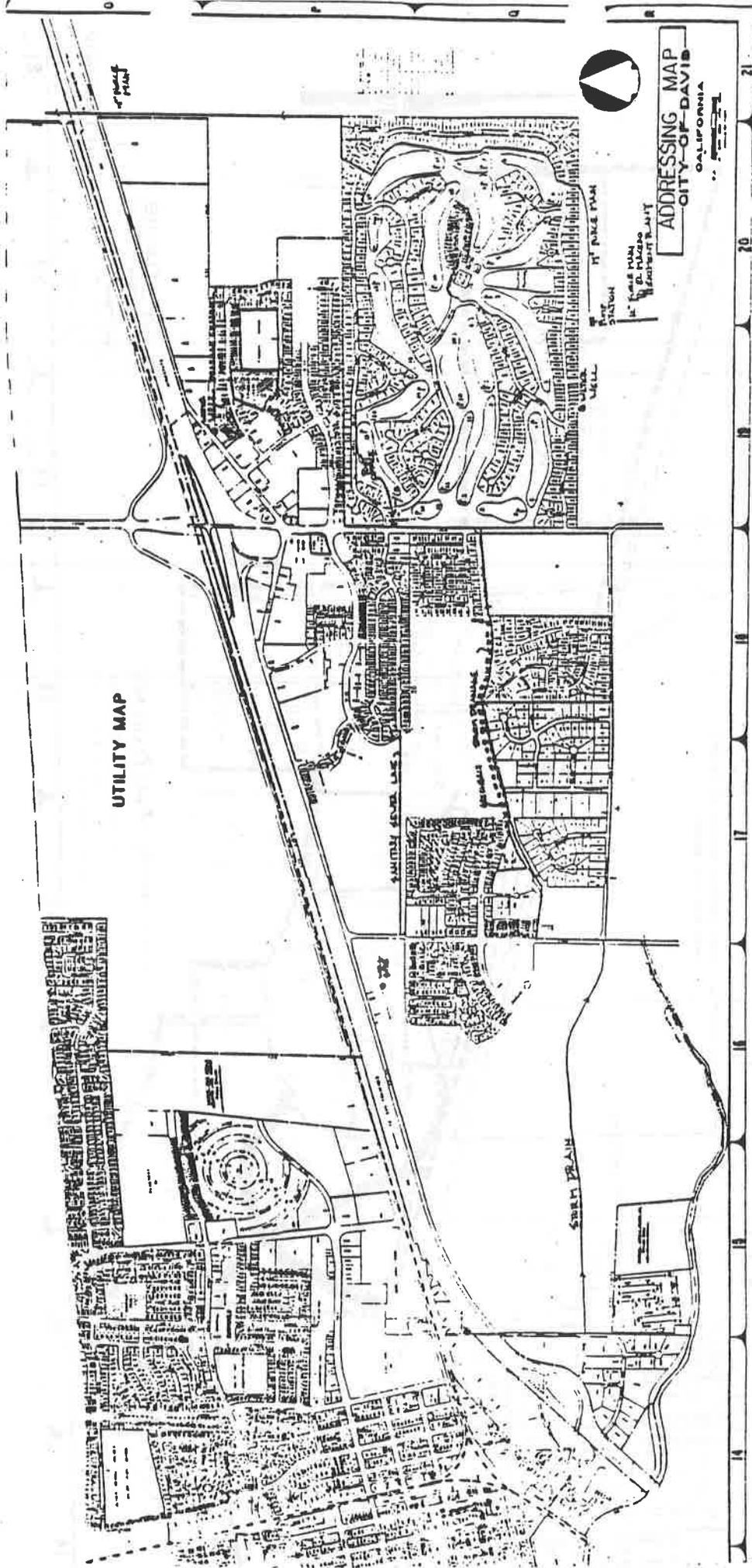
Average figures for new land use should allow for roadways and greenbelts.

CITY OF DAVIS
CALIFORNIA



VACANT LAND MAP

14 15 16 17 18 19 20 21



UTILITIES MAP

**UNITRANS
BUS ROUTES**

REGULAR SERVICE
RUSH HOUR SERVICE

SHELTERS

SPECIFIC PLAN BOUNDARY

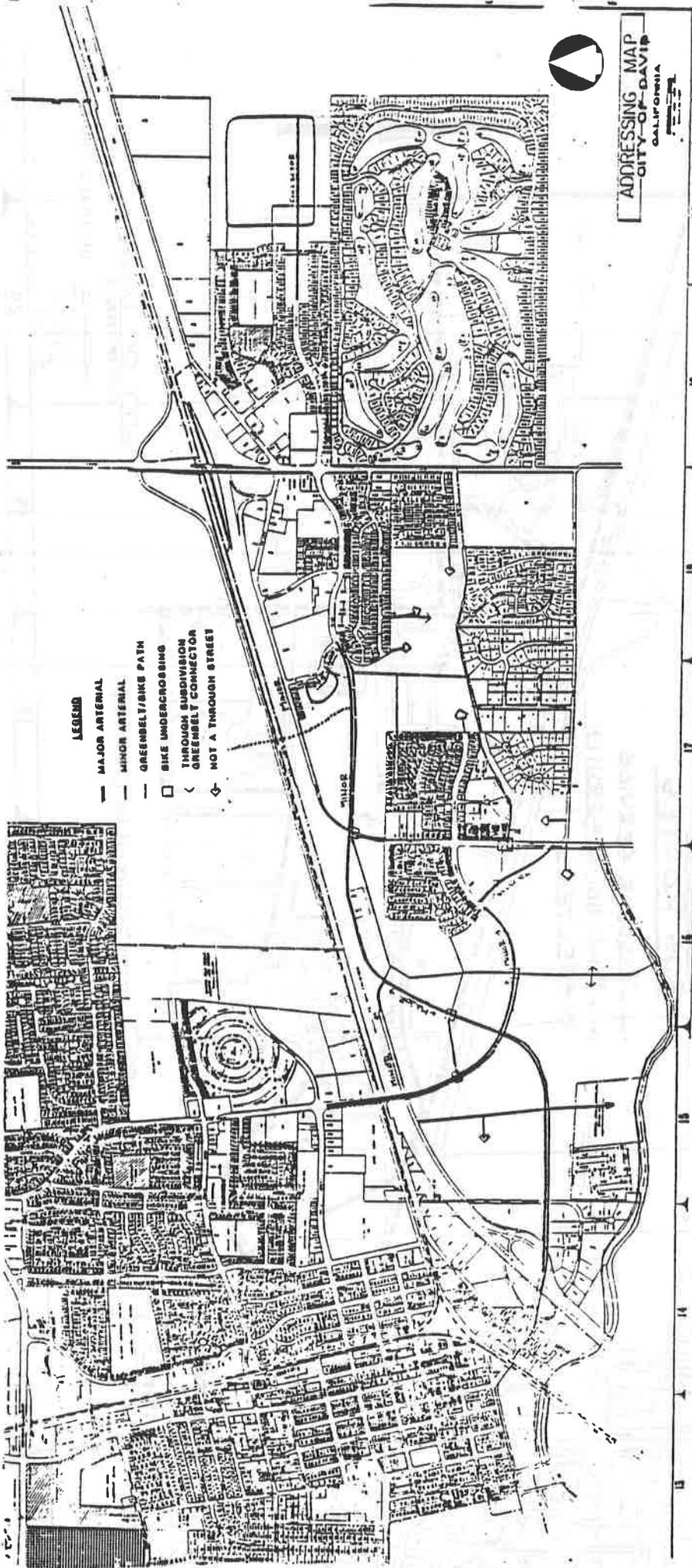
CITY OF DAVIS
CALIFORNIA

UNITRANS BUS ROUTES



SCALE: 1" = 100'
DATE: 10/1/77
BY: [Signature]

14 15 16 17 18 19 20 21



LEGEND

- MAJOR ARTERIAL
- - - MINOR ARTERIAL
- GREENBELT/BIKE PATH
- BIKE UNDERCROSSING
- < THROUGH SUBDIVISION
- ◇ GREENBELT CONNECTOR
- ◇ NOT A THROUGH STREET

ADDRESSING MAP
CITY OF DAVIS
CALIFORNIA



**SOUTH DAVIS SPECIFIC PLAN
CIRCULATION MAP**

SECTION II - DEVELOPMENT PLAN

DESCRIPTION OF PLAN CONCEPTS

A. CIRCULATION SYSTEM

The basic premise of this plan is to complete needed streets to create a safe and convenient circulation pattern and one which is integrated with the portions of Davis located north of IS-80.

1. Overpasses

To integrate the system with the Core Area, campus and the rest of Davis, and to remedy traffic problems, construction of a new overcrossing over IS-80 at Pole Line Road is required. The possible widening of Richards Boulevard and Mace Boulevard interchanges is to be addressed within the General Plan review process.

2. Major Streets

A northerly alignment of Cowell Boulevard shall be ~~the major~~ a minor arterial street, consistent with the facilities Plan. It should use existing street sections where feasible. A more northerly alignment is preferred between La Vida Way to the Interland site so that major traffic is not channeled through existing neighborhoods. However, this street shall become a fast, convenient and safe thoroughfare for cars and bikes as it links Richards Boulevard, the Pole Line overpass and Mace Boulevard.

Major arterials shall be 4 lanes with two bike lanes. Where 4 lanes of traffic are not immediately needed, 2 lanes may be constructed, but right-of-way for 4 lanes must be acquired.

Cowell Boulevard should terminate at its eastern boundary in such a way as to preclude further extension of the street in the future.

3. Other streets

- a. The southerly alignment of Cowell Boulevard between El Macero Drive and Road 103 shall not be directly connected in order to provide for an improved neighborhood land use design.

- b. Road 103 shall continue to be a through street from Montgomery Avenue to Chiles Road.
- c. Schmeiser Avenue shall be completed to provide a through circulation pattern at Cowell Boulevard to assist in convenient circulation.
- d. Local and rural streets:

All other streets should be designed as two-way local streets, or as modified to more rural standards (no sidewalk, for example) in the larger lot areas.
- e. Montgomery Avenues should be extended to the west with the final design to be determined at the development project stage.

4. Bicycle circulation

A goal of the plan is to provide a systematic pattern of bike lanes and paths connection residential neighborhoods with schools, parks, and parts of Davis located north of the IS-80 freeway.

- a. Bicycle lanes are proposed for the Richards Boulevard and Mace Boulevard overcrossings, as well as on the new overcrossing. This system will connect bicyclists with the campus, Core Area, and East Davis.
- b. Bicycle lanes are required on the northerly Cowell Boulevard (the arterial) and the southerly Cowell Boulevard. These lanes will provide major east-west circulation and function as collectors of bicyclists from the various neighborhoods. The most rapid and convenient routes will be along these streets.
- c. Bicycle paths are proposed to link neighborhoods with the major bicycle routes.
 - 1) Several paths are located between residential subdivisions and, therefore, link them and greenbelt paths.
 - 2) The Putah Creek Parkway shall incorporate a bike path linking Mace Boulevard to the western City limits in South Davis. It is also proposed that a bicycle overcrossing be constructed over IS-80 linked with the Putah Creek Parkway bike path.

This path is a more indirect route and may not be as heavily used in the commuter function; however, it will

provide a safe path from the South Davis area to the campus vicinity.

3) Park and ride facilities

Such facilities are directed outside the plan boundary. Possible sites are at the northeast corner of Mace Boulevard and along Chiles Road at the westerly end of the Davis Research Park site.

4) Bicycle crossings

In order that safe and convenient bicycle access is provided, bicycle crossings are required at the following locations:

- (a) An undercrossing at the northerly Cowell Boulevard linking the 15-acre playfield
- (b) An undercrossing at Road 103 near the southerly Cowell Boulevard
- (c) An undercrossing at the northerly Cowell Boulevard and Road 103 intersection
- (d) An undercrossing at the southerly Cowell Boulevard adjacent to the 17-acre district park.
- (e) An overcrossing east of County Road 103 over IS-80.

5. Traffic Signals

Traffic Signals are to be provided at major intersections as determined at the time of review of specific development projects.

B. LAND USE

Land uses and densities were designed to meet the following criteria:

- 1. That the overall residential unit count should be made as low as feasible in order to meet the existing residents' desires and to be consistent with the General Plan growth policies;
- 2. Infrastructure needs and costs;
- 3. To provide a reasonable jobs/housing balance;

4. To provide for affordable housing possibilities;
5. To provide a variety of residential land use types consistent with all other Davis neighborhoods;
6. To provide significant sites for mid to high range priced housing, which has been an identified need;
7. To preserve the physical environment and rural character, particularly along the Putah Creek area; and
8. To use transitions of housing densities and types between existing neighborhoods and along IS-80.

The basis for the location of the various land use classifications includes the following factors:

Area between Interland Project and Road 103

This is the principal area designated for higher density uses because the area is close to the Core Area, campus, the new overpass and is the most distant site from existing residential use. The area is also served by the major street and, therefore, can handle the additional traffic.

Nuisance impacts from apartments and living groups would be substantially separated from existing residents.

Therefore, all of the apartment uses are shown in the area of along Cowell Boulevard, as well as sites for living groups, churches, day care, and similar uses. Near the apartment sites, sites for neighborhood commercial and commercial recreation activities are designated.

Near this cluster of activity, and near Chiles Road, would be the location of industrial-research uses, and a 15-acre playfield which is intended to serve the whole community. The playfield is to have lighted facilities for softball, soccer, and tennis and related uses. An office and industrial strip of land along Chiles Road would serve to provide a noise buffer if IS-80.

A 9-acre elementary school site combined with a district park is shown as recommended by the Davis School District. It is located west of Road 103 and is bounded by the southerly Cowell Boulevard extension and Danbury Court. Therefore, the site is accessed from 2 or more streets. The total site is shown as 26 total acres, with 9 acres devoted to the school site and 17 acres for a park site. The park site is designed to include a community center building, child care facility, and swimming pool.

The area located south of the southerly Cowell Boulevard and the school/park site is proposed for larger lot, single-family homes, R-1-8, R-1-15, and 1-acre lots, provide the bulk of the use, with 1-acre or greater lots generally shown along Putah Creek. These 1-acre lots would be allowed to have horse use by the residents. The concept of the larger lots is designed to preserve the Putah Creek environment. It is designated that a major north-south greenbelt system is shown from Chiles Road to Putah Creek, saving existing clusters of trees as well as providing bicycle circulation.

Area between Road 103 and Mace Boulevard

A strip of office/industrial-research uses is provided to buffer IS-80. Below this site, a transition of residential density begins including cluster housing, R-1-6 and R-1-8 lots. These uses are shown because the major street provides good access and capacity and buffers the non-residential use from the proposed single-family homes south of the northerly Cowell Boulevard.

This area described has three design constraints:

1. Need to avoid development over a major sanitary sewer easement;
2. The irregular-shaped parcel behind the homes along La Vida Way; and
3. Desire to have a more northerly alignment of the northerly Cowell Boulevard to provide a large functional planning area to the south of that street.

A 5-acre neighborhood park is shown with frontage on the northerly Cowell Boulevard and a greenbelt connection to Putah Creek. This park is designed for turf and trees with few active features.

Twenty-six (26) acres of open space are shown east of the park for non-conventional uses such as a working farm, orchards, and community gardens.

The parcel at the northeast corner of Montgomery Avenue and Road 103 is 7 acres and is designed for large lots. The Oakside Drive properties to the immediate east are very large lots, although somewhat smaller than an acre.

The 40-acre property at the northwest corner of Montgomery Avenue and Mace Boulevard is devoted to large lot, single-family use because it is bounded by large lot homes on the east and west and Putah Creek on the north.

The 8.5-acre commercial property at Chiles Road adjacent to the MacDonald Restaurant may be redesigned for commercial service types of uses.

The small, 1-1/2-acre site at the southwest corner of Mace Boulevard and northerly Cowell Boulevard shall be designated for office and personal service uses.

Area between Mace Boulevard and General East City Limits

The design in this area relates to the extension of Cowell Boulevard to the east.

The bulk of this property is proposed for R-1-8 and R-1-15 type lots. It is shown this way to transition from moderate lots along Cowell Boulevard and large lots in the El Macero area.

Properties east of the El Macero line are viewed as premature for development at this time because of the following factors:

- An easement for the El Macero Ditch exists along this line and presents a problem for future development.
- The El Macero interceptor alignment exists at this point.
- The eastern line would "square off" the City, thus allowing for more efficient use of City services than by extending further to the east.

Summary of Land Use Concepts

In summary, the staff used the following concepts or principals in designing the land use plan:

1. Provision of a land use buffer of non-residential use along Chiles Road to reduce noise effects of IS-80 and to provide a more aesthetic design than a large continuous block sound wall.
2. Use of circulation plan aspects to fashion areas of higher land use where access is easier and capacity available.
3. Generally, as transition of densities from high to low starting at Chiles Road leading to Utah Creek.
4. Attempting to provide a lower than typical overall density while trying to provide the following:
 - a) Land use diversity
 - b) Reasonable density to assist in the funding of infrastructure
 - c) Areas for affordable housing

- d) Consistency with overall community needs for housing, particularly related to the projected UCD need for student, staff and faculty
- e) Provision of an extensive park system, including a neighborhood and district park, plus a major playfield area for the entire community
- f) Provision of an extensive greenbelt and bike path system connection all sections of South Davis
- g) Provision of an extensive greenbelt and bike path system connecting all sections of South Davis
- h) Provision of an elementary school site

- 1) ... needs for ...
- 2) ...
- 3) ...
- 4) ...
- 5) ...

SECTION III - GOALS, OBJECTIVES, POLICIES

AND USE

GOAL:

South Davis shall develop with a mixture of uses, including locations for residential, commercial, office, and industrial-research land uses accompanied by an adequate level of supporting public facilities and community by sensitively merging existing land uses and streets with new development.

OBJECTIVES:

- The South Davis Plan shall accommodate the demand for land in South Davis consistent with the growth management policies of the General Plan.
- The South Davis Plan shall provide for a jobs/housing balance and generally a traffic service level "C" or greater.
- The plan shall provide housing opportunities within South Davis to accommodate approximately 100% of the people employed in the plan area.
- The plan shall provide for land uses and urban design generally consistent with other existing DAVIS planning areas.
- All undeveloped land within the plan area shall be annexed to the City of Davis prior to any urban development on that land.

NON-RESIDENTIAL LAND USE

GOAL:

- Provide commercial, office, and industrial-research facilities that meet the employment and service needs of the residents of South Davis as well as the entire City.

OBJECTIVES:

- Establish commercial uses at major street intersections which do not substantially conflict with Core Area or other neighborhood shopping centers.
- Establish office and industrial-research uses along major streets and separated from residential uses.
- Enhance existing commercial facilities.

POLICIES:

- Develop a 7-acre commercial-neighborhood center at the southwest corner of the planned intersection of the southerly Cowell Boulevard and the northerly Cowell Boulevard.
- Develop a 10-acre site for commercial-recreation facilities located along Chiles Road and the northerly Cowell Boulevard.
- Develop a 16-acre highway service commercial at the northwest corner of the planned intersection of the northerly and southerly Cowell Boulevards.
- Develop 30 acres of office/industrial-research along the Chiles Road/northerly Cowell Boulevard frontage.
- For new non-residential development which abuts existing residential use, a fully landscaped buffer of 20 feet must be provided.
- For non-residential development situated along Chiles Road/northerly Cowell Boulevard, the following guidelines shall apply:
 - Buildings shall be set back 50 feet or more from the street
 - Seventy-five percent of required parking shall be completely screened by a landscaped berm
 - Twenty percent of the site area shall be landscaped
 - Buildings, walls, and landscaped berms shall be designed generally parallel with Interstate 80 to form a functional noise barrier

RESIDENTIAL LAND USE

GOAL:

- Residential development in South Davis shall result in an attractive community with public open spaces and community facilities.

OBJECTIVE:

- No new residential uses shall abut Chiles Road and the Interstate 80 freeway.
- Residents shall have easy and direct access to shopping, schools, and parks through an integrated network of streets, bike paths and greenbelts.

POLICIES:

- Overall residential development shall not exceed ~~1,300~~ 1510 units, comprised of the following unit mix:
 - cluster homes (townhouses or a combination of attached and detached homes)
 - single-family (R-1-6, 6,000 square foot or greater lots)
 - single-family (R-1-8, 8,000 square foot or greater lots)
 - single-family (R-1-15 square foot or greater lots)
 - single-family (1/1-acre or greater lots)
 - single-family (1-acre or greater lots)
 - apartments
- Apartment development densities shall not exceed 15 units per gross acre.
- Apartment development locations shall be provided generally west of Road 103 and separated from existing residential development.
- Subdivisions will be designed as neighborhood clusters with distinct boundaries defined by open space corridors or landscaped buffers. Subdivision circulation will minimize through traffic designs.
- Single-family lots, once created, shall not be approved to be again split into two or more lots. This policy is particularly directed to the lots 15,000 square feet or greater in area, except for those 15,000 square foot lots which were leagally created prior to 7/15/87.
- New development shall be consistent with the City's affordable housing program.
- Sites for affordable housing should be directed toward the apartment and cluster developments and R-1-6 single-family lots.
- Some funds from the Redevelopment Plan should be directed to the provision of affordable housing in South Davis.
- Generally, 80% of all in-lieu affordable housing funds generated by South Davis development shall be directed to the provision of affordable housing in South Davis.
- The 1-acre or greater single-family lots may include the keeping of horses as an accessory use. City Code provisions shall be modified to allow such use subject to performance standards.
- The public/quasi-public site may include the following uses:
 - Church
 - Day care center
 - Library
 - Similar types of uses

- Living Group sites may allow church land uses with a conditional use procedure.
- Zoning standards for all residential development will be analyzed and revised to provide resident privacy and adequate on-site parking.
- For residential developments with lots less than 15,000 square feet in area, the developer shall provide for all front yard fencing and landscaping at the time of construction, including street trees as an option to the homebuyer.

CIRCULATION ELEMENT

GOAL:

- Provide an automobile and bicycle circulation system that will afford safe and efficient movement of people within the plan area and to other parts of the City.
- OBJECTIVES:
- Integrate the transportation network to complement existing and future land uses.
- Design the circulation system to resolve existing transportation problems and to provide for a general level of service "C" or greater on all streets.
- Provide a circulation system that accommodates alternative transportation modes, such as the bus and bicycle.

POLICIES:

1. Freeway Interchanges/Overcrossings

- Richards Boulevard and Mace Boulevard may be upgraded or modified as required through the decisions -consistent with the General Plan review process.
- A new freeway overcrossing shall be provided at Pole Line Road.

2. Internal Circulation

- All new streets or extensions of existing streets shall be consistent with the street standards prescribed in the General Plan, except as modified.
- The northerly Cowell Boulevard shall be designated as a minor arterial street aligned in an east/west direction and linking Mace Boulevard, the future freeway overcrossing, and Richards Boulevard.

Cowell Boulevard, at its current easterly terminus to the east boundary of the plan, may be developed less than the required width.
- Cowell Boulevard between La Vide Way and Road 103 shall be located north of existing development, commonly referred to as El Macero Park.
- Cowell Boulevard, west of Road 103, shall partially utilize the existing Chiles Road alignment, and link to Richards Boulevard.

- Existing Cowell Boulevard east of Road 103 and within the El Macero Park/Lewis Homes Subdivisions shall not connect directly to existing Cowell Boulevard near El Macero Drive.
 - Existing Cowell Boulevard west of Road 103 and within the University Village/Rosecreek Subdivisions shall be extended to the northerly Cowell Boulevard extension as a minor arterial.
 - Schmeiser Avenue shall be connected through Cowell Boulevard.
 - San Marino Drive may be extended to the west. La Paz may be extended to the south. These extensions would provide access to the 26-acre open space site.
 - El Segundo Avenue may connect to Becerra Way.
 - Montgomery Avenue west of Road 10-34 shall be extended. Its definite alignment shall be decided prior to approval of a final map for development in the area.
 - Teller Avenue within the Interland project shall be extended as a local street to the south and east.
 - Existing Road 103 shall be realigned at its north end to meet with existing Chiles Road.
 - Traffic signals shall potentially be provided at the following intersections:
 - Richards Boulevard and eastbound IS-80 on-ramp
 - Intersection of the northerly and southerly Cowell Boulevards
 - Road 103 and Cowell Boulevard intersection
 - Cowell Boulevard and Mace Boulevard
 - Pole Line Road and Fifth Street intersection
 - Westbound on-ramp to IS-80 on Mace Boulevard overcrossing
 - At Richards Boulevard extension at Research Park Drive
 - Chiles Road and eastbound ramps at Macer Boulevard
3. Internal Circulation - Bike Paths/Lanes
- An integrated bicycle land system shall be provided on existing and planned streets.
 - An integrated bicycle path system shall be provided on existing and planned greenbelt.

- Bicycle lanes and paths are to be developed to City standards. Bicycle paths are to be at least 10 feet of paved width plus two feet of unobstructed area, and are to be paved in asphalt or concrete.

- Bicycle circulation connections shall be provided as follows:

- At the east end of Glide Drive
- Bicycle undercrossings at:
 - The intersection of northerly Cowell Boulevard and Road 103
 - The intersection of southerly Cowell Boulevard and Utah Creek parkway
 - The southerly Cowell Boulevard near the school site/park site
 - The northerly Cowell Boulevard near the 15-acre playfield
 - Road 103 at Putah Creek Parkway

Parking

- On-site automobile and bicycle parking shall be provided as prescribed by the zoning ordinance except in the following instances:

- For apartment development

Studio & 1 bedroom units = 1.0 off-street space per unit
2 bedroom units = 1.75 spaces
3 bedroom units = 2.5 spaces
4 bedroom units = 3.0 spaces

And an additional .5 spaces is required for every bedroom beyond four.

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MSU

COMMUNITY FACILITIES ELEMENT

GOAL:

Provide ample, accessible, and attractive parks, open space, and greenbelt for South Davis--to contribute to the area's identity as a desirable place in which to live and work.

OBJECTIVES:

Establish a park and open space system which shall become the focus of major public facilities and activities.

- Preserve existing flora and incorporate into the open space system.
- Provide for significant landscaped setbacks, adjacent to Interstate 80 freeway and major streets.

POLICIES:

Where feasible, combine school and park sites.

- Provide a 5-acre neighborhood park along the south side of northerly Cowell Boulevard.

Provide a 15-acre district park/playfield near the intersection of the Cowell Boulevards.

Provide a 17-acre district park combined with the new elementary school along the south side of southerly Cowell Boulevard.

Integrate the large cluster of existing trees west of Road 103 into the greenbelt system. Unhealthy trees may be removed.

Develop a comprehensive greenbelt system linking residential neighborhoods with schools and parks. The greenbelt shall have an average width of 100 feet wide with no point being less than 30 feet and shall be planted with trees and turf grass. The amount of greenbelt shall be consistent with the General Plan.

- Preserve and enhance the Putah Creek Parkway by the preservation of trees and shrubs. The parkway shall be developed as a low maintenance area, including natural grasses, native trees, and a 12-foot wide bike path. Generally, a minimum area of 50 feet from the tree lined top of bank shall be dedicated for parkway development. Houses shall be sited at least 50 feet from the parkway's north border.

The City Shall analyze park and open space maintenance needs and hire required additional City staff.

COMMUNITY CENTER

GOAL:

- Centralize community facility uses so that they are convenient and accessible to South Davis residents.

OBJECTIVE:

- Establish community center facilities.

POLICIES:

- Develop a community center building on the district park site. This building may be up to 10,000 square feet in area, and can have facilities for after-school care.
- Consider the development of other community facilities such as a library services sub-station, community meeting rooms, and day care centers.

SCHOOLS

GOALS:

- Provide quality education within convenient access of South Davis residents.

OBJECTIVES:

- Ensure that educational facilities are properly placed within the South Davis area.
- Ensure that school impaction problems are remedied.

POLICIES:

- Provide an elementary school site at the southwest corner of Road 103 and Cowell Boulevard. This site is to be 9 acres.

FIRE

GOAL:

- Ensure that South Davis has adequate fire protection.

OBJECTIVE:

Maintain a response time of five minutes or less.

POLICIES:

The City of Davis shall hire additional fire staff members to meet the additional demand for inspection, prevention, and emergency services.

New development shall meet City standards for fire flow water pressure.

POLICE

GOAL:

- Ensure that South Davis has adequate police protection.

OBJECTIVE:

- Provide police protection for South Davis to citywide standards.

POLICIES:

To meet the service demand added by new development, 3-5 new police officers shall be hired, and one fully equipped patrol vehicle shall be acquired.

WASTEWATER FACILITIES

GOAL:

Ensure that South Davis has adequate wastewater facilities.

OBJECTIVE:

- Maintain quality wastewater treatment standards, and prevent facilities from exceeding the City treatment capacity.

POLICIES:

Construct 2 new pump stations to meet demands of new development.

- Increase the capacity of the City's wastewater treatment plant consistent with the standards prescribed by the current General Plan revision process. A major pump station upgrade is potentially required.

WATER

GOAL:

- Ensure that South Davis has an adequate water supply and quality.

OBJECTIVE:

- Maintain City standards for water supply and quality.

OBJECTIVE:

- Maintain City standards for water supply and quality.

POLICIES:

- The City must drill at least two additional water wells.
- Continue City standards for water conservation.
- Consider the improvement of water supply and quality through policies to be prescribed by the current General Plan revision process.

SOLID WASTE

- Ensure that South Davis has adequate solid waste services.

OBJECTIVE:

- Maintain City standards for solid waste disposal.

POLICIES:

- Extend solid waste disposal services to areas of new development.
- Continue and enhance City policies regarding recycling of solid waste.

DRAINAGE

GOAL:

- Ensure that South Davis has adequate drainage facilities to prevent flooding.

OBJECTIVES:

- Extend City standards for drainage to new development in South Davis.
- Prevent flooding and potential structural damage during peak rainfall conditions.

POLICIES:

- Provide on-site drainage system constructed to City standards.
- Provide for the enlargement of the pump capacity at the Yolo bypass.
- Provide for a drainage system that allows no significant flooding during the ten-year storm with all pipes and channels to be designed to carry this flow.
- Development projects shall be designed to prevent flood damage to structures during a 100-year storm. The design shall include routing of the runoff from the event.

NOISE

GOAL:

Ensure that noise levels within South Davis are regulated so that residents shall not be harmed.

OBJECTIVE:

- To provide a healthy environment with existing and new noise sources reduced to safe and comfortable levels.

POLICIES:

All new development along the frontage of Interstate 80 shall be designed to create a continuous noise wall through the creative use of building walls, landscaping, and high earth berms.

As needed, require acoustical studies for new development per Title 24 and implement study findings.

As a goal, all exterior noise on residential projects shall be mitigated to a base level of 60 dbl's.

ENERGY

GOAL:

Ensure that development in South Davis is efficient relating to energy consumption.

OBJECTIVE:

- Provide for energy conserving facilities and buildings consistent with City of Davis policies.

POLICIES:

- Develop a comprehensive bicycle circulation system.
- Amend the Solar Access Ordinance to reduce exemptions, and provide flexible ways to implement it.

AIR QUALITY

GOAL:

- Provide clean air in the City of Davis and in the South Davis vicinity for the health of Davis citizens.

OBJECTIVE:

- Continue to make progress toward attainment of air quality standards as required by the Clean Air Act.

POLICIES:

- Implement the Reasonable Extra Efforts Program (REEP).

DEVELOPMENT PHASING

GOAL:

- Development of the South Davis Plan area shall be consistent with the City of Davis General Plan growth policies.

OBJECTIVE:

- Develop sites in South Davis consistent with a schedule for meeting traffic circulation needs, infrastructure improvements, and growth management principles.

POLICIES:

- Non-residential land uses shall be phased consistent with the phased allocation system and with infrastructure improvements.
- Residential land uses shall be phased consistent with the City's growth management program, generally known as the phased allocation process.

IMPLEMENTATION

GOAL:

- Ensure that required public infrastructure is funded and completed prior to build-out of the plan area to provide for the health, welfare, and safety of South Davis residents.

OBJECTIVES:

- Develop and implement a financing strategy which can be used to fund needed physical improvements.
- Provide a multi-faceted approach to funding-needed physical improvements.

POLICIES:

- Require property owners to form a benefit assessment district to assist in the funding of infrastructure.
- Consider the use of a Mello-Roos /District for funding needs, particularly school district needs.
- Lands for greenbelt and parks shall be dedicated to the City through development. Improvements for greenbelt shall be constructed by the developer. All dedications shall be consistent with the Major Projects Financing Plan.
- Consider use of the redevelopment funds in future years to assist in funding improvements.
- Consider the use of construction tax funds derived from South Davis development to fund public improvements.
- All new development shall be assessed equitably to reimburse the City for all planning expenses incurred in developing this Specific Plan.

AB:jhc

A:SDSP.JC2

During the period a financial strategy will be used to meet the needs of the Government.

Provision of a comprehensive approach to financial strategy is required.

1.1.1

Financial strategy should be based on a number of key principles, including the need to ensure that the Government is able to meet its obligations.

Consideration should be given to the need to ensure that the Government is able to meet its obligations in a timely and efficient manner.

It is essential that the Government should be able to meet its obligations in a timely and efficient manner. This requires a comprehensive approach to financial strategy.

The Government should ensure that it is able to meet its obligations in a timely and efficient manner. This requires a comprehensive approach to financial strategy.

Consideration should be given to the need to ensure that the Government is able to meet its obligations in a timely and efficient manner.

All our obligations will be assessed regularly to ensure that we are able to meet them in a timely and efficient manner.

RESOLUTION NO. 5796

RESOLUTION OF THE CITY OF DAVIS CERTIFYING
THE FINAL ENVIRONMENTAL IMPACT REPORT FOR
THE SOUTH DAVIS GENERAL PLAN AMENDMENTS AND
SPECIFIC PLAN AND DIRECTING THE CITY CLERK
TO FILE A NOTICE OF DETERMINATION

WHEREAS, an Environmental Impact Report (the "EIR") assessing the impact(s) of the Alternatives for the Selection of a South Davis Specific Plan (the "project") was prepared by or for the City of Davis ("City") pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.), the Guidelines for the Implementation of the California Environmental Quality Act (14 Cal. Admin. Code § 15000 et seq., hereinafter the "Guidelines") and local procedures adopted by the City pursuant thereto; and

WHEREAS, a notice of completion of the draft EIR was forwarded to the Office of Planning and Research pursuant to section 21161 of the Public Resources Code on 3-31-87; and

WHEREAS, the City distributed copies of the draft EIR to those public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies, and sought the comments of such persons and agencies; and

WHEREAS, notice inviting comments on the draft EIR was given in compliance with the Guidelines section 15085; and

WHEREAS, the draft EIR was thereafter revised and/or supplemented to respond to the comments received, as provided in Guidelines section 15088, and was so revised and supplemented, the draft EIR became the final EIR for the project;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby certifies that the EIR for the project is adequate and has been completed in compliance with the California Environmental Quality Act, the Guidelines and local procedures adopted by the City Council pursuant thereto, and that the City Council has reviewed and considered the information contained in the EIR.

SECTION 2. Based upon the EIR and all other oral and documentary evidence submitted to the Council, the Council hereby determines that the project will result in the significant adverse impacts upon the environment set forth in Exhibit A, attached hereto and incorporated by reference.

SECTION 3. Changes or alterations have been made in the project as originally proposed, and these changes or alterations have reduced some of the significant adverse environmental impacts associated with the project to a less than significant level, which impacts and changes or alterations are set forth in Exhibit B, attached hereto and incorporated by reference.

SECTION 4. Certain measures and/or project alterations have been proposed to reduce some significant environmental impacts to a less than significant level, but these mitigation measures are found to be infeasible. These mitigation measures and the reasons they are found to be infeasible are set forth in Exhibit C, attached hereto and incorporated by reference.

SECTION 5. Some of the significant adverse impacts are not capable of mitigation to a less than significant level. These impacts are set forth in Exhibit D, attached hereto and incorporated by reference.

SECTION 6. Because of the overriding importance of the project, the City, after weighing its benefits against the environmental harm it will cause, has chosen to approve the project despite the resulting adverse environmental impacts. These considerations and the facts supporting this conclusion are set forth in Exhibit E, attached hereto and incorporated by reference.

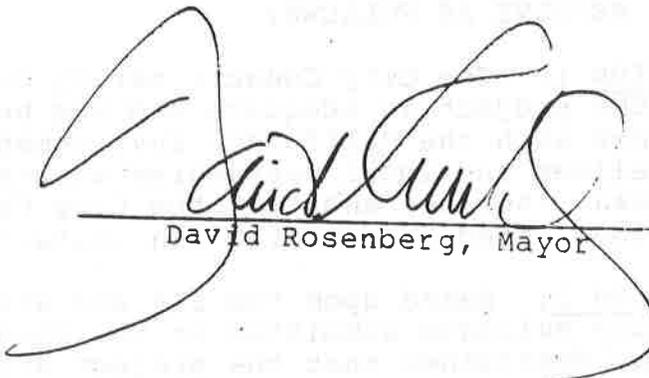
SECTION 7. That upon approval and adoption of the project by the City Council the City Clerk is hereby directed to file a Notice of Determination with the County Clerk of Yolo County pursuant to the provisions of section 21152 of the Public Resources Code and the Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this 15th day of July, 1987 by the following roll call vote:

AYES: Adler, Corbett, Evans, Nichols-Poulos, Rosenberg.

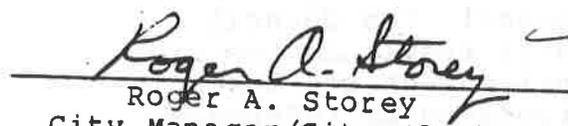
NOES: None.

ABSENT: None.



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

0293P
070687jk

Exhibit A

IMPACTS

1. Land Use

a. Growth Policies

(1) A possible inconsistency with General Plan Objective 1, Policy 2, exists by encouraging development and the accompanying capital facilities to non-contiguous areas of the City.

(2) An inconsistency with Policy 1, Objective 2 would occur if urban reserve areas outside the City limits are developed before those within City.

(3) A possible inconsistency exists with Policy 3, Objective 1 if development of the parcel west of Mace Boulevard and the parcel south of the Interland site designated urban reserve are outside the City limits at the time of their development.

b. Residential Policies

(1) A possible inconsistency exists with the City's objective to provide a mix of housing types, depending on the City's determinations of housing needs.

(2) Assuming full build-out in the year 2000, alternative A, B and C would not be consistent with the housing needs of people whose work or study activities would be focused in Davis.

c. Commercial Policies

Possible inconsistency with the policy of providing a minimum three-year supply of surplus commercial land depending on the timing of the residential and commercial development.

d. Industrial Policies

The proposal for 162 acres of industrial use would greatly increase the amount of industrial land in the Davis urban area. This would be a growth generator and may be in conflict with Goal I, Objective 1 of the Land Use Element.

e. Agricultural and Open Space Policies

(1) Prime agricultural land within the Specific Plan area will be permanently converted to urban use.

(2) Conversion of the eastern portion of the Specific Plan Area is considered expansion beyond the current eastern boundary of the urban area. Intensively farmed land to the south would be negatively impacted by increasing the intrusion of urban development into agricultural areas. This would constitute a loss of lands which can be farmed economically.

(3) There would be an inconsistency with Policy 6, Goal I which requires that non-urban reserve agricultural land be rezoned for non-agricultural uses only after reserve lands have been developed, if these lands were to be developed prior to development of urban reserve lands.

(4) Conversion of agricultural soils is inconsistent with Objective 2 of the City's Conservation Objectives in that prime agricultural soils will be lost.

(5) An inconsistency may occur with Objective 7 of the Open Space Element if eastern properties are developed.

2. Air

a. Short-term air quality impacts would occur due to grading activities.

b. CO levels are predicted to increase for the Fifth Street overcrossing alternative and for the Wilson Boulevard/Road 103 overcrossing alternative due to increases in vehicle emissions.

c. Development within the South Davis area will make attaining air quality standards more difficult.

3. Noise

a. Short-term noise impacts due to construction would occur.

b. Some areas within South Davis will experience levels of noise in excess of City standards.

4. Fiscal

a. The off-site infrastructure improvements required for development in South Davis would cost \$20-21 million or more.

b. Higher fees would raise the cost of development.

c. Development in South Davis will require higher City operating costs, particularly for park and greenbelt maintenance, police, public works, and general government.

5. Hydrology

a. 25-, 50- and 100-year storm flows would exceed the capacity of the existing main storm drainage systems, resulting in localized flooding.

b. The estimated post-development 10-year peak flows will result in an increase of 182 cubic feet per second (dfs) over present.

c. The 25-, 50- and 100-year peak flows will increase existing flows by approximately 191 cfs, 215 cfs, and 235 cfs, respectively.

d. Additional pumping capacity will be necessary to handle increased storm flows.

6. Biotics

Urban encroachment would disturb wildlife populations along Putah Creek.

7. Archaeology

No impacts.

8. Site Planning

The South Davis Specific Plan will provide the opportunity to plan a well-coordinated community in which compatible land uses are grouped together, and where safe, attractive intercommunity links are created not just by the street system but also by bicycle-pedestrian paths and greenways.

9. Services/Utilities

a. Development of the Specific Plan would increase demand for fire inspection and emergency medical services.

b. Range A will require three additional officers, Range B will require five additional officers, Range C will require six additional officers.

c. One fully-equipped patrol vehicle will be required.

d. The City's wastewater treatment plant cannot accommodate cumulative flows from new development in South Davis as well as development outside the project area.

e. The El Macero Pump Station will have to be upgraded to 3.3 MGD if development exceeds 500 units. If development of more than 1,300 units occurs, a new pump station will be required.

f. At full build-out, Range A will require one new water well, Range B will require two new water wells, Range C will require three new water wells.

g. Range A will generate up to 3.7 tons of solid waste per day. Range B will generate up to 7.2 tons of solid waste per day. Range C will generate up to 10.5 tons of solid waste per day.

h. All alternatives would generate more than 100 students, requiring an additional elementary school.

i. Increased demand for park and recreation facilities generated by new development would exceed the existing capacity of parks and recreation facilities.

j. Development of new parks and recreational facilities would increase demands for maintenance, custodial and programming services.

k. Commitment of significant amounts of energy and building materials in the construction of roadways, utilities, storm drainage systems, residential and non-residential buildings.

10. Cumulative impacts on traffic, air quality and noise may occur if the South Davis Plan area and other areas in and outside the City's present jurisdictional boundaries are developed. Additional cumulative impacts on schools and City services may also occur.

11. Growth inducing impacts may occur with the development of industrial and commercial uses with the plan area, especially increased demand for additional housing. Urban extension into agricultural lands east of the plan

area could increase development pressures on these lands. If large lots are included in the plan and these lots are later split, additional growth may occur.

Exhibit B

CHANGES AND ALTERATIONS IN THE PROJECT

1. Land Use and Planning Policy

a. General Plan amendments shall be made so that the Specific Plan will be consistent with the General Plan. These amendments include, but are not limited to, amendments to the following General Plan Maps:

1. Land Use;
2. Phasing;
3. Transportation and Circulation;
4. Bicycle Circulation;
5. Park Facilities;
6. Noise.

The specific amendments are shown on the amended maps attached hereto.

b. Growth Policies

1. The urban development policy, requiring all urban development to occur within the City shall apply to all properties within the plan area.

2. The City's housing allocation process shall be the phasing plan for the South Davis Plan area and shall assure that land within the plan area is developed in accordance with the growth policies of the General Plan.

c. Residential Policies

1. The Specific Plan shall identify the housing types and their percentages of South Davis housing mix as well as the overall community's housing mix.

2. The Specific Plan shall provide for a balance of new jobs to new housing by using a reduced level of non-residential land use.

3. The jobs/housing balance shall be achieved by (a) a reduced level of non-residential land uses in the

plan area, and (b) maintaining the existing jobs to housing ratios by providing housing based on actual job generation.

d. Commercial Policies

Commercial development will be phased with residential development such that the general plan policies regarding commercial development are met.

e. Industrial Policies

1. The Specific Plan shall provide that development of industrial uses to the specific plan area are phased to meet the needs of new residential development.

2. The Specific Plan shall indicate a reduced amount of industrial lands.

2. Agricultural and Open Space Policies

a. The eastern portion of the Specific Plan area shall be eliminated. The eastern boundary of the Specific Plan shall be from the southeast corner of the Division of Forestry property to the northeast corner on unincorporated El Macero.

3. Air

a. An effective watering program shall be implemented whenever earth moving activities occur.

b. Liberal planting of tree and roadside landscaping to help filter particulates from the atmosphere shall be provided.

c. Transportation Control Measures outlined in the REEP program, or equivalent program adopted pursuant to the Air Quality Plan, shall be incorporated into the Specific Plan.

d. Ridesharing programs shall be developed and/or expanded in conjunction with employees and regional agencies. In addition, the Specific Plan shall provide for park and ride sites.

4. Noise

a. Construction equipment shall be properly muffled.

b. All construction activities shall comply with the City's noise ordinance.

c. Non-residential uses shall be located along Chiles Road to serve as a sound barrier. In addition, careful consideration of site planning shall be used during project planning stages to reduce noise impacts.

d. New structures located in areas where noise levels exceed City standards shall be designed to conform to Title 25 requirements, at a minimum as determined by the City.

5. Fiscal

a. Funding sources for the improvements required under the South Davis Specific Plan and the mitigation measures listed herein shall be investigated.

b. A study shall be prepared to analyze available funding sources and propose a unified funding plan for adoption by the City.

c. Development within the South Davis Plan area shall be subject to development impact fees to finance their fair share of the traffic improvements, including but not limited to, the overcrossings of Interstate 80, internal traffic improvements and external traffic improvements necessitated by development within South Davis.

6. Hydrology

a. Developers within the project area shall contribute funds for drainage improvements to the main storm drainage system.

b. Localized storm drainage systems shall be constructed to deliver runoff to the main storm drainage system.

c. Enlargement of the pump capacity at the Yolo Bypass shall be added to the City's Long Range Capital Improvement Program.

7. Biotics

a. The pedestrian and bicycle pathways along Putah Creek shall be designed so that human encroachment into wildlife areas is minimized.

b. The Putah Creek Parkway shall be expanded as shown on the South Davis Specific Plan map.

8. Archaeology

- a. No mitigation is necessary.
- b. If any archaeological resources are found during grading, work shall be halted and a qualified archaeological firm shall be consulted for advice.

9. Site Planning

The Specific Plan shall incorporate performance standards and site planning specifications.

10. Services and Utilities

- a. Additional fire department personnel shall be hired as necessary.
- b. Additional police officers shall be hired and equipment purchased as necessary.
- c. Development within the plan area shall be accommodated through increases in the design capacity of the wastewater treatment facility. Development within the plan area shall be paced so that capacity in the wastewater treatment facility is not exceeded. Development within the plan area shall pay its fair share of the costs of expansion of the treatment facility to provide this capacity.
- d. The El Macero pump station shall be upgraded or replaced, as required.
- e. Additional water wells shall be drilled as necessary to accommodate development.
- f. A school site will be designated on the Specific Plan map. The City will cooperate with the school district to provide for the construction of an elementary school. The construction of this school shall be accomplished through available funding mechanisms and consistent with the development phasing plan.
- g. The Specific Plan shall provide for greenbelts and parks. Additional City employees for park maintenance shall be hired as required.

11. Transportation

- a. A new overpass to Interstate 80 shall be constructed. Additional review and study of available overpass locations shall be completed and the location of such overpass shall be determined prior to completion of the next housing allocation for the Specific Plan area.

b. The following traffic improvements identified as Range B in the EIR shall be included in the Specific Plan:

<u>Location</u>	<u>Improvement</u>
Richards Boulevard I-80 to "E" Street	Widen to 4 lanes
Mace Boulevard Chiles Road to I-80 overcrossing	Widen to 4 lanes
Pole Line Road 5th Street to Claremont	Restripe to 4 lanes
Pole Line Road Claremont to Covell Boulevard	Widen to 4 lanes
Chiles Road portion of the new Chiles Boulevard	Widen to 4 lanes

With respect to the Richards Boulevard and Mace Boulevard overcrossing and undercrossing improvements, new development in the South Davis Plan area shall pay the costs attributable to new development only.

12. The cumulative impacts of the project are offset by the mitigation measures listed above. In addition, the general plan revision and update will analyze impacts from growth in other areas of the City and on properties currently outside the City.

13. Growth inducing impacts are mitigated by the mitigation measures listed above. The plan boundaries have been adjusted to reduce urban extension into agricultural lands. On large lots within the plan area, applications for lot splits shall be carefully scrutinized and may be denied based on density and traffic considerations, as well as any other reason.

Exhibit C

INFEASIBLE MITIGATION MEASURES

1. Phasing of Roadways and Other Improvements

The EIR suggests that no new development occur until certain roadway, sewer, and other improvements are constructed. These improvements include improvements to the Mace Boulevard and Richards Boulevard overcrossings and undercrossings and/or construction of a new overcrossing. The Council hereby finds and determines that congestion at the Mace and Richards overcrossing is and will be attributable only in part to new South Davis construction. These traffic improvements together with interior traffic improvements within the plan area are necessary to mitigate both existing traffic conditions and new development within the plan area. Neither state nor federal assistance is currently available to help fund these traffic improvements. Various funding alternatives have and will be investigated to finance the necessary traffic improvements, including establishment of a benefit assessment district, use of city construction funds, general obligation bonds, development impact fees and establishment of a redevelopment project. New development within South Davis is necessary in order to assist in funding these improvements under the currently available funding alternatives. New development will contribute development impact fees to assist in funding these improvements, however these fees will only be paid when development takes place. In addition, only with new development within South Davis will the redevelopment agency be able to generate enough tax increment to assist in funding these traffic improvements. Therefore, it is infeasible to delay all new construction until after improvements at Mace Boulevard and Richards Boulevard as well as interior traffic improvements are constructed. To the extent feasible, new development will be phased through the housing allocation process to obtain the necessary traffic improvements as expeditiously as possible, consistent with the City's growth and jobs/housing policies. In addition, the Specific Plan incorporates alternative transportation modes, including bicycle, mass transit and ridesharing, which will assist in reducing traffic before and after the traffic improvements are constructed.

Similarly, expansion of the wastewater treatment facility and other public facilities will be funded through development fees imposed on new development as well as other available funding sources. Only with development within the plan area can the City fund the needed improvements. Development shall, therefore, be permitted prior to

Exhibit D

UNAVOIDABLE SIGNIFICANT IMPACTS

1. Loss of agricultural land within the Specific Plan Area.
2. Irretrievable loss of natural resources.
3. Traffic congestion.

Exhibit E

STATEMENT OF OVERRIDING CONSIDERATIONS

With development of the agricultural lands within the South Davis Plan area, lands currently in agricultural production will be lost. There will also be an irretrievable loss of natural resources such as those related to energy used in construction. In addition, there may be additional traffic congestion on existing roadways.

A portion of the loss of agricultural lands will be avoided by the amendment of the plan boundaries to exclude the agricultural property east of El Macero.

The City Council hereby finds and determines that there are approximately 106 single-family units left to be allocated in the City and no vacant land is currently zoned for apartment complexes. There is, therefore, insufficient land available to meet the current and projected housing needs in the City. While the development of agricultural lands within the South Davis Plan area will remove these lands from agricultural production, the adoption of the plan allows the opportunity to make land available for residential development within the City limits, thereby allowing the City to provide housing for its citizens. It also affords the opportunity to make lands available for affordable housing. It is through the housing allocation process applicable to new development that the City applies its affordable housing policies and develops more affordable housing. Without lands available for new residential development the City would be unable to assist in providing affordable housing to the community.

Further, by development of this land, the development pressures on lands currently outside the City will be eased, thereby reducing the chance that additional land will be prematurely lost to agricultural production.

The EIR and the 1984 DKS Associates "South Davis Traffic Circulation Study" have shown that the traffic levels at some locations in South Davis are currently unacceptable and that one of the contributing factors is fragmented development within the South Davis area. The "no project" alternative would continue these traffic problems and would not afford a mechanism for consolidated planning and provision of public services to the plan area. The Specific Plan and development that will occur pursuant to the plan affords the City the opportunity to establish

unified planning policies and provide a traffic circulation system that will improve traffic circulation within the plan area.

During development, traffic circulation on some existing roadways may worsen or exceed City standards. However, development is necessary in order to fund the necessary road improvements. The short-term negative impacts are unavoidable in order to finance the necessary infrastructure and amenity improvements that will be of long-term benefit to the plan area and the City.

In addition, the beneficial impacts listed in the EIR will only occur with approval of the project.

Based on the documents before the Council and the benefits of the project, the City Council finds that the benefits of adoption of the General Plan Amendments and the South Davis Specific Plan outweigh the significant irreversible environmental changes and are, therefore, found to be acceptable.

RESOLUTION NO. 5864

RESOLUTION OF THE CITY OF DAVIS
CERTIFYING THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT FOR THE
SOUTH DAVIS SPECIFIC PLAN OVERCROSSING
ALTERNATIVES DIRECTING THE CITY CLERK
TO FILE A NOTICE OF DETERMINATION

WHEREAS, an Environmental Impact Report entitled "To Study Alternatives for Selection of a South Davis Specific Plan" was prepared by the City of Davis and certified in July 1987; and

WHEREAS, a supplemental Environmental Impact Report assessing the impacts of three alternative Interstate 80 overcrossing scenarios (the "project") was prepared for the City of Davis ("City") pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.), the Guidelines for Implementation of the California Environmental Quality Act (Cal. Admin. Code, tit. 14, § 15000 et seq., hereinafter the "Guidelines") and local procedures adopted by the City pursuant thereto; and

WHEREAS, the City distributed copies of the draft supplemental EIR to those public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies, and sought the comments of such persons and agencies; and

WHEREAS, notice inviting comments on the draft supplemental EIR was given in compliance with Guidelines section 15085; and

WHEREAS, the draft supplemental EIR was thereafter supplemented to respond to the comments received, as provided in Guidelines section 15088, and as so revised and supplemented, the draft supplemental EIR combined with the comments and responses became the final supplemental EIR for the project:

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby certifies that the supplemental EIR for the project is adequate and has been completed in compliance with the California Environmental Quality Act, the State EIR Guidelines and local procedures adopted by the City Council pursuant thereto, and that the City Council has reviewed and considered the information contained in the EIR.

SECTION 2. Based upon the EIR and all other oral and documentary evidence submitted to the Council, including the proposed 1987 General Plan, the Council hereby determines that the project will result in the significant adverse impacts upon the environment set forth in Exhibit A, attached hereto and incorporated by reference.

SECTION 3. Certain measures have been proposed to mitigate all significant environmental impacts to a less than significant level and those measures are set forth in Exhibit A, attached hereto and incorporated by reference.

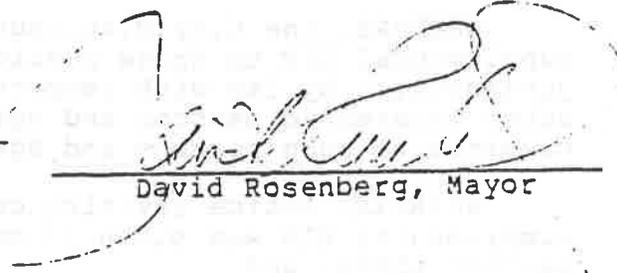
SECTION 4. That upon approval and adoption of the project by the City Council, the City Clerk is hereby directed to file a Notice of Determination with the County Clerk of Yolo County pursuant to the provisions of section 21151 of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this 24th day of December 1987, by the following roll call vote:

AYES: Adler, Corbett, Evans, Nichols-Poulos, Rosenberg

NOES:

ABSENT:



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

1582P1122987jk

Exhibit A

SIGNIFICANT IMPACTS ASSOCIATED WITH
THE I-80 OVERCROSSING ALTERNATIVES

A number of potentially significant environmental impacts have been identified in the supplemental EIR. Each significant impact listed can be mitigated to a less than significant level. The proposed mitigation measure is listed with each impact.

TRAFFIC - UNACCEPTABLE LEVELS-OF-SERVICE:

Roadways:

COVELL BOULEVARD: J Street - Pole Line Road

- All Alternatives
- Mitigation Measure: Widen to Six Lanes if and when traffic levels necessitate

COVELL BOULEVARD: Pole Line Road to New Road 3

- All Alternatives
- Mitigation Measure: Widen to Four Lanes if and when traffic levels necessitate.

MACE BOULEVARD: Road 32A - Chiles Road (at overcrossing)

- All Alternatives
- Mitigation Measure: Widen to Four Lanes

POLE LINE ROAD: Covell Boulevard - 5th Street

- All Alternatives
- Mitigation Measure: Restripe to Four Lanes if and when traffic levels necessitate

RICHARDS BOULEVARD: First Street - Olive Drive

- All Alternatives
- Mitigation Measure: Widen to Four Lanes

RICHARDS BOULEVARD: Olive Drive - I-80 Eastbound Ramps
(overpass)

- All Alternatives
- Mitigation Measure: Widen to Four Lanes

RICHARDS BOULEVARD: I-80 Eastbound Ramps - Research Park
Drive

- All Alternatives
- Mitigation Measure: Construct as Four Lanes

CHILES ROAD: Research Park Drive - Road 103

- All Alternatives
- Mitigation Measure: Widen to Four Lanes if and when traffic levels necessitate.

Intersections:

EAST 8TH STREET/POLE LINE ROAD:

- All Alternatives
- Mitigation Measure: Signalize, add northbound thru, add southbound thru, add westbound left

5TH STREET/POLE LINE ROAD:

- Alternative: Pole Line Road
- Mitigation Measure: Signalize and add northbound thru, add southbound thru

- Alternative: Harrison Site and Road 103
- Mitigation Measure: Signalize, add southbound left, add eastbound left

"L" STREET/5TH STREET:

- Alternatives: Harrison Site and Road 103
- Mitigation Measure: Add eastbound thru

"J" STREET/E. 8TH STREET:

- All Alternatives
- Mitigation Measure: Signalize

MACE BOULEVARD/ROAD 32A:

- All Alternatives
- Mitigation Measure: Signalize, add northbound thru, add southbound thru

RICHARDS BOULEVARD/OLIVE DRIVE:

- All Alternatives
- Mitigation Measure: Add 2 northbound thru, add 2 southbound thru

MACE BOULEVARD/I-80 WESTBOUND RAMPS:

- All Alternatives
- Mitigation Measure: Signalize, add northbound and southbound thru, add northbound left, add westbound left

RICHARDS BOULEVARD/I-80 EASTBOUND RAMPS:

- All Alternatives
- Mitigation Measure: Signalize, provide: Dual southbound lefts and 2 southbound thru, westbound right and left, 2 northbound thru and an exclusive right

CHILES ROAD/I-80 EASTBOUND RAMPS:

- All Alternatives
- Mitigation Measure: Signalize

MACE BOULEVARD/COWELL BOULEVARD:

- All Alternatives
- Mitigation Measure: Signalize

AIR:

Short-Term Air Quality Impacts Would Occur Due To Grading Activities:

- All Alternatives
- Mitigation Measure: An effective watering program should be implemented whenever earth moving activities occur.

CO Levels Are Predicted To Increase For The Three Overcrossing Alternatives Due To Increase In Vehicle Emissions:

- All Alternatives
- Mitigation Measure: Liberal planting of trees and roadside landscaping would help filter particulates from the atmosphere and would reduce radiated heat from street pavement.

Development Within The South Davis Area Will Make Obtaining Air Quality Standards More Difficult:

- All Alternatives
- Mitigation Measure: The measure outlined in the REEP Program should be incorporated into the Specific Plan.

- All Alternatives
- Mitigation Measure: Ridesharing programs should be developed or expanded in conjunction with employees and regional agencies.

- All Alternatives
- Mitigation Measure: The City should continue to expand and improve its system of bicycle pathways in lanes.

- All Alternatives
- Mitigation Measure: Although not required as mitigations, traffic flow improvements suggested in the Traffic Section will help reduce overall air pollutant emissions.

NOISE:

Short-Term Noise Impacts Due To Construction Would Occur:

- All Alternatives
- Mitigation Measure: Require construction equipment to be properly muffled and limit construction activities to weekdays and daytime hours.

Some Areas Within South Davis Will Experience Levels Of Noise In Excess Of City Standards:

- All Alternatives
- Mitigation Measure: Conduct detailed acoustical analysis on structures proposed for areas where noise levels exceed City standards. Noise attenuation measures include window glazing, insulation, sound walls and set back distances.

- All Alternatives
- Mitigation Measure: Use site planning methods during project planning stages to mitigate noise impacts.

- All Alternatives
- Mitigation Measure: The City should establish noise standards extending beyond Title 24 requirements.

- All Alternatives
- Mitigation Measure: Mitigation of traffic noise could be achieved by the use of barriers, reduced vehicle speeds and restriction of truck traffic.

LAND USE:

Southern Pacific Diesel Pipeline and Pacific Bell Communications Lines Would Be Affected By The Footings Of The Bridge Structure:

- All Alternatives
- Mitigation Measure: The overcrossing structure will be spanned over the S.P.R.R. and associated utilities.

Loss Of Access And Developability Of Lands Located On The East And West Sides Of Pole Line Road Between Fifth Street And Road 32A:

- Alternative: Pole Line Road
- Mitigation Measure: Establish easements on adjacent properties to provide adequate access.

The Storm Drainage Retention Pond Will Be Encroached On By The Overpass Structure:

- Alternative: Pole Line Road
- Mitigation Measure: The encroachment of fill into the retention pond will be off-set by the removal of borrow from the pond bottom.

The Subdivision On The South Side Of I-80 Will Be Disrupted:

- Alternative: Road 103
- Mitigation Measure: Maintain the maximum possible spacing (approx. 60 feet) from the roadway to the subdivision. Access to Cowell/Road 103 by new and existing subdivisions should be minimized.

Overhead Lines Will Require Relocation:

- All Alternatives
- Mitigation Measure: Relocate overhead lines in conjunction with new overcrossing.

Utilities Paralleling Pole Line Road Will Need To Be Relocated To Allow For Further Serviceability Near The Bridge Structure:

- Alternative: Pole Line Road
- Mitigation Measure: Relocate affected utilities.

BICYCLE AND PEDESTRIAN:

The Bicycle Lane From Fifth Street - Road 32A Along Pole Line Road Would Be Eliminated Under The Pole Line Road Overcrossing Alternative:

- Alternative: Pole Line Road
- Mitigation Measure: Provide bicycle lanes along a future roadway linking Road 32A and Fifth Street. (East of Pole Line Road) or construct path across undeveloped land connecting Road 32A and Fifth Street.

The Bike Lanes Along Chiles Road Will Need To Be Realigned In The Vicinity Of Road 103:

- All Alternatives
- Mitigation Measure: Realignment should be done in accordance with the City of Davis Bicycle Path Standards.

AESTHETICS:

The Construction Of An Overcrossing May Effect Views Of Residents And Businesses Located Near The Approach Ramps Of The Structure:

- All Alternatives
- Mitigation Measure: Landscaping shall be provided on and around the overcrossing approach ramps.

Overcrossing Structure Will Be Seen By Motorists On I-80 And Adjacent Properties:

- Alternative: Pole Line Road
- Mitigation Measure: Additional landscaping would provide some screening.

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RESOLUTION NO. 5797

RESOLUTION AMENDING THE GENERAL PLAN OF
THE CITY OF DAVIS RELATING TO THE SOUTH
DAVIS AREA AND THE SOUTH DAVIS SPECIFIC PLAN

WHEREAS, the Planning Commission and the City Council conducted noticed public hearings on the South Davis Specific Plan and related General Plan amendments on June 17, 1987; and

WHEREAS, the Planning Commission submitted its recommendations on the adoption of the South Davis Specific Plan and related General Plan amendments to the City Council; and

WHEREAS, the City Council finds that based upon Environmental Impact Report Number 2-86, which was certified by the City Council by Resolution No. 5796, the General Plan amendments will result in certain significant impacts upon the environment, as stated in Resolution No. 5796; and

WHEREAS, by Resolution No. 5797, changes and alterations have been made to the Specific Plan and related General Plan amendments, conditions have been placed on the project and findings have been made relating to infeasible mitigation measures and unavoidable significant adverse environmental impacts, which changes, alterations and findings are hereby incorporated herein; and

WHEREAS, the City Council hereby finds that the population that will be generated by the new housing created through the South Davis Specific Plan and related General Plan amendments is consistent with the growth management goals and policies of the General Plan; and

WHEREAS, the City Council finds that the South Davis Specific Plan and related General Plan amendments were initiated prior to the effective date of the City's general plan extension approved by the Office of Planning and Research; and

WHEREAS, the City Council finds that the South Davis Specific Plan and related General Plan amendments will not conflict with the provisions of the proposed general plan update and revision, as the proposed general plan is known at the present time; and

WHEREAS, the General Plan amendments are necessary for the public health, safety and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The following maps contained in the General Plan of the City of Davis are hereby amended:

- a. Land Use;
- b. Phasing;
- c. Transportation and Circulation;
- d. Bicycle Circulation;
- e. Park Facilities;
- f. Noise.

The specific amendments are shown on the maps, attached hereto and incorporated herein.

SECTION 2. The City Council hereby finds and determines that the South Davis Specific Plan and related General Plan amendments will not conflict with the provisions of the proposed General Plan update and revision, as far as the proposed general plan is known at the present time, in that the proposed plan will incorporate the South Davis Specific Plan as approved by the City Council.

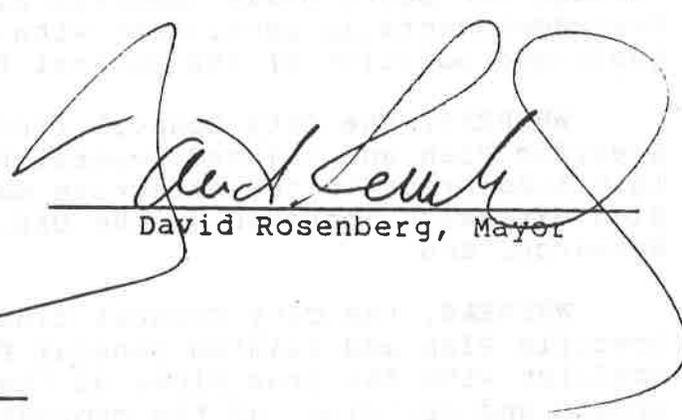
SECTION 3. A copy of the general plan amendments shall be sent to all public agencies specified in section 65352 of the California Government Code and any other public entity that submitted comments on the proposed general plan amendments during their preparation as provided in section 65357 of the Government Code.

PASSED AND ADOPTED this 15th day of July, 1987, by the following roll call vote:

AYES: Corbett, Evans, Rosenberg.

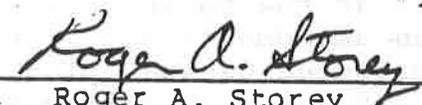
NOES: Adler; Nichols-Poulos.

ABSENT: None.



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

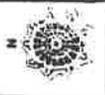
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**DAVIS
GENERAL
PLAN**

LAND USE

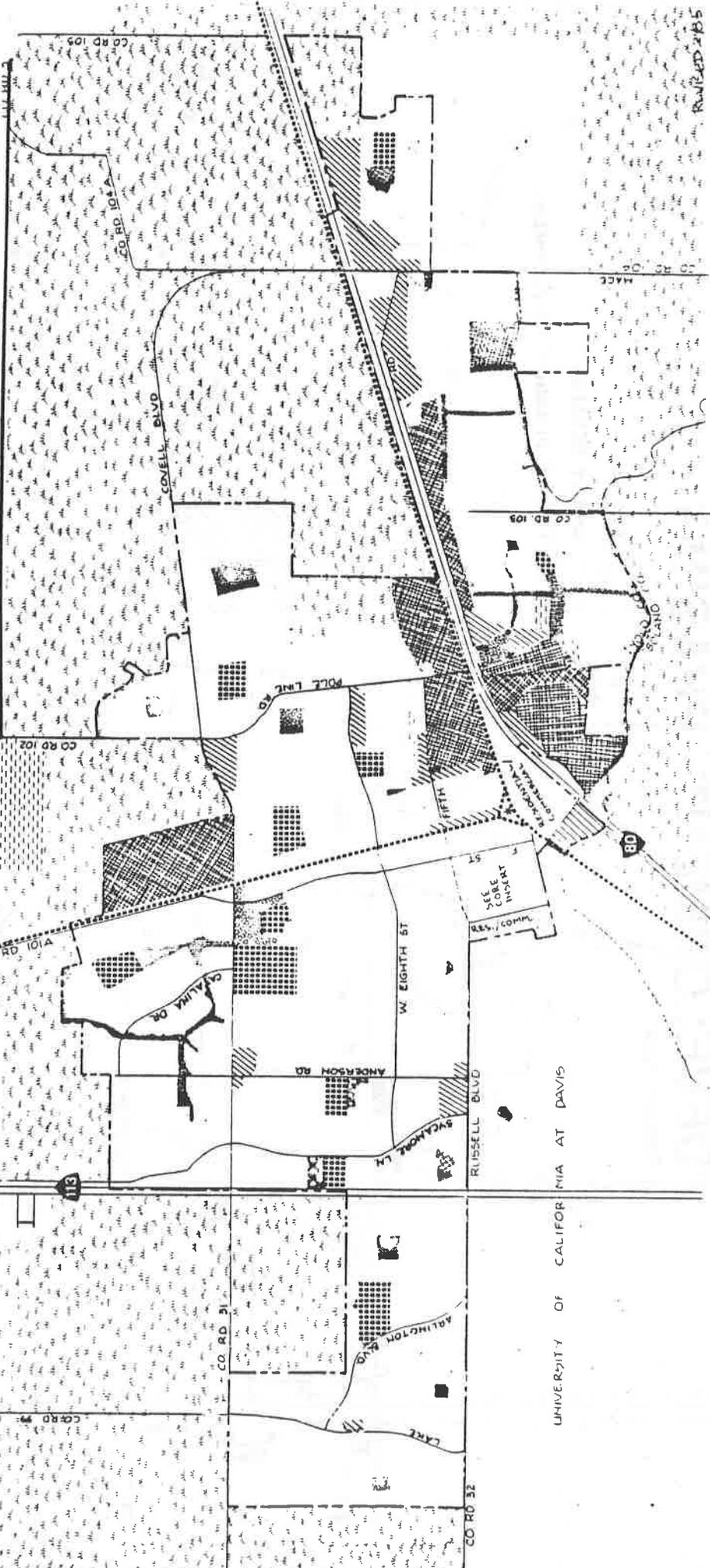
-  OPEN SPACE
-  PUBLIC
-  AGRICULTURAL RESERVE
-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  SCHOOLS
-  GENERALIZED LOCATION
-  MULTI-MODAL/PUBLIC

NOTE: Commercial uses of less than three (3) contiguous acres may be permitted in a predominantly residential planned development



GOLF COURSE

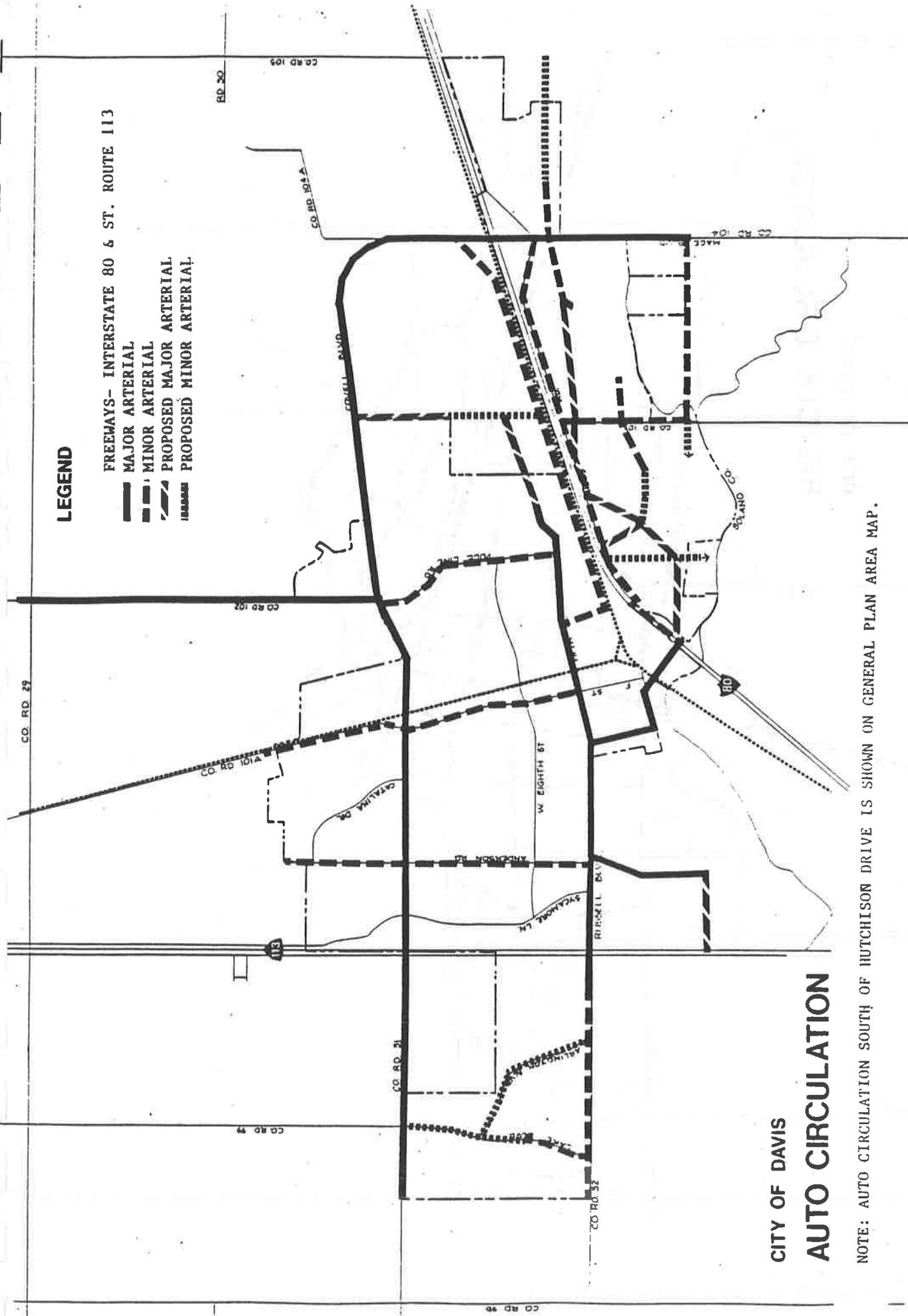
UNIVERSITY OF CALIFORNIA AT DAVIS



LEGEND

FREWAYS- INTERSTATE 80 & ST. ROUTE 113

- MAJOR ARTERIAL
- MINOR ARTERIAL
- PROPOSED MAJOR ARTERIAL
- PROPOSED MINOR ARTERIAL



**CITY OF DAVIS
AUTO CIRCULATION**

NOTE: AUTO CIRCULATION SOUTH OF HUTCHISON DRIVE IS SHOWN ON GENERAL PLAN AREA MAP.

PARK LOCATIONS

1. Central Park
2. College Park
3. Cedar Park
4. Whaleback Park
5. Bird Park
6. Putah Creek Park
7. Pioneer Park
8. Chestnut Park
9. Covell Park
10. Redwood Park
11. Sycamore Park
12. Oxford Park
- 12A. Oxford Circle Addition
13. Westwood Park
14. West Manor Park
15. Oak Grove Park
16. Sonda Nueva Greenbelt
17. Stonegate Lake
18. Community Park
19. Slide Hill Park
20. Golf Course
21. Landfill Park
22. Teen Center
23. Fence Property
24. Putah Creek Parkway
25. Drainage Ponds West of Hwy 113
26. South Davis Manor Park
27. N Street Mini Park
28. South Davis Playfields
29. South Davis District Park
30. South Davis Open Space Park
31. South Davis Greenbelt

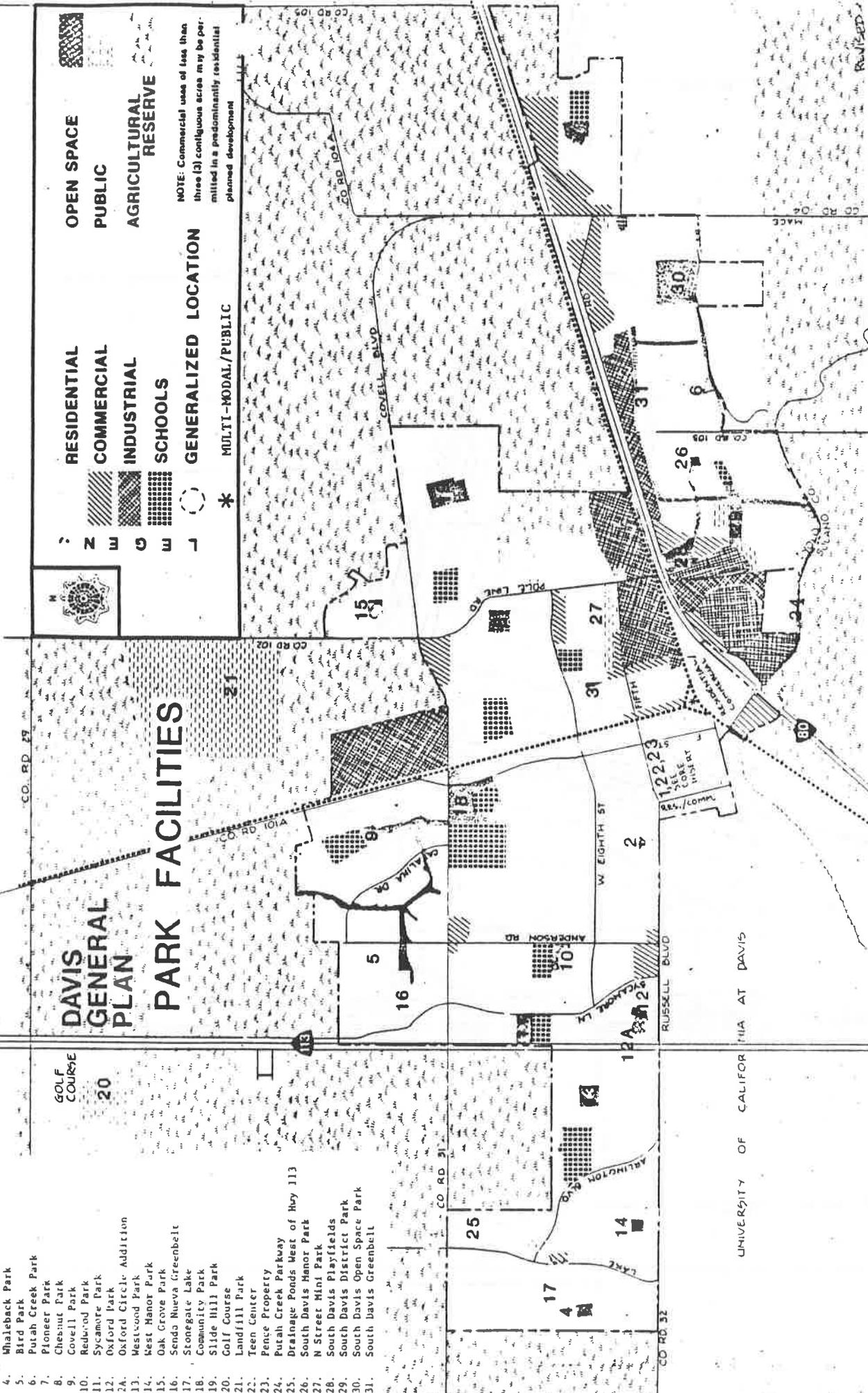
**DAVIS
GENERAL
PLAN**

PARK FACILITIES

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- SCHOOLS
- GENERALIZED LOCATION
- MULTI-MODAL/PUBLIC



NOTE: Commercial uses of less than three (3) contiguous acres may be permitted in a predominantly residential planned development

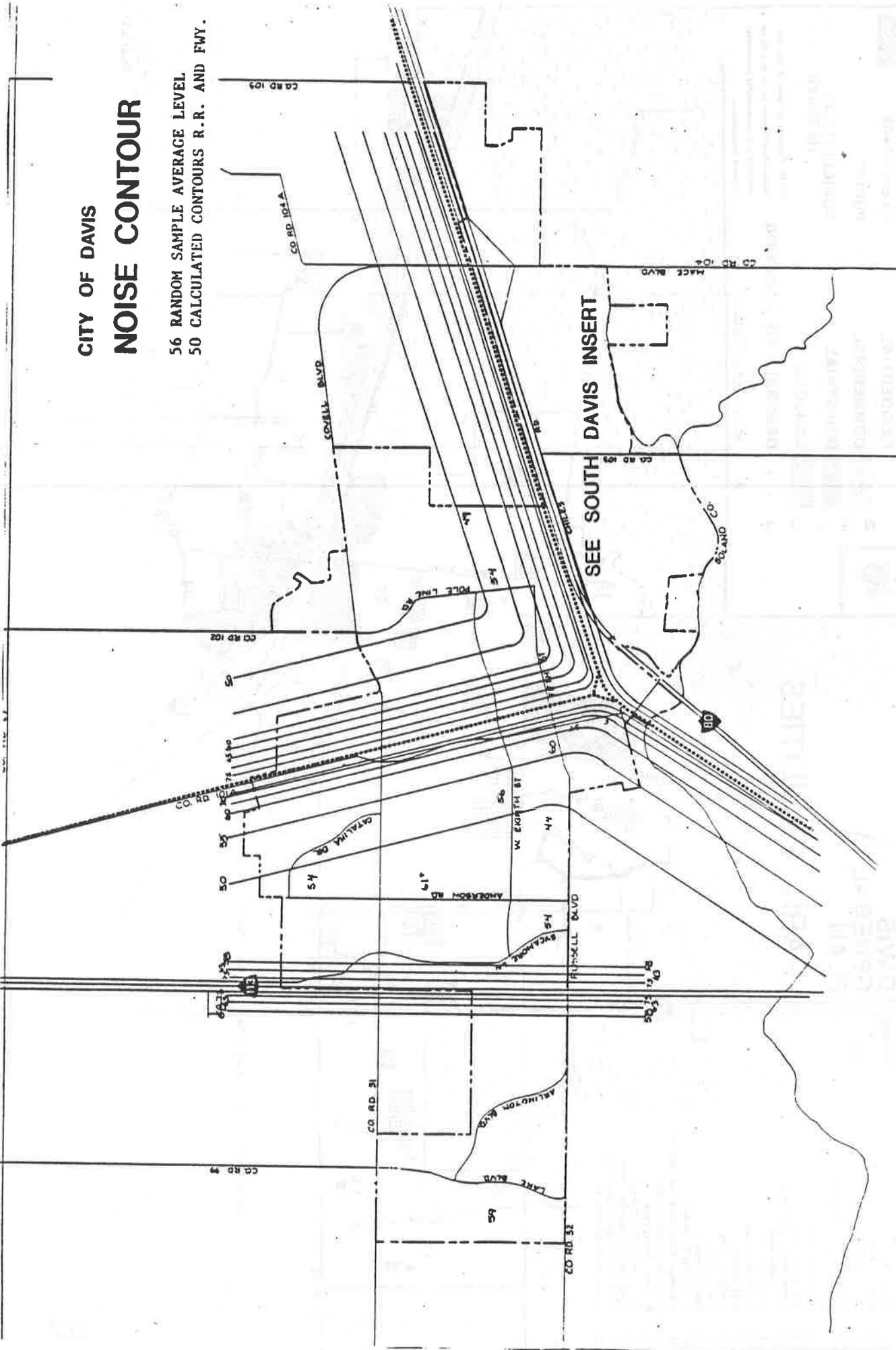


UNIVERSITY OF CALIFORNIA AT DAVIS

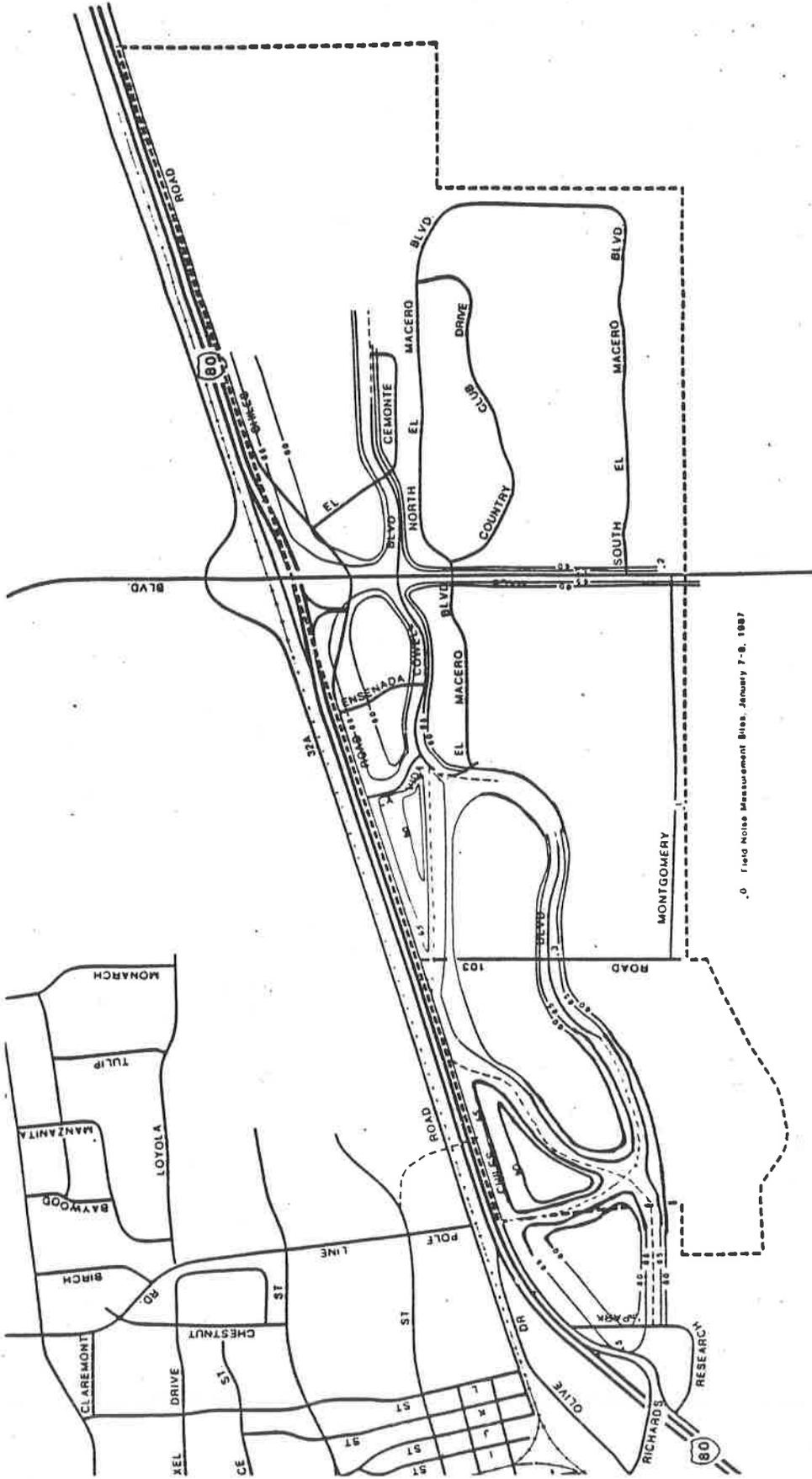
CITY OF DAVIS

NOISE CONTOUR

56 RANDOM SAMPLE AVERAGE LEVEL
50 CALCULATED CONTOURS R.R. AND FWY.



GENERAL AND
NOISE ELEMENT
SOUTH DAVIS INSERT



This map is based on an interpolation of the noise map for a Harrison Overcrossing studied in the South Davis Specific Plan EIR.

.0 Field Noise Measurement Data, January 7-8, 1987

Figure 15. Noise Contours, Fifth St. (Harrison Site) Overpass Alternative, Residential Range C



COLE/MILLS
ASSOCIATES

Environmental Planning

**RESOLUTION NO. 6880, SERIES 1992
RESOLUTION ADOPTING AN AMENDMENT
TO THE SOUTH DAVIS SPECIFIC PLAN**

WHEREAS, the Planning Commission held a duly noticed public hearing on January 7, 1992, to receive comments and consider amendment of the South Davis Specific Plan; and

WHEREAS, the Planning Commission considered the Negative Declaration document prepared for the proposed revisions which included the previously certified General Plan Environmental Impact Report (#2-87); South Davis Specific Plan EIR #2-86, and subsequent Negative Declarations; and

WHEREAS, the Planning Commission recommended the adoption of Negative Declaration #6-91 and the proposed South Davis Specific Plan revision; and

WHEREAS, the City Council held a duly noticed public hearing on February 5, 1992, to receive public Comments and consider the Planning Commission's recommendations; and

WHEREAS, the City Council on February 5, 1992, determined, based on oral testimony and documentary evidence submitted during the public hearings, that the previous certified Environmental Impact Reports (EIRs), and Negative Declaration #6-91 addressed potential environmental effects and that amendment will not result in any significant adverse impact to the environment; and

WHEREAS, the South Davis Specific Plan Amendment is in the public interest and is necessary for public health, safety, and welfare; and

WHEREAS, the South Davis Specific Plan Amendment is consistent with the overall policies and standards of the Davis General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF DAVIS DOES RESOLVE THAT THE SOUTH DAVIS SPECIFIC PLAN IS HEREBY AMENDED AS FOLLOWS:

SOUTH DAVIS SPECIFIC PLAN.

1. Change 5.9± acres located at the northeast corner of Cowell Boulevard and Lillard Avenue in South Davis (Southfield Park) from Public/Semipublic land use designation to Cluster Housing on the land use map.

ADDITIONAL AMENDMENTS TO SOUTH DAVIS SPECIFIC PLAN

Circulation System (SDSP Page 15)

3. Other Streets:

- b. Amend the SDSP Circulation System element by deleting redlined text:- Road 103 (Drummond) shall continue to be a through street from Montgomery Avenue to Chiles Road. And adding text:- Drummond (formerly Road 103) shall continue to be a through street from north Lillard to Cowell Boulevard. Danbury Court shall be a through street from Lillard to Montgomery. Drummond between Lillard and Montgomery shall end in cul-de-sac just south of Newport Terrace.
- f. Add text clarification to the Circulation System:- The portion of existing Chiles Road, west of the proposed alignment of Cowell Boulevard shall be realigned to the south. This is in order to enlarge the triangular parcel (designated Commercial Recreation on the SDSP) shown in the land use map of the Specific Plan to a size that is more suitable for development.

RESIDENTIAL LAND USE POLICIES:

(Pages 22 to 24 of SDSP)

Amend the SDSP Residential Land Use Policies by adding: A portion of the affordable housing requirement for for-sale units may be constructed as multi-family units within designated single-family residential areas on developer dedicated land, subject to feasibility of compliance with development standards and environmental assessment. The maximum area that may be used to construct affordable multi-family units shall not exceed three (3) net acres per development unless a General Plan amendment is approved. Open Space beyond that which is required by development standards may be provided in addition to the three (3) net acres. The three (3) net acres will provide a given number of units under appropriate development standards, that is, zoning standards. SDSP Section III.

Horses

Delete the redlined text from SDSP:- The 1-acre or greater single-family lots may include the keeping of horses as an accessory use. City Code provisions shall be modified to allow such use subject to performance standards. Also delete from page 19, Section II, Development Plan, Description of Plan Concepts, These 1-acre lots would be allowed to have horse use by the residents.

LAND USE MAP, TABLES AND EXPLANATIONS:
(SDSP PAGES 8 TO 14A)

The land use summary table and its explanations are attached to this Resolution (TABLE 1). The land use map is also attached (MAP 1).

COMMUNITY FACILITIES POLICIES:
(Pages 29)

Delete the redlined text from the SDSP:- Provide a 15-acre district park/play field near the intersection of the Cowell Boulevard. And :- Provide 16.0-acre (net) playfield south of proposed Chiles Road re-alignment intersecting the proposed re-alignment of northerly Cowell Boulevard. An additional 0.5 acres of the Commercial Recreation site north of the proposed Chiles Road re-alignment shall be used for overflow parking. Also delete from page 18, Section II, Development Plan, Description of Plan Concepts, Near this cluster of activity, and near Chiles Road, would be the location of industrial-research uses, and a 15-acre playfield which is intended to serve the whole community. And add:- Near this cluster of activity, and near Chiles Road, would be the location of industrial-research uses, and a 16.0-acre playfield which is intended to serve the whole community.

Other places in the Specific Plan that the 15-acre playfield is referenced shall be changed to 16.0 acres.

WILLOWBANK #9 (Consistency)

Add to the Specific Plan land use designations the Willowbank #9 property with the following designations: Single-Family, Park, Agriculture and Public/Semipublic. This is consistent with the General Plan. The acreage data of each designation is on the Land Use Summary Table attached.

PUBLIC/QUASI-PUBLIC CHANGE

The term "Public/Quasi-Public" land use designation shall be replaced in the South Davis Specific Plan with "Public/Semipublic" for consistency purposes with the General Plan.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF DAVIS THIS 5th DAY OF FEBRUARY 1992, BY THE FOLLOWING VOTES:

AYES: ADLER, BOYD, ROSENBERG, WOLK, SKINNER.

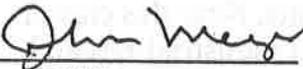
NOES: NONE.

ABSENT: NONE.



MAYNARD SKINNER
MAYOR

ATTEST:



JOHN MEYER
CITY CLERK/CITY MANAGER

ATTACHMENTS

1. TABLE 1: Land Use Summary Table and Explanations.
2. MAP 1: Land Use Map Update.

**South Davis Specific Plan
Land Use Summary
December 1991**

Land Use - Residential	Approximate Acres Dec. 1991	Units - December 1991	Est. Pop. Gen. Dec. 1991
Single-Family ¹	298.00	973	2,221
Cluster ² Housing	23.50	163	391
Apartment	30.00	425	1,020
Living Group ³	14.00	112	149
Residential Total	365.50	1,673	3,781
Land Use (Non-Residential)	Approximate Acres December 1991	Pop. Gen. Employees December 1991	
Commercial-new and existing ⁴	32.60	660	
Auto Center ⁵	14.40		
Industrial-Research/Office	32.00	1,414	
District Park 1 (Walnut Park)	17.00		
Neighborhood Park ⁶	10.00		
Playfield (District Park 2) ⁷	16.00 Net		
School	9.00		
Public/Semipublic ⁸	16.00		
Open Space/Agriculture ⁹	31.00		
Total Non-Residential	178.00	2,074	

Note: Explanations for changes are itemized (footnoted) on the next page. The explanations are intended to be part of the table.

Footnotes:

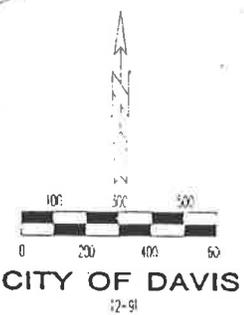
1. The Willowbank #9 (Miller property), approximately 42± acres, is bounded by Mace Boulevard, Montgomery Avenue, and the City limits. The property was excluded in the SDSP 1989 Land Use Summary Table but is now proposed to be added. The General Plan land use map was amended by Resolution 6302A on November 15, 1989, to designate approximately 14 acres of the property as Residential Single-family. Other designations are follows: 1. Approximately 5 acres for Park/Recreation; 2. Approximately 5 acres for Agriculture; 3. Approximately 16 acres for Public/Semipublic; 4. and Approximately 2 acres for Greenbelt. These designations are each further explained against their foot note numbers below.
2. The 5.9± acres proposed to be amended and the proposed development of 54 cluster housing units are added to the Cluster Housing count in the Table. This increased the Cluster Housing acreage from 17 to 23.50, and the dwelling units from 118 to 163. This is based on the 1989 Land Use Summary Table factor (6.94 dwelling units per acre). Its population estimate was based on the 2.4 persons per household used in the 1989 table, for an estimated population of about 391 persons. About 130 persons (54 units by 2.4) for the project but 108 persons above January 1989 estimate.
3. Living Group designation is shown to have 18 acres in the January 1989 Specific Plan Land Use Summary Table. The 1989 Land Use Summary Table had errors relative to some land use acreages. The 8 gross acres shown as Living Group on the land use map of 1989 was wrong (east of Cowell Blvd.) and should be 5.7 gross acres (based on survey). Southfield Park Phase II is proposing to develop approximately 3.7 acres of this 5.7 acres as Planned Development Living Group and the remaining 2.3 acres as bike path access, and landscape areas for their project. So approximately a total of 14 acres of Living Group designations are now in the planning area. In 1989 when the Living Group in the Planning Area was estimated to be 18 acres, the existing land use summary table estimated 144 dwelling units for SDSP. This comes to 8 units per acre. Thus multiplying current 14 acres of Living Group with the 8 units per acre factor will give us 112 dwelling units (estimate for December 1991). The estimated population in January 1989 was 192. Using the same calculation used in 1989, the estimated population for the 14 acres is about 149 persons.
4. The SDSP was amended by Resolution No. 6581 on November 7, 1990, which added the Auto Center designation. Approximately 14.4 acres of Commercial designations in the Specific Plan area were changed to Auto Center. This means that 14.4 acres (vacant land in the January 1989 Land Use Summary Table) of Commercial designations are now Auto Center Designation. The 14.4 acres excludes existing (improved land) changed to Auto Center. The Commercial Designation is now reduced to about 32.6 acres. See number 5 below.
5. Approximately 35.7 acres (21.3 acres existing developed land and 14.4 acres vacant land) of Auto Center designation were added to the Specific Plan.
6. Approximately 5 acres of Willowbank #9 (Miller property) is designated as a park site as explained in footnote #1 on the previous page.

7. As a result of the land dedicated by Southfield Park developers, the playfield size increased from 14.9 to 16.00 net acres. 0.5 acres of the Commercial Recreation site north of the proposed Chiles Road re-alignment is proposed to be overflow parking for the playfield. Because the 0.5 acres are intended to be used for parking only, it is not amended to become a playfield designation and therefore not added in the calculation.
8. Approximately 5.9± acres of Quasi/Semi-Public designation will be converted to Cluster Housing by the approval of this amendment application. However with the addition of the Willowbank #9 (42± acres of land), approximately 16 acres of Quasi/Semi-Public is now in the Planning Area. See number 1 on the previous page.
9. Approximately 5 acres from Willowbank #9 (Miller property) is designated as Agriculture. The 5 acres is added to the 26 acres of Open Space for a total of 31 acres.

SOUTH DAVIS SPECIFIC PLAN (PARTIAL) LAND USE PROPOSED DEC. 1991



	PARKS & SCHOOL		COMMERCIAL		INDUSTRIAL, INDUSTRIAL RESEARCH & OFFICE USES
	RESIDENTIAL		CLUSTER HOUSING		
	MULTI FAMILY				



U.S. INTERSTA. E 80

COMMERCIAL RECREATION

HIGHWAY COMMERCIAL

PLAYFIELDS
16AC

1.75
AC

3.71 AC

CO-OP/
CONDO

CLUSTER HOUSING
REMAINDER

CLUSTER
HOUSING
6.50 AC

POLE LINE

ROAD

HIGHWAY
COMMERCIAL

LILLARD AVE

PARK

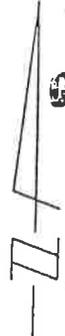
SHOPPING CENTER

MF

MF

RECEIVED
OCT 22 1991

CITY OF DAVIS



SOUTHFIELD PARK-PHASE II
PROPOSED SPECIFIC PLAN
AMENDMENT EXHIBIT

CITY OF DAVIS

CALIFORNIA

PSOMAS
 and Associates
 Natomas Park Drive, Suite 250
 Davis, California 95833
 16/929-7100

Legion
Survey
Planner

RESOLUTION NO. 6678, SERIES 1991

A RESOLUTION ADOPTING AN AMENDMENT TO THE
THE SOUTH DAVIS SPECIFIC PLAN

WHEREAS, the Planning Commission held a duly noticed public hearing on March 5, 1991 to receive comments and consider amendments to the South Davis Specific Plan; and

WHEREAS, the Planning Commission considered the environmental documents prepared for the proposed revisions which included the previously certified General Plan Environmental Impact Report (EIR #2-87), the certified South Davis Specific Plan Environmental Impact Report (EIR #2-86), the Addendum and Supplemental South Davis Specific Plan EIR's, the South Davis Facilities Plan, the Major Projects Financing Plan, and Negative Declaration #5-90; and

WHEREAS, the Planning Commission recommended the adoption of mitigated Negative Declaration #5-90 and the proposed South Davis Specific Plan Amendment; and

WHEREAS, the City Council held one duly noticed public hearing on March 27, 1991 to receive public comments and considered the Planning Commission's recommendations; and

WHEREAS, the City Council based on oral testimony and documentary evidence submitted during the public hearings determined that the previously certified General Plan Environmental Impact Report (EIR #2-87), the certified South Davis Specific Plan Environmental Impact Report (EIR #2-86), the Addendum and Supplemental South Davis Specific Plan EIR's, the South Davis Facilities Plan, the Major Projects Financing Plan, and Negative Declaration #5-90 adequately addresses potential environmental effects and that the amendment as mitigated will not result in any significant adverse impact to the environment;

NOW, THEREFORE, BE IT RESOLVED that:

1. The South Davis Specific Plan Amendment is in the public interest and is necessary for the public health, safety, and welfare. the proposed amendments are consistent with the City's General Plan, and the availability of affordable housing in South Davis has been increased by allowing construction of affordable units in areas designated for single family residential uses, if less than three acres, pursuant to Sec. 65589.8 of the Government Code.

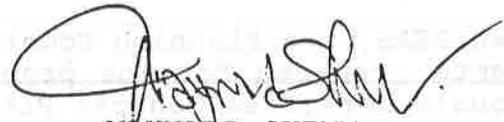
2. The South Davis Specific Plan Map is hereby amended (Exhibit A) to redesignate 1.9 acres from single family residential uses to commercial uses, and 1.4 acres from single family residential to multifamily residential.

PASSED AND ADOPTED by the City Council of the City of Davis this twenty-seventh day of March, 1991 by the following votes:

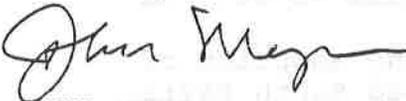
AYES: ADLER, ROSENBERG, WOLK, SKINNER.

NOES: BOYD.

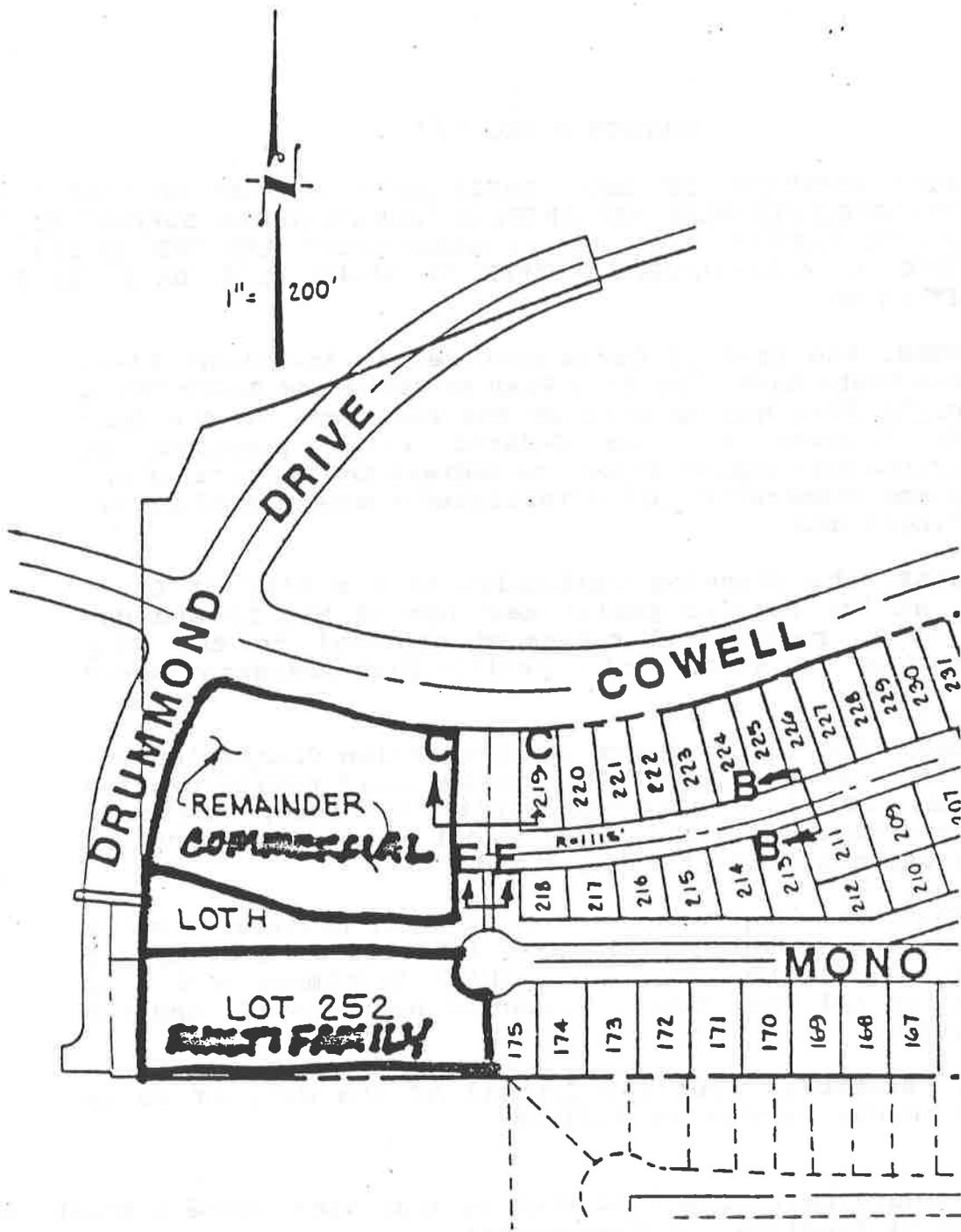
ABSENT: NONE.



MAYNARD SKINNER
Mayor



JOHN MEYER
City Manager/City Clerk



EL MACERO PARK
 UNIT 2
 SUBD. 2525

EXHIBIT A

RESOLUTION NO. 6470

A RESOLUTION AMENDING THE SOUTH DAVIS SPECIFIC PLAN SO THAT THE SOUTH DAVIS SPECIFIC PLAN MAP SHOWING "AGRICULTURAL BUFFER" WILL BE AMENDED TO INSTEAD SHOW "DAVIS GREENBELT" AND THE EXISTING AREAS WHERE NO AGRICULTURAL BUFFER IS SHOWN WILL HAVE "DAVIS GREENBELT" SHOWN.

WHEREAS, the City of Davis proposed in Amendment #2-89 to the South Davis Specific Plan to amend the South Davis Specific Plan Map as part of the revisions to the Open Space Element of the General Plan, prepared an Environmental Impact Report to address the impacts of the proposed amendments, and established a schedule of public hearings; and

WHEREAS, the Planning Commission of the City of Davis did, at its regular public meetings of May 15 and May 29, 1990, review and recommend approval to the City Council of the South Davis Specific Plan amendment #2-89 and;

WHEREAS, the City's Parks and Recreation Commission and Natural Resources Commission held a joint public hearing on May 23, 1990 accepted public testimony and made recommendations to the City Council on the Amendment and Environmental Impact Report; and

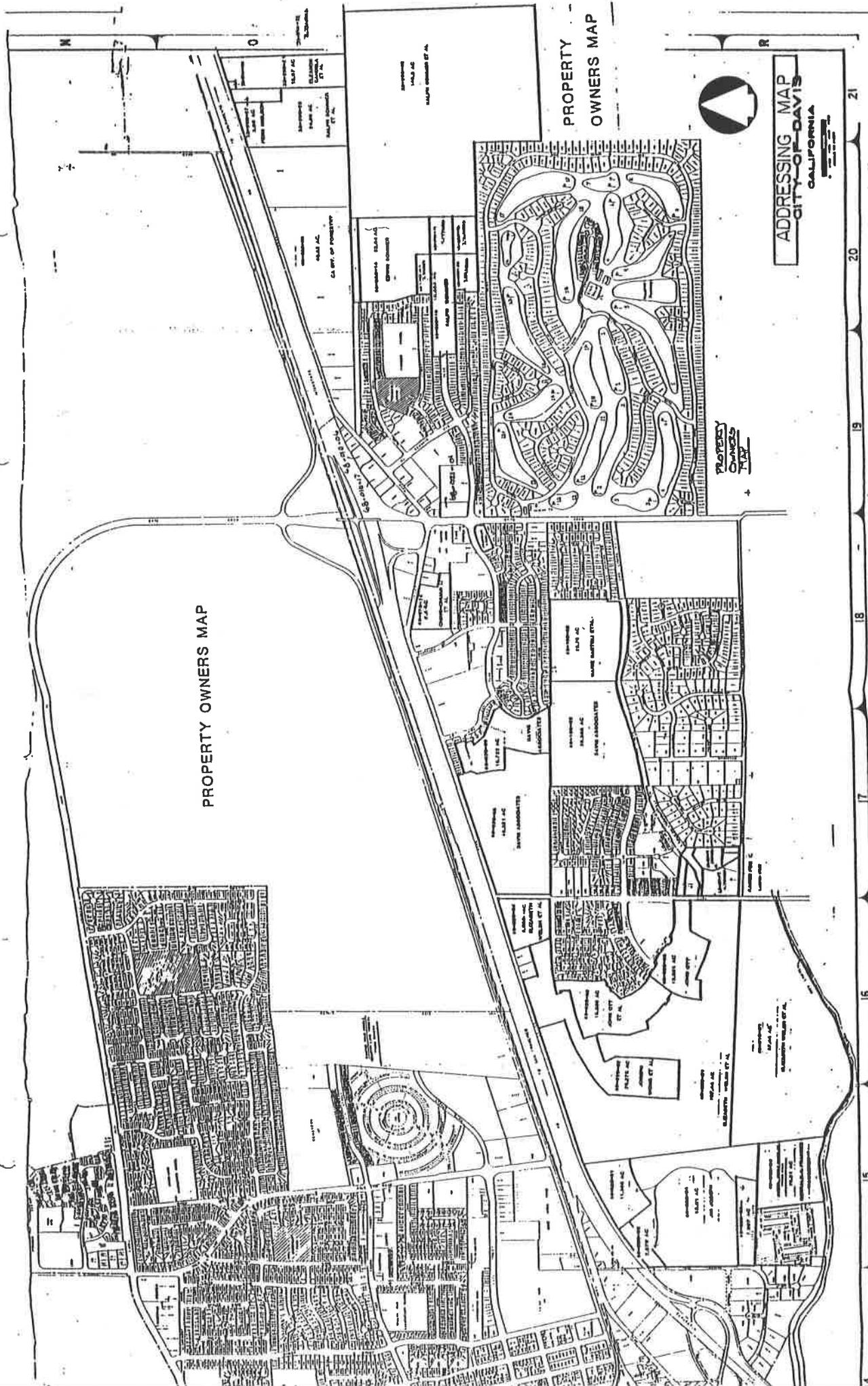
WHEREAS, the City Council of the City of Davis did, after giving legal public notice, at its regular meetings of June 20 and June 27, take public testimony and duly consider all information presented by its staff and the public.

NOW, THEREFORE, the City Council of the City of Davis does hereby resolve as follows:

Amend the South Davis Specific Plan as indicated above subject to the following findings and amendments:

A. Findings

1. That Environmental Impact Report # 1-89 adequately addresses all potential environmental impacts associated with South Davis Specific Plan Amendment #2-89.
2. That the proposed amendment will continue to further the goals and objectives of the South



PROPERTY OWNERS MAP

PROPERTY OWNERS MAP

ADDRESSING MAP
CITY OF DAVIS
CALIFORNIA

4-A

Davis Specific Plan.

3. That the Davis Greenbelt designation being applied to the South Davis Specific Plan Map is consistent with and is the same designation being applied to the City's General Plan Map as part of the revisions to the City's Open Space Element (General Plan Amendment #7-89).

B. Amendments

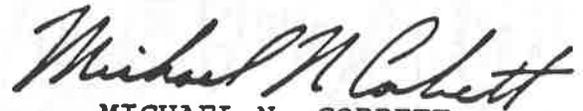
1. The South Davis Specific Plan shall be modified as shown on the attached Map, Exhibit B

Resolution # 6470 is hereby adopted by the Davis City Council on June 27, 1990, by the following vote:

AYES: CORBETT, EVANS, ROSENBERG, SKINNER.

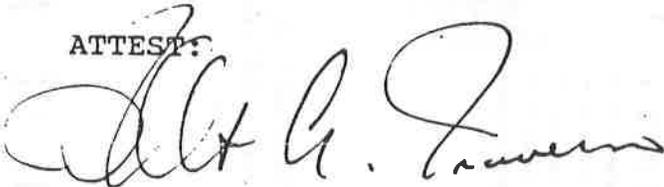
NOES: ADLER.

ABSENT: NONE.



MICHAEL N. CORBETT
Mayor

ATTEST:



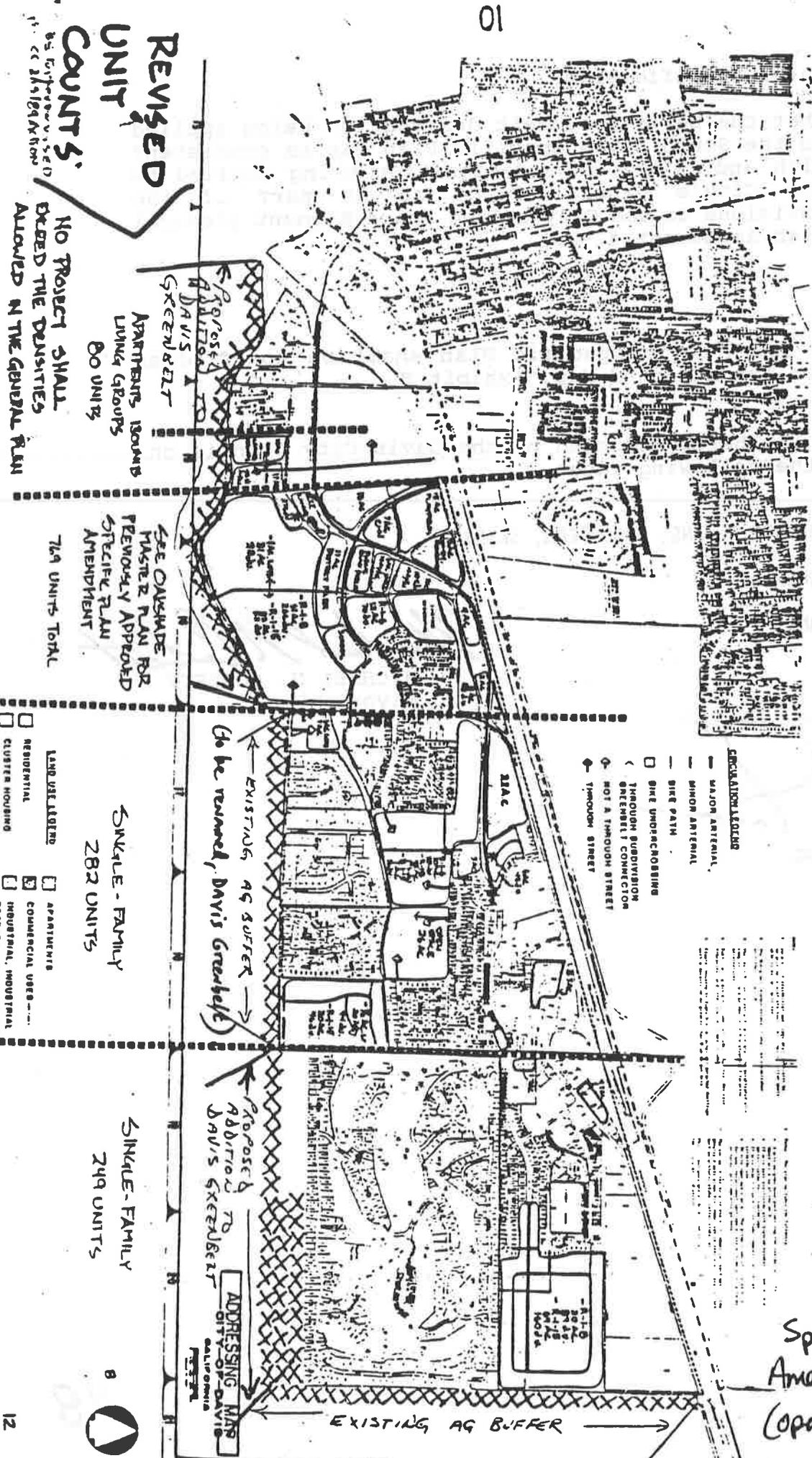
ROBERT A. TRAVERSO
City Manager

DAVIS Community HOUSABLE LOTS

**SOUTH DAVIS SPECIFIC PLAN
LAND USE MAP**

Exhibit B

South Davis
Specific Plan
Amendment #2-89
(Open Space Element)



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DEC 14 1990

CITY OF DAVIS
PLANNING

RESOLUTION NO. 6581 , SERIES 1990

RESOLUTION ADOPTING AN AMENDMENT TO THE
SOUTH DAVIS SPECIFIC PLAN

WHEREAS, the Planning Commission held a duly noticed public hearing on October 16, 1990 to receive comments and consider amendments to the South Davis Specific Plan; and

WHEREAS, the Planning Commission considered the environmental documents prepared for the proposed revisions which included the previously certified General Plan Environmental Impact Report (EIR #2-87), the certified South Davis Specific Plan Environmental Impact Report (EIR #2-86), the Addendum and Supplemental South Davis Specific Plan EIR's, the South Davis Facilities Plan, the Major Projects Financing Plan, and Negative Declaration #1-90; and

WHEREAS, the Planning Commission recommended the adoption of Negative Declaration #1-90 and the proposed South Davis Specific Plan Amendment; and

WHEREAS, the City Council held one duly noticed public hearing on November 7, 1990 to receive public comments and considered the Planning Commission's recommendations; and

WHEREAS, the City Council based on oral testimony and documentary evidence submitted during the public hearings determined that the previously certified General Plan and South Davis Specific Plan EIR's and facilities plans, and Negative Declaration #1-90 adequately address potential environmental effects and that the amendment will not result in any significant adverse impact to the environment;

NOW, THEREFORE, BE IT RESOLVED that:

1. The South Davis Specific Plan Amendment is in the public interest and is necessary for the public health, safety, and welfare.
2. The South Davis Specific Plan is hereby amended to include the following non-residential policies:
 - A. The last paragraph on page 19 of the Specific Plan policies section is amended to state: "The 8.5 acre commercial property at Chiles Road adjacent to the MacDonald Restaurant ~~may be redesigned for commercial service types of uses~~ is to be devoted to auto center uses."

B. The first paragraph on page 20 of the South Davis Specific Plan policies section is amended to read:
" The small, 1-1/2 acre site at the southwest corner of Mace Boulevard and northerly Cowell Boulevard shall be designated for ~~office and personal service~~ auto center uses."

C. On page 22, paragraph 10, the words "auto center" is added to the non-residential land use goal to state as follows:

"Provide commercial, office, auto center, industrial-research facilities that meet the employment and service needs of the residents of South Davis as well as the entire city."

D. The following policies are added after paragraph 10 on page 23 to read:

"Due to the City's interest in maintaining a viable auto center in the South Davis Specific Plan area and that the Auto Center needs to have access and be visible from the freeway, the following policies shall apply to the 43.2 acre Auto Center area designated on the South Davis Specific Plan Map:

- 1) Building setbacks for Auto Center uses shall be 25 feet or more from the street.
- 2) A minimum of ten feet of landscaping shall be planted along all public street frontages for all Auto Center uses.
- 3) For new Auto Center uses and expansions abutting properties designated or zoned residential use, a minimum 6 foot high decorative solid wall shall be provided.
- 4) Lighting for the Auto Center shall be deflected from any adjoining land uses."

3. The South Davis Specific Plan Map is hereby amended (Exhibit A) to include the land that would be redesignated from commercial to auto center/commercial uses.

PASSED AND ADOPTED by the City Council of the City of Davis
this seventh day of November, 1990 by the following votes:

AYES: Adler, Boyd, Rosenberg, Skinner, Wolk

NOES: None

ABSENT: None


GERALD ADLER
Mayor

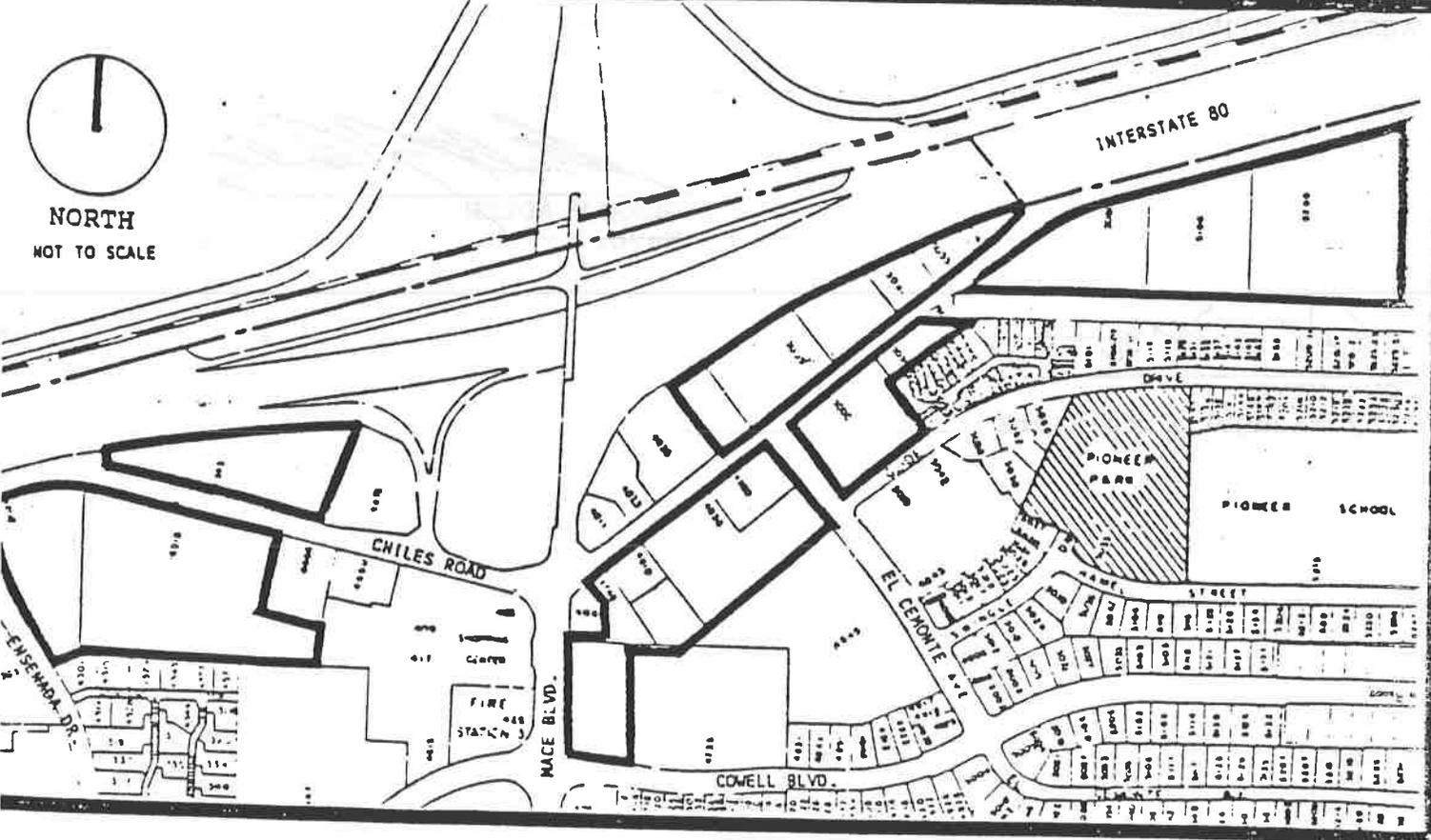

JOHN MEYER
City Manager/City Clerk

A:Resol

PROPOSED SOUTH DAVIS SPECIFIC PLAN MAP AMENDMENT



NORTH
NOT TO SCALE



PROPOSED AUTO CENTER

83

RESOLUTION NO. 6302

RESOLUTION AMENDING THE SOUTH DAVIS SPECIFIC PLAN

WHEREAS, the Planning Commission did conduct a public hearing on September 5, 1989, and

WHEREAS, the public necessity, convenience, and general welfare require the adoption of such amendment; and

WHEREAS, the proposed amendment is consistent with the intent and policies of the General Plan; and

WHEREAS, Negative Declaration #19-88 adequately addresses the environmental impacts of the proposed amendment.

NOW, THEREFORE, the South Davis Specific Plan should be amended as follows:

1. The land use table shall be revised to include the following note: "This table does not include density bonuses which constitute additional units in the South Davis Specific Plan."
2. The land use map of the South Davis Specific Plan shall be amended to reflect a change from cluster housing and single-family to apartments, as shown on Exhibit A.

PASSED AND ADOPTED this 15th day of November, 1989 by the following vote:

AYES: ADLER, CORBETT, EVANS, ROSENBERG, SKINNER.

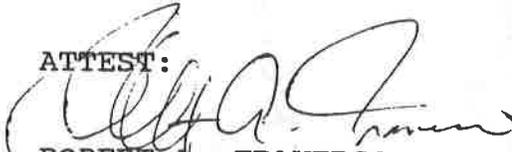
NOES: NONE.

ABSTAIN: NONE.



MICHAEL N. CORBETT
Mayor

ATTEST:



ROBERT A. TRAVERSO
City Manager/City Clerk

RESOLUTION NO. 6046 , SERIES 1988

RESOLUTION AMENDING THE SOUTH DAVIS SPECIFIC
PLAN OF THE CITY OF DAVIS

WHEREAS the Planning Commission did conduct a Public Hearing on September 13, 1988; and

WHEREAS Negative Declaration #1-88 in combination with EIR # 2-86 adopted for the South Davis Specific plan adequately address the environmental impacts of the proposed amendments.

NOW, THEREFORE, The City Council of the City of Davis does resolve as follows:

A. The South Davis Specific Plan land use map shall be amended as shown in exhibit 1.

B. The following wording changes shall be made to the Specific Plan:

"- Develop a an 8-acre commercial-neighborhood center at the south corner of the planned intersection of the southerly Cowell Boulevard and the northerly Cowell Boulevard."

"- Develop a 12-acre-highway/commercial service center at the northwest corner of the planned intersection of the northerly and southerly Cowell Boulevards."

C. At the time of the staff initiated South Davis Specific Plan amendment for consistency with the General Plan, the South Davis Specific Plan Land Use summary shall be revised to reflect the applicants ratio of single family and multi-family, and required reduction to 715 dwelling units as a maximum.

PASSED AND ADOPTED this 21st day of September 1988, by the following vote:

AYES: ADLER, CORBETT, ROSENBERG, SKINNER.

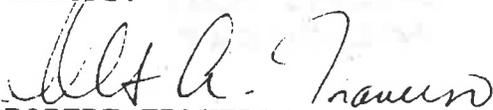
NOES: EVANS.

ABSENT: NONE.

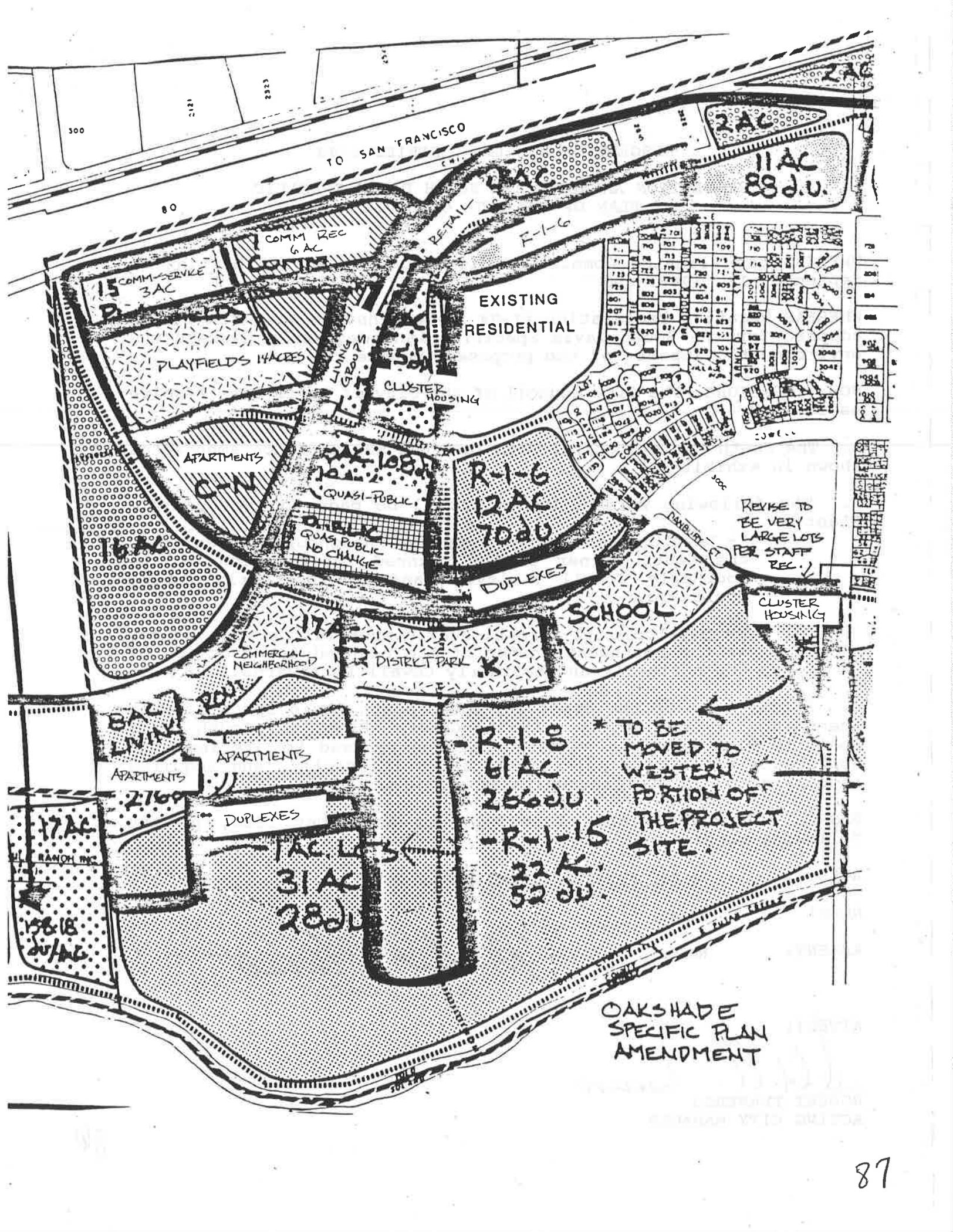


MICHAEL CORBETT
Mayor

ATTEST:



ROBERT TRAVERSO
ACTING CITY MANAGER



RESOLUTION NO. 5798

RESOLUTION APPROVING THE
SOUTH DAVIS SPECIFIC PLAN

WHEREAS, the Planning Commission and the City Council conducted noticed public hearings on the South Davis Plan and related General Plan amendments on June 17, 1987; and

WHEREAS, the Planning Commission submitted its recommendations on the adoption of the South Davis Specific Plan to the City Council; and

WHEREAS, the City Council finds that based upon the Environmental Impact Report Number 2-86, which was certified by the City Council by Resolution No. 5796, the South Davis Specific Plan will result in certain significant impacts upon the environment, as stated in Resolution No. 5796; and

WHEREAS, by Resolution No. 5797, changes and alterations have been made to the Specific Plan, conditions have been placed on the project and findings have been made relating to infeasible mitigation measures and unavoidable significant adverse environmental impacts, which changes, alteration and findings are hereby incorporated herein; and

WHEREAS, the City Council finds that the South Davis Specific Plan and related General Plan amendments were initiated prior to the effective date of the City's general plan extension approved by the Office of Planning and Research; and

WHEREAS, the City Council hereby finds that the South Davis Specific Plan is consistent with the Davis General Plan, as amended by Resolution No. 5797; and

WHEREAS, the City Council finds that the South Davis Specific Plan will not conflict with the provisions of the proposed general plan update and revision, as the proposed general plan is known at the present time;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The South Davis Specific Plan is hereby adopted. The Director of Community Development shall make all necessary amendments to the South Davis Specific Plan consistent with the Council's actions of July 1, 1987, and Resolution No. 5797.

SECTION 2. The City Council hereby finds and determines that the South Davis Specific Plan will not conflict with the provisions of the proposed General Plan update and revision, as far as the proposed plan is known at the present time, in that the proposed general plan will incorporate the South Davis Specific Plan as approved by the Council.

SECTION 3. A specific plan fee shall be imposed upon persons seeking City approvals which are required to be consistent with the specific plan. Such fee shall be established so that it will defray the cost of preparation, adoption and administration of the Specific Plan and related general plan amendments, including the environmental review of the Specific Plan and related general plan amendments and further including the cost of preparation, adoption and administration of the supplemental environmental impact report and any other additional reports, studies and plans on overcrossing locations. The fee shall be prorated among the benefitted properties in accordance with each applicant's relative benefit from the Specific Plan. City staff shall calculate the costs involved and the fees to be charged and shall return such information to the City Council. Upon receipt of this information, the Council shall consider and may adopt such fee(s).

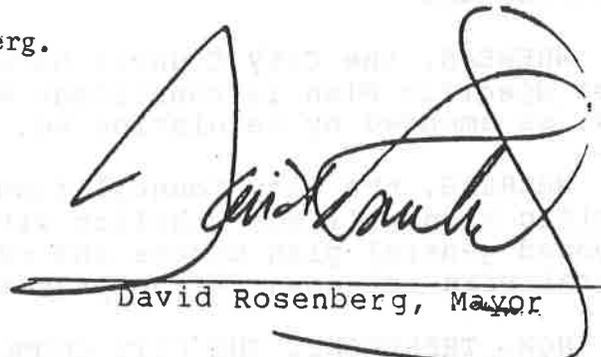
SECTION 4. A copy of the Specific Plan shall be sent to all public agencies specified in section 65352 of the California Government Code and any other public entity that submitted comments on the proposed specific plan during its preparation as provided in section 65357 of the Government Code.

PASSED AND ADOPTED this 15th day of July, 1987, by the following roll call vote:

AYES: Corbett, Evans, Rosenberg.

NOES: Adler, Nichols-Poulos.

ABSENT: None.



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

RESOLUTION NO. 5864

RESOLUTION OF THE CITY OF DAVIS
CERTIFYING THE FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT FOR THE
SOUTH DAVIS SPECIFIC PLAN OVERCROSSING
ALTERNATIVES DIRECTING THE CITY CLERK
TO FILE A NOTICE OF DETERMINATION

WHEREAS, an Environmental Impact Report entitled "To Study Alternatives for Selection of a South Davis Specific Plan" was prepared by the City of Davis and certified in July 1987; and

WHEREAS, a supplemental Environmental Impact Report assessing the impacts of three alternative Interstate 80 overcrossing scenarios (the "project") was prepared for the City of Davis ("City") pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.), the Guidelines for Implementation of the California Environmental Quality Act (Cal. Admin. Code, tit. 14, § 15000 et seq., hereinafter the "Guidelines") and local procedures adopted by the City pursuant thereto; and

WHEREAS, the City distributed copies of the draft supplemental EIR to those public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies, and sought the comments of such persons and agencies; and

WHEREAS, notice inviting comments on the draft supplemental EIR was given in compliance with Guidelines section 15085; and

WHEREAS, the draft supplemental EIR was thereafter supplemented to respond to the comments received, as provided in Guidelines section 15088, and as so revised and supplemented, the draft supplemental EIR combined with the comments and responses became the final supplemental EIR for the project:

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby certifies that the supplemental EIR for the project is adequate and has been completed in compliance with the California Environmental Quality Act, the State EIR Guidelines and local procedures adopted by the City Council pursuant thereto, and that the City Council has reviewed and considered the information contained in the EIR.

SECTION 2. Based upon the EIR and all other oral and documentary evidence submitted to the Council, including the proposed 1987 General Plan, the Council hereby determines that the project will result in the significant adverse impacts upon the environment set forth in Exhibit A, attached hereto and incorporated by reference.

SECTION 3. Certain measures have been proposed to mitigate all significant environmental impacts to a less than significant level and those measures are set forth in Exhibit A, attached hereto and incorporated by reference.

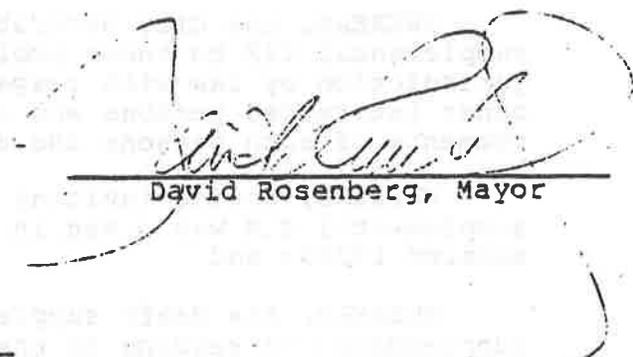
SECTION 4. That upon approval and adoption of the project by the City Council, the City Clerk is hereby directed to file a Notice of Determination with the County Clerk of Yolo County pursuant to the provisions of section 21151 of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this 24th day of December 1987, by the following roll call vote:

AYES: Adler, Corbett, Evans, Nichols-Poulos, Rosenberg

NOES:

ABSENT:



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

1582P1122987jk

Exhibit A

SIGNIFICANT IMPACTS ASSOCIATED WITH
THE I-80 OVERCROSSING ALTERNATIVES

A number of potentially significant environmental impacts have been identified in the supplemental EIR. Each significant impact listed can be mitigated to a less than significant level. The proposed mitigation measure is listed with each impact.

TRAFFIC - UNACCEPTABLE LEVELS-OF-SERVICE:

Roadways:

COVELL BOULEVARD: J Street - Pole Line Road

- All Alternatives
- Mitigation Measure: Widen to Six Lanes if and when traffic levels necessitate

COVELL BOULEVARD: Pole Line Road to New Road 3

- All Alternatives
- Mitigation Measure: Widen to Four Lanes if and when traffic levels necessitate.

MACE BOULEVARD: Road 32A - Chiles Road (at overcrossing)

- All Alternatives
- Mitigation Measure: Widen to Four Lanes

POLE LINE ROAD: Covell Boulevard - 5th Street

- All Alternatives
- Mitigation Measure: Restripe to Four Lanes if and when traffic levels necessitate

RICHARDS BOULEVARD: First Street - Olive Drive

- All Alternatives
- Mitigation Measure: Widen to Four Lanes

RICHARDS BOULEVARD: Olive Drive - I-80 Eastbound Ramps
(overpass)

- All Alternatives
- Mitigation Measure: Widen to Four Lanes

RICHARDS BOULEVARD: I-80 Eastbound Ramps - Research Park
Drive

- All Alternatives
- Mitigation Measure: Construct as Four Lanes

CHILES ROAD: Research Park Drive - Road 103.

- All Alternatives
- Mitigation Measure: Widen to Four Lanes if and when traffic levels necessitate.

Intersections:

EAST 8TH STREET/POLE LINE ROAD:

- All Alternatives
- Mitigation Measure: Signalize, add northbound thru, add southbound thru, add westbound left

5TH STREET/POLE LINE ROAD:

- Alternative: Pole Line Road
- Mitigation Measure: Signalize and add northbound thru, add southbound thru

- Alternative: Harrison Site and Road 103
- Mitigation Measure: Signalize, add southbound left, add eastbound left

"L" STREET/5TH STREET:

- Alternatives: Harrison Site and Road 103
- Mitigation Measure: Add eastbound thru

"J" STREET/E. 8TH STREET:

- All Alternatives
- Mitigation Measure: Signalize

MACE BOULEVARD/ROAD 32A:

- All Alternatives
- Mitigation Measure: Signalize, add northbound thru, add southbound thru

RICHARDS BOULEVARD/OLIVE DRIVE:

- All Alternatives
- Mitigation Measure: Add 2 northbound thru, add 2 southbound thru

MACE BOULEVARD/I-80 WESTBOUND RAMPS:

- All Alternatives
- Mitigation Measure: Signalize, add northbound and southbound thru, add northbound left, add westbound left

RICHARDS BOULEVARD/I-80 EASTBOUND RAMPS:

- All Alternatives
- Mitigation Measure: Signalize, provide: Dual southbound lefts and 2 southbound thru, westbound right and left, 2 northbound thru and an exclusive right

CHILES ROAD/I-80 EASTBOUND RAMPS:

- All Alternatives
- Mitigation Measure: Signalize

MACE BOULEVARD/COWELL BOULEVARD:

- All Alternatives
- Mitigation Measure: Signalize

AIR:

Short-Term Air Quality Impacts Would Occur Due To Grading Activities:

- All Alternatives
- Mitigation Measure: An effective watering program should be implemented whenever earth moving activities occur.

CO Levels Are Predicted To Increase For The Three Overcrossing Alternatives Due To Increase In Vehicle Emissions:

- All Alternatives
- Mitigation Measure: Liberal planting of trees and roadside landscaping would help filter particulates from the atmosphere and would reduce radiated heat from street pavement.

Development Within The South Davis Area Will Make Obtaining Air Quality Standards More Difficult:

- All Alternatives
- Mitigation Measure: The measure outlined in the REEP Program should be incorporated into the Specific Plan.

- All Alternatives
- Mitigation Measure: Ridesharing programs should be developed or expanded in conjunction with employees and regional agencies.

- All Alternatives
- Mitigation Measure: The City should continue to expand and improve its system of bicycle pathways in lanes.
- All Alternatives
- Mitigation Measure: Although not required as mitigations, traffic flow improvements suggested in the Traffic Section will help reduce overall air pollutant emissions.

NOISE:

Short-Term Noise Impacts Due To Construction Would Occur:

- All Alternatives
- Mitigation Measure: Require construction equipment to be properly muffled and limit construction activities to weekdays and daytime hours.

Some Areas Within South Davis Will Experience Levels Of Noise In Excess Of City Standards:

- All Alternatives
- Mitigation Measure: Conduct detailed acoustical analysis on structures proposed for areas where noise levels exceed City standards. Noise attenuation measures include window glazing, insulation, sound walls and set back distances.
- All Alternatives
- Mitigation Measure: Use site planning methods during project planning stages to mitigate noise impacts.
- All Alternatives
- Mitigation Measure: The City should establish noise standards extending beyond Title 24 requirements.

- All Alternatives
- Mitigation Measure: Mitigation of traffic noise could be achieved by the use of barriers, reduced vehicle speeds and restriction of truck traffic.

LAND USE:

Southern Pacific Diesel Pipeline and Pacific Bell Communications Lines Would Be Affected By The Footings Of The Bridge Structure:

- All Alternatives
- Mitigation Measure: The overcrossing structure will be spanned over the S.P.R.R. and associated utilities.

Loss Of Access And Developability Of Lands Located On The East And West Sides Of Pole Line Road Between Fifth Street And Road 32A:

- Alternative: Pole Line Road
- Mitigation Measure: Establish easements on adjacent properties to provide adequate access.

The Storm Drainage Retention Pond Will Be Encroached On By The Overpass Structure:

- Alternative: Pole Line Road
- Mitigation Measure: The encroachment of fill into the retention pond will be off-set by the removal of borrow from the pond bottom.

The Subdivision On The South Side of I-80 Will Be Disrupted:

- Alternative: Road 103
- Mitigation Measure: Maintain the maximum possible spacing (approx. 60 feet) from the roadway to the subdivision. Access to Cowell/Road 103 by new and existing subdivisions should be minimized.

Overhead Lines Will Require Relocation:

- All Alternatives
- Mitigation Measure: Relocate overhead lines in conjunction with new overcrossing.

Utilities Paralleling Pole Line Road Will Need To Be Relocated To Allow For Further Serviceability Near The Bridge Structure:

- Alternative: Pole Line Road
- Mitigation Measure: Relocate affected utilities.

BICYCLE AND PEDESTRIAN:

The Bicycle Lane From Fifth Street - Road 32A Along Pole Line Road Would Be Eliminated Under The Pole Line Road Overcrossing Alternative:

- Alternative: Pole Line Road
- Mitigation Measure: Provide bicycle lanes along a future roadway linking Road 32A and Fifth Street. (East of Pole Line Road) or construct path across undeveloped land connecting Road 32A and Fifth Street.

The Bike Lanes Along Chiles Road Will Need To Be Realigned In The Vicinity Of Road 103:

- All Alternatives
- Mitigation Measure: Realignment should be done in accordance with the City of Davis Bicycle Path Standards.

AESTHETICS:

The Construction Of An Overcrossing May Effect Views Of Residents And Businesses Located Near The Approach Ramps Of The Structure:

- All Alternatives
- Mitigation Measure: Landscaping shall be provided on and around the overcrossing approach ramps.

Overcrossing Structure Will Be Seen By Motorists On I-80 And Adjacent Properties:

- Alternative: Pole Line Road
- Mitigation Measure: Additional landscaping would provide some screening.

1583P
122987jk

RESOLUTION NO. 5865

RESOLUTION APPROVING THE POLE LINE ROAD
INTERSTATE 80 OVERCROSSING LOCATION

WHEREAS, the Planning Commission conducted noticed public hearings on October 20, 1987, and November 17, 1987, on the Supplemental Draft Environmental Impact Report for the South Davis Specific Plan, addressing potential environmental impacts related to the selection of an Interstate 80 overcrossing location; and

WHEREAS, the Planning Commission met on December 22, 1987, and submitted its recommendations on the adoption of the Pole Line Road overcrossing alternative to the City Council; and

WHEREAS, the City Council finds that based upon the Environmental Impact Report no. 1-87, which was certified by the City Council by Resolution no. 5864 on December 24, 1987, the Pole Line Road overcrossing location will result in certain significant impacts upon the environment, as stated in Resolution No. 5864; and

WHEREAS, by Resolution No. 5864, mitigation measures to reduce these effects to a less than significant level have been made conditions upon the project.

WHEREAS, the City Council hereby finds that the Pole Line Road overcrossing location is consistent with the proposed Davis General Plan, to be adopted on December 23, 1987, by Resolution No. 5867;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The Pole Line Road overcrossing of Interstate 80 is hereby adopted.

SECTION 2. The City Council hereby finds and determines that the Pole Line Road overcrossing location will not conflict with the provisions of the proposed General Plan as approved by the Council on December 24, 1987.

SECTION 3. A copy of the Interstate 80 Overcrossing resolution and the supplemental South Davis Environmental Impact Report No. 1-87 shall be sent to all public agencies specified in section 65352 of the California Government Code

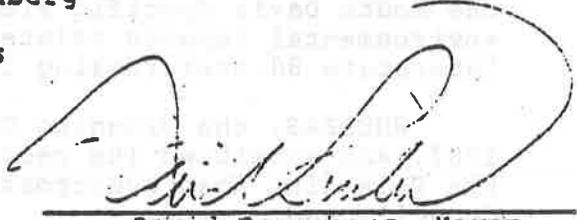
and any other public entity that submitted comments on the proposed overcrossing alternative during the adoption process as provided in section 65357 of the Government Code.

PASSED AND ADOPTED this 24th day of December 1987, by the following roll call vote:

AYES: Corbett, Evans, Rosenberg

NOES: Adler, Nichols-Poulos

ABSENT:



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

1585P
122987jk

RESOLUTION NO. 5866

RESOLUTION OF THE CITY OF DAVIS
CERTIFYING THE FINAL ENVIRONMENTAL
IMPACT REPORT FOR THE 1987 CITY OF DAVIS
GENERAL PLAN AND DIRECTING THE CITY CLERK
TO FILE A NOTICE OF DETERMINATION

WHEREAS, an Environmental Impact Report (the "EIR") assessing the impact(s) of the 1987 City of Davis General Plan (the "project") was prepared for the City of Davis ("City") pursuant to the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the Guidelines for Implementation of the California Environmental Quality Act (14 California Administrative Code § 15000 et seq., hereinafter the "Guidelines") and local procedures adopted by the City pursuant thereto; and

WHEREAS, a notice of completion of the draft EIR was forwarded to the Office of Planning and Research pursuant to section 21161 of the Public Resources Code on October 2, 1987; and

WHEREAS, the City distributed copies of the draft EIR to those public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies, and sought the comments of such persons and agencies; and

WHEREAS, notice inviting comments on the draft EIR was given in compliance with Guidelines section 15085; and

WHEREAS, the draft EIR was thereafter supplemented to respond to the comments received, as provided in Guidelines section 15088, and as so supplemented, the draft EIR became the final EIR for the project:

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby certifies that the EIR for the project is adequate and has been completed in compliance with the California Environmental Quality Act, the State EIR Guidelines and local procedures adopted by the City Council pursuant thereto, and that the City Council has reviewed and considered the information contained in the EIR.

SECTION 2. Based upon the EIR and all other oral and documentary evidence submitted to the Council, the Council hereby determines that the project will result in the

significant adverse impacts upon the environment set forth in Exhibit A, attached hereto and incorporated by reference.

SECTION 3. Based upon the EIR and other oral and documentary evidence submitted to the Council, the Council hereby determines that the project will result in certain impacts that, under the plan, are mitigated to less than significant levels, set forth in Exhibit B.

SECTION 4. Because of the overriding importance of the project the City, after weighing its benefits against the environmental harm it will cause, has chosen to approve the project despite the resulting adverse environmental impacts. These considerations and the facts supporting this conclusion are set forth in Exhibit C, attached hereto and incorporated by reference.

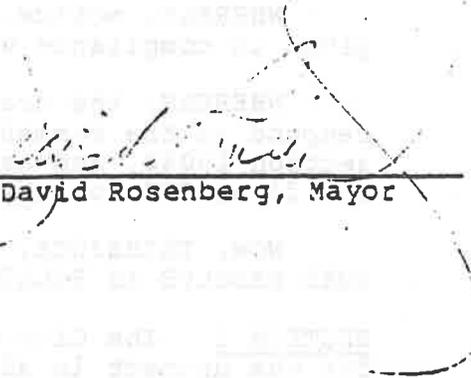
SECTION 5. That upon approval and adoption of the project by the City Council, the City Clerk is hereby directed to file a Notice of Determination with the County Clerk of Yolo County pursuant to the provisions of section 21152 of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this 24th day of December 1987, by the following roll call vote:

AYES: Adler, Corbett, Evans, Nichols-Poulos, Rosenberg

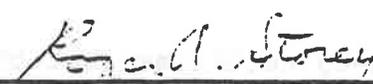
NOES:

ABSENT:



David Rosenberg, Mayor

ATTEST:



Roger A. Storey /
City Manager/City Clerk

1571P
122987jk

Exhibit A

SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS CAUSED BY THE 1987 CITY OF DAVIS GENERAL PLAN

The significant adverse impacts triggered by the 1987 General Plan and identified in the Environmental Impact Report include:

1. Conversion of Agricultural Land

Development under the General Plan would cause conversion of approximately 1,900 acres of prime agricultural land to urban uses. No mitigation is available for the loss of prime farmland. This loss is considered a significant unavoidable environmental change and a significant adverse impact.

The loss of prime agricultural land due to buildout under the Plan is mitigated to an extent by the strong agricultural land preservation policies contained within the Plan, including the urban buffer concept and management of the direction and pace of urban growth in order to preserve agricultural land and open space and the policies which support purchase of agricultural land for its preservation within the General Plan planning area.

2. Traffic

Segments of Covell Boulevard are projected to operate at Levels of Service E or F as the result of the proposed General Plan. This is a significant adverse impact.

Travel Resulting from Jobs/Housing Imbalance

The General Plan consultant identified a jobs/housing imbalance as a significant adverse impact. Implementation of the General Plan may increase the percentage of in-commuters because there would not be enough housing for all Davis jobholders to live within the City of Davis. The Council hereby finds that "travel resulting from a jobs/housing imbalance" is not a significant impact upon the environment as contemplated by CEQA. The projected travel impact, noted in the General Plan EIR would not degrade air quality to a less than significant level. To the extent that additional travel triggered by a jobs/housing imbalance may result in additional traffic, such impact is discussed above. "Travel" does not have any significant environmental impact apart from the traffic impact.

A 1:1 jobs/housing ratio is a planning goal. A jobs/housing imbalance alone does not incur significant environmental impacts under CEQA. Further, it is not clear that buildout under the Plan would actually create a jobs/housing imbalance.

1574P
122987jk

Exhibit B

CITY OF DAVIS GENERAL PLAN IMPACTS FOUND NOT TO BE SIGNIFICANT

The General Plan is projected to create a number of less than significant environmental impacts or significant environmental impacts which, under the Plan policies, will be mitigated to a less than significant level. The following environmental impacts that are expected to occur as a result of the implementation of the City of Davis General Plan are expected to create a less than significant impact on the environment:

1. Air Quality

Air pollution from increased motor vehicle emissions is projected to increase with General Plan buildout. Carbon monoxide is expected to increase by eight percent, particulates are expected to increase by 68 percent and sulphur oxides are expected to increase by 100 percent. Hydrocarbons and nitrous oxides are projected to decrease due to a newer automobile fleet.

Grading and new construction under the plan will also create short term air quality impacts.

Mitigation measures include Transportation Systems Management programs to reduce automobile traffic and conditioning grading permits to reduce the emission of particulates.

2. Flooding

Parts of the planning area are subject to flooding. Development under the plan could subject more people to flood hazards.

Mitigation measures include restricting development in areas subject to flooding which cannot be adequately protected. Also, Plan policies require that retention ponds be provided in new development areas to retain surface-water runoff.

3. Geologic and Soils Hazards

Shrink-swell soils present potential hazards with increased development under the plan.

Mitigation measures under the Plan include mandatory soils reports and the mitigation of soils hazards found.

4. Biotic Resources

General Plan buildout will add urban development adjoining Covell Pond and near Putah Creek.

Mitigation measures include various plan policies that protect natural habitat areas from impacts caused by development or incompatible activities.

5. Historic and Archaeological Resources

The Development of the planning area under the General Plan may have an impact on archaeological resources.

Mitigation measures include the restoration and reuse of historic buildings, cooperation with civic organizations to memorialize historic sites, and following the procedures for protecting archaeological resources found in CEQA and state law.

6. Community Services

Development under the Plan will require additional police and fire protection services and facilities.

Mitigation measures within the Plan provide for seven new neighborhood parks, four new district parks, sites for four additional elementary schools and adequate police and fire protection services.

7. Sewage Disposal

Development under the Plan will require additional sewer capacity.

The mitigation measure for this impact is expansion of the sewer treatment plant, which will serve the projected buildout population under the Plan.

8. Noise

Noise levels are projected to increase along major arterials, Highway 113 and Interstate 80.

Mitigation measures include locating noise sensitive uses away from noisy areas, site design to reduce noise impacts and other noise attenuation measures such as berms and walls, where necessary.

1602P
122987jk

Exhibit C

STATEMENT OF OVERRIDING
CONSIDERATIONS - GENERAL PLAN EIR

Because of the overriding importance of the adoption of the 1987 General Plan, the City has chosen to approve the project despite the resulting adverse significant environmental impacts of:

1. loss of approximately 1,900 acres of prime agricultural land;
2. traffic impacts on Covell Boulevard.

1. Loss of prime agricultural land

The City of Davis itself is built primarily on prime agricultural land. Any growth directly adjacent to the City and even within the City will therefore convert agricultural land. Full development under the General Plan will cause the conversion of 1,900 acres of agricultural land to urban use. Although plan policies seek to limit the impact of the project on prime agricultural land, no mitigation measure reduces the impact to a less than significant level.

Plan policies mitigate development impacts on prime agricultural land to the extent possible and support purchase of agricultural land for its preservation within the General Plan Planning Area. Implementing policies in the Plan call for preservation of agricultural land and open space. (See Open Space Element sections 3.1-3.3.)

Certain expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts on agricultural land as the result of build-out under the 1987 City of Davis General Plan:

1. The General Plan provides for needed housing to accommodate anticipated population growth in the City of Davis within the plan timeframe.
2. High density infill development would destroy the small town character of Davis, which City residents wish to preserve, and would generate significant traffic impacts on many City streets. The General Plan, as currently drafted, avoids these impacts.

2. Traffic

The General Plan may create Levels of Service (LOS) E or F on some segments of Covell Boulevard at Plan Buildout. This impact may occur despite Transportation Systems Management measures that will be instituted to partially mitigate the projected traffic impacts.

A mitigation measure involving the construction of several six-lane arterial streets in order to meet LOS D has been rejected by the City Council as in conflict with General Plan policies to preserve the small-city character of Davis. Therefore, the following expected benefits from the project outweigh the policy of reducing or avoiding the significant environmental impact of LOS E or F on segments of Covell Boulevard:

1. The General Plan provides for needed housing and City services to accommodate anticipated population growth in the City of Davis within the plan timeframe.
2. The mitigation measure of six-lane arterials within Davis is inappropriate in light of the General Plan Policy of preserving the unique small city character of Davis.
3. Acquisition of right-of-way property to accommodate six lanes on Covell Boulevard would create significant impacts on existing land uses.
4. Significant costs would be incurred for construction, acquisition of right-of-way and reconstruction of the overpass between F and J Streets if Covell Boulevard is widened to six lanes.
5. In addition, it is not clear that unacceptable levels of service would occur in that it is expected that increased use of the Interstate 80 and State Route 113 alternative circulation patterns would mitigate traffic impacts on Covell Boulevard.

1575P
122987jk

RESOLUTION NO. 5867

RESOLUTION APPROVING THE
CITY OF DAVIS GENERAL PLAN

WHEREAS, the Planning Commission and the City Council conducted noticed public hearings on the City of Davis General Plan on October 21, 1987, and October 28, 1987; and

WHEREAS, the Planning Commission met on December 22, 1987, and submitted its recommendations on the adoption of the City of Davis General Plan to the City Council; and

WHEREAS, the City Council finds that based upon Environmental Impact Report no. 2-87 which was certified by the City Council by Resolution No. 5866, the City of Davis General Plan will result in certain significant impacts upon the environment, as stated in Resolution No. 5866; and

WHEREAS, by Resolution No. 5866, mitigation measures have been adopted as project conditions, and findings have been made relating to unavoidable significant adverse environmental impacts; and

WHEREAS, findings have been made that there is no feasible way to lessen or avoid the identified unavoidable significant effects of the project; and

WHEREAS, findings have been made that certain identified expected benefits from the project outweigh the policies of reducing or avoiding significant environmental impacts of the project; and

WHEREAS, these findings are set forth in Resolution No. 5866 pursuant to California Administrative Code, title 14, sections 15043 and 15093.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The City of Davis General Plan attached hereto as Exhibit A is hereby adopted.

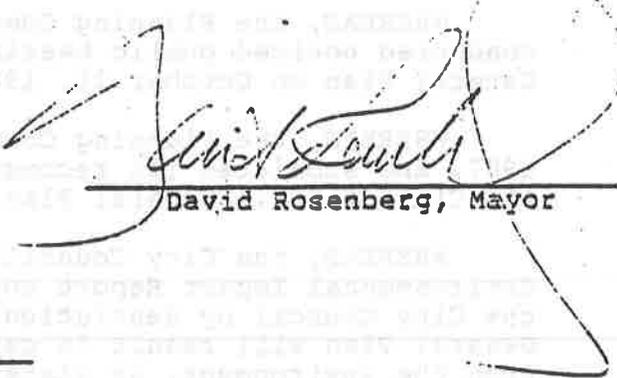
SECTION 2. A copy of the City of Davis General Plan shall be sent to all public agencies specified in section 65352 of the California Government Code and any other public entity that submitted comments on the proposed plan during its preparation as provided in section 65357 of the Government Code.

PASSED AND ADOPTED this 24 day of December 1987, by
the following roll call vote:

AYES: Adler, Corbett, Evans, Nichols-Poulos, Rosenberg

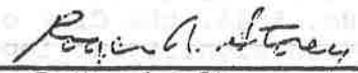
NOES:

ABSENT:



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

1570P
122987jk

RESOLUTION NO. 5868

RESOLUTION OF THE CITY OF DAVIS
CERTIFYING THE FINAL ENVIRONMENTAL
IMPACT REPORT FOR THE EAST DAVIS
SPECIFIC PLAN AND DIRECTING THE CITY
CLERK TO FILE A NOTICE OF DETERMINATION

WHEREAS, an Environmental Impact Report (the "EIR") assessing the impact(s) of the East Davis Specific Plan (the "project") was prepared for the City of Davis ("City") pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.), the Guidelines for Implementation of the California Environmental Quality Act (Cal. Admin. Code, tit. 14, § 15000 et seq., hereinafter the "Guidelines") and local procedures adopted by the City pursuant thereto; and

WHEREAS, a notice of completion of the draft EIR was forwarded to the Office of Planning and Research pursuant to section 21161 of the Public Resources Code on October 6, 1987; and

WHEREAS, the City distributed copies of the draft EIR to those public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies, and sought the comments of such persons and agencies; and

WHEREAS, notice inviting comments on the draft EIR was given in compliance with Guidelines section 15085; and

WHEREAS, the draft EIR was thereafter supplemented to respond to the comments received, as provided in Guidelines section 15088, and as so supplemented, the draft EIR became the final EIR for the project;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby certifies that the EIR for the project is adequate and has been completed in compliance with the California Environmental Quality Act, the State EIR Guidelines and local procedures adopted by the City Council pursuant thereto, and that the City Council has reviewed and considered the information contained in the EIR.

SECTION 2. Based upon the EIR and all other oral and documentary evidence submitted to the Council, the Council hereby determines that the project will result in the

significant adverse impacts upon the environment set forth in Exhibit A, attached hereto and incorporated by reference.

SECTION 3. Based upon the EIR and other oral and documentary evidence submitted to the Council, the Council hereby determines that the project will result in certain impacts that, under the plan, are mitigated to less than significant levels, set forth in Exhibit B.

SECTION 4. Because of the overriding importance of the project, the City, after weighing its benefits against the environmental harm it will cause, has chosen to approve the project despite the resulting adverse environmental impacts. The considerations and the facts supporting this conclusion are set forth in Exhibit C, attached hereto and incorporated by reference.

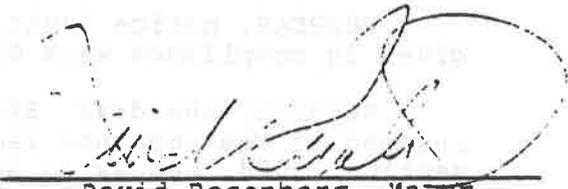
SECTION 5. That upon approval and adoption of the project by the City Council, the City Clerk is hereby directed to file a Notice of Determination with the County Clerk of Yolo County pursuant to the provisions of section 21152 of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this 24th day of December 1987, by the following roll call vote:

AYES: Adler, Corbett, Evans, Nichols-Poulos, Rosenberg

NOES:

ABSENT:



David Rosenberg, Mayor

ATTEST:



Roger A. Storey/
City Manager/City Clerk

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Exhibit A

SIGNIFICANT ADVERSE IMPACTS ON THE
ENVIRONMENT DUE TO CONVERSION OF
AGRICULTURAL LAND UNDER THE
EAST DAVIS SPECIFIC PLAN

Implementation of the East Davis Specific Plan would require conversion of approximately 529 acres of prime agricultural land. No mitigation measure is available that would reduce this impact to a less than significant level.

Certain mitigation measures are set forth in the Plan which would reduce the impact of development under the Plan on agricultural land. These measures include:

1. Limiting the geographic extent of urban development in the East Davis Specific Plan area to limit the geographic and population size of the City, consistent with General Plan policies,
2. Maintaining the 92 acre Yamco property, which is under Williamson Act contract, in agricultural use, until such time as the Williamson Act contract is terminated and the property is annexed to the City. No change in the land use of this property shall be approved without further environmental review.
3. Promoting only urban development which is sequential and contiguous to the existing urban area, rather than leapfrog growth.

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Exhibit B

LESS THAN SIGNIFICANT IMPACTS ON THE ENVIRONMENT DUE TO BUILDOUT UNDER THE EAST DAVIS SPECIFIC PLAN

The following impacts will be mitigated to a less than significant level if development occurs under the plan:

1. Traffic

Development under the Specific Plan will incur unacceptable levels of service on segments of Covell Boulevard, Mace Boulevard and Pole Line Road, as well as intersections on Pole Line Road and Mace Boulevard.

Mitigation measures have been incorporated into the Plan. These measures include physical circulation improvements at locations where the travel demand exceeds LOS C or worse.

2. Air Quality

Development under the specific plan will contribute to air quality problems in the region. Transportation Systems Management measures set forth in the General Plan are projected to reduce any air quality impacts to below significant levels. Therefore, no further mitigation is required.

3. Flooding and Storm Drainage

Project development without the implementation of mitigation measures would significantly increase runoff due to the construction of large areas of paved surfaces in East Davis.

Mitigation measures include the requirement that site plans minimize offsite runoff, and the construction of an East Davis Drainage project under the jurisdiction of an East Davis Drainage District.

4. Biotic Resources

Development under the Plan would displace most of the wildlife species inhabiting the site to adjacent agricultural fields.

Mitigation measures include preservation of trees around the Mace Ranch buildings, suitable landscaping practices (preferably using native trees and shrubs) and special attention to the preservation of native oak trees in the plan area.

RESOLUTION NO. 5869

RESOLUTION APPROVING THE
EAST DAVIS SPECIFIC PLAN

WHEREAS, the Planning Commission and the City Council conducted noticed public hearings on the East Davis Specific Plan on October 21, 1987; and

WHEREAS, the Planning Commission met on December 22, 1987, and submitted its recommendations on the adoption of the East Davis Specific Plan to the City Council; and

WHEREAS, the City Council finds that based upon Environmental Impact Report No. 3-87, which was certified by the City Council by Resolution No. 5868, the East Davis Specific Plan will result in certain significant impacts upon the environment, as stated in Resolution No. 5868; and

WHEREAS, by Resolution No. 5868, mitigation measures have been adopted as conditions on the project; and

WHEREAS, findings have been made relating to unavoidable significant adverse environmental impacts; and

WHEREAS, findings have been made that there is no feasible way to lessen or avoid the identified unavoidable significant effects and certain identified expected benefits from the project outweigh the policies of reducing or avoiding significant environmental impacts of the project, and these findings are set forth in Resolution No. 5868, pursuant to California Administrative Code, title 14, sections 15043 and 15093.

WHEREAS, the City Council finds that the East Davis Specific Plan is consistent with the Davis General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES RESOLVE AS FOLLOWS:

SECTION 1. The East Davis Specific Plan is hereby adopted.

SECTION 2. The City Council hereby finds and determines that the East Davis Specific Plan will be consistent with the provisions of the General Plan.

SECTION 3. A copy of the East Davis Specific Plan shall be sent to all public agencies specified in section 65352 of the California Government Code and any other public entity that submitted comments on the proposed plan during its preparation as provided in section 65357 of the Government Code.

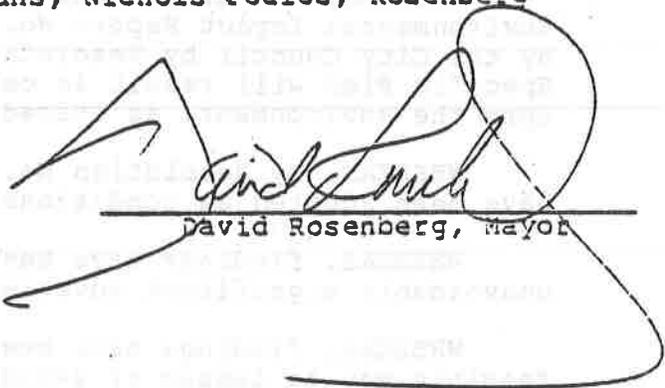
SECTION 4. Pursuant to Government Code section 65456, the Council is hereby authorized to impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the East Davis Specific Plan. Such fees shall defray the cost of preparation of the East Davis Specific Plan and EIR and any amendment to or repeal of the Plan.

PASSED AND ADOPTED this 24th day of December 1987, by the following roll call vote:

AYES: Adler, Corbett, Evans, Nichols-Poulos, Rosenberg

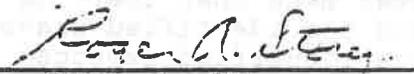
NOES:

ABSENT:



David Rosenberg, Mayor

ATTEST:



Roger A. Storey
City Manager/City Clerk

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5. Historic and Cultural Resources

Development under the Plan could eliminate the Mace Ranch house and outbuildings, and could damage undiscovered archaeological resources.

Requiring the preservation of the Mace Ranch house would mitigate this impact. Also, CEQA requirements and General Plan policies requiring the investigation and protection of archaeological resources during the construction process provide adequate mitigation of potential impacts.

6. Water

Additional well capacity will be required for project buildout.

Mitigation measures include drilling additional wells, coordinating project design with the City of Davis Public Works and Fire Departments, and monitoring groundwater contamination.

7. Sewage Disposal

Development under the Plan will create additional demands upon the City's sewer treatment system.

Mitigation measures include treatment plant expansion and a new trunk sewer line. These measures are incorporated into the East Davis Specific Plan and General Plan.

8. Solid Waste

Depending on the types of industrial development built under the Plan, the potential exists for the generation of hazardous wastes.

The General Plan Safety Element policies and existing ordinances provide adequate mitigation for any potential impacts.

9. Noise

The major sources of noise in the East Davis Specific Plan area are the freeway, arterials and the railroad.

The mitigation measures in the draft plan include the location of noise-sensitive uses away from noise generators, and the use of walls and berms where necessary.

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Exhibit C

STATEMENT OF OVERRIDING
CONSIDERATIONS - EAST DAVIS PLAN

The East Davis Specific Plan will require conversion of approximately 529 acres of prime agricultural land. .

East Davis Specific Plan and General Plan policies encourage the preservation of agricultural land by means of controlling the rate and direction of urban growth, providing for an agricultural/urban buffer and promoting contiguous, rather than leapfrog, urban expansion.

The benefits of buildout under the plan outweigh the unavoidable adverse environmental effects of the plan for the following reasons:

1. Buildout of the Specific Plan would result in the provision of approximately 1070-2175 needed housing units.
2. The Specific Plan provides for needed circulation facilities.

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