

**West Davis Active Adult Community
Summary of Commission Recommendations and Disposition**

Commission / Date	Commission Comment	Revision / Response
Bicycling, Transportation and Street Safety January 10, 2017		
	Project needs to comply with City's adopted street standards	Concur – see Planned Development Special Condition 4 calling for evaluation at time of Tentative Map.
	Perimeter and spine paths need to be wide enough to accommodate tricycles	Applicant has proposed 10' wide path of decomposed granite or similar for agricultural buffer and for internal greenways. City standard is 12' wide path with 2' dg shoulders. Decomposed granite can be difficult to maintain and may be problematic for users with wheelchairs or walkers. Concrete may be appropriate when/if the 113 overcrossing is proposed, but may encourage bicycle speeds higher than desired in this location. Design details will be resolved with tentative subdivision map.
	Need to be mindful of opportunities for future transit	Concur – see Development Agreement Exhibit F calling for transit hub in Mixed-Use area
	Eliminate all free rights at Covell / Shasta Risling	Concur – see Development Agreement Exhibit F with intersection redesign.
	Project needs connectivity to John Jones to accommodate potential bicycle/ped crossing of 113	Concur – see Development Agreement Exhibit F, which calls for dedication of land to accommodate a landing.
	Needs better N/S connection of Covell Boulevard, preferably grade-separated	See Development Agreement Exhibit f, with modifications to Covell / Shasta / Risling intersection

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Natural Resources Commission		
January 28, 2018		
	Project's buildings and common (public) areas should be carbon-neutral (zero net greenhouse gas) during operations.	Future energy code is anticipated to require all single-family dwellings and any apartments/condos of three or fewer stories will be required to offset 100% of anticipated electricity use through on-site production. See Development Agreement Exhibit E. The City's Chief Building Official reports that oversizing a PV system to offset gas usage is problematic for the grid.
	Require purple (non-potable water) pipes for public landscaping, and investigate use of non-potable sources for that use. The purple pipe irrigation system is required whether or not non-potable water is available at time of construction.	Concur - See Planned Development special condition requiring purple pipe for ag buffer, central spine, and greenways.
	Require a "transportation hub" in a central location that is oriented toward transit, and featuring seating, weather protection, and lighting.	Concur - See Development Agreement Exhibit F
	Encourage investigation of public and alternative transportation connecting the development to locations in and around Davis.	Transit hub in mixed-use area is anticipated to include space for car-share (Zip Car) parking and pick-up / drop-off locations for taxis and other ride-share programs. Public transit accommodated through bus stops on Covell Boulevard
	Support energy retrofit program concept for every purchase, including if buyer is outside Davis. Funds to be used for energy retrofits of existing homes in Davis.	See Development Agreement Exhibit E. Staff supports the program for Davis resale homes as a pilot program to test the concept of grants for retrofit of existing houses.
	Encourage looking at intensifying density by increasing number of units on the property, such as additional stacked flats and more building stories.	See staff report discussion of density. Overall density of project is 7.7 units per gross acre. Housing type densities range from 8.1 units per net acre (small builder lots) to 40.4 units per net acre (affordable apartments). Stacked-flat condominiums have been added, adjacent to the mixed-use area.

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	Encourage microgrid-ready infrastructure throughout the community.	Not proposed at this time.
	Encourage “pre-stubbing” homes for graywater reuse.	See Planned Development Special Conditions for graywater to be evaluated with Final Planned Development
Open Space and Habitat Commission January 8, 2018		
	Detention basin as habitat. Develop and manage the detention basin as a habitat area and community amenity similar to North and West Davis ponds (Baseline Project Feature).	See Development Agreement Exhibit E calling for the detention basin as habitat, and Preliminary Planned Development Special Condition 5 for the Open Space and Habitat Commission to review and comment on the proposed design features related to habitat creation and plant palette prior to Planning Commission action on Final Planned Development and Tentative Map.
	Agricultural buffer as habitat. Develop and manage the agricultural buffer as a habitat area and community amenity, for example, as described in the Acorns-to-Oaks proposal (Baseline Project Feature).	See Development Agreement Exhibit E describing the ag buffer / oak grove, and Preliminary Planned Development Special Condition 5 for the Open Space and Habitat Commission to review and comment on the proposed design features related to habitat creation and plant palette prior to Planning Commission action on Final Planned Development and Tentative Map.
	Open space/habitat connectivity. Improve the drainage ditch next to Covell Boulevard to enhance habitat and wildlife connectivity, including the provision of culverts that allow for wildlife movement (Baseline Project Feature).	See Development Agreement Exhibit E regarding wildlife connectivity culverts.
	Public access. Encourage public access and recreational opportunities in the 50-foot-wide agricultural transition area (See Municipal Code Section 40A.01.050).	See Development Agreement Exhibit G requiring a public access easement for the internal greenways and agricultural buffer.

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	Native plants. Maximize the use of native plants and plants that benefit native animals, including pollinators and invertebrates, throughout the project including on internal greenbelts.	See Development Agreement Exhibit E calling for UC Davis Arboretum All-Stars within the greenways.
	Maintenance funding. Ensure there is a funding mechanism for the initial planting and long-term maintenance of habitat areas throughout the project.	Finance and Budget Commission evaluated fiscal impacts of project. Development Agreement Exhibit E calls for maintenance of agricultural buffer by developer and its successors.
	More open space. Redesign the project to include more natural features and larger open spaces that provide views of the surrounding landscape (as opposed to pathways with buildings on both sides).	Natural features and habitat areas are on perimeter of project to provide opportunities for external views. View node added at northwest corner of residential area. Internal pathways provide connectivity for pedestrians integrated within site.
Planning Commission Workshop November 8, 2017		
	Overall density: Should be higher; compare to Rancho Yolo	See discussion in staff report (Density and consistency with regional plans). Overall density exceeds Rancho Yolo in terms of units per gross acre.
	Do we want to provide senior-only housing, given all needs?	Policy question. Staff has concluded that a primarily-senior development is approvable.
	Support services and amenities not contained within project (parks, groceries). Needs outside connectivity, including transit alternatives	Ped/bike connectivity is provided through improvements to Covell Boulevard and modified Shasta/Risling intersection. Mixed-use are includes transportation hub. Development Agreement Exhibit F describes improvements and timing.
	Explore form-based planning, sight lines, and landscape architecture	See discussion in staff report (Subdivision design and “feel”)
	Intersperse activity nodes throughout neighborhood, including benches and shade	Concur – shown on Baseline Project Features exhibit.
	Need to provide legal support for preference program	Included as Attachment. Indemnification to City for this developer program in Section 201 of Development Agreement.

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	Should have transit center	Concur - Mixed-use are includes transportation hub. Development Agreement Exhibit F describes improvements and timing.
Recreation and Park Commission October 18, 2017		
	The proposed public spaces in the subdivision (dog exercise area, tot lot, and walking loop) could be appropriate for meeting resident needs for passive recreation and for activities for small children.	No response necessary. Greenways and public spaces are shown on Baseline Project Features exhibit. Development Agreement requires public access for greenways.
	The proposed pathways (eight feet concrete and four of decomposed granite), although not qualifying as official greenbelts, could provide internal circulation for seniors and other residents. However, the path width does not meet City standard for multi-use paths and may not safely accommodate all users at all times, particularly if faster cyclists use the greenways.	Applicant has proposed 10' wide path of decomposed granite or similar for agricultural buffer and for internal greenways. City standard is 12' wide path with 2' dg shoulders. Decomposed granite can be difficult to maintain and may be problematic for users with wheelchairs or walkers. Concrete may be appropriate when/if the 113 overcrossing is proposed, but may encourage bicycle speeds higher than desired in this location. Design details will be resolved with tentative subdivision map.
	The project does not foster regional connection. Access at the south end of the subdivision, and connections across and along Covell Boulevard, continue to be of concern for neighborhood residents seeking to walk or cycle to Arroyo Park, Patwin and Emerson schools, and the Marketplace shopping center.	Ped/bike connectivity is provided through improvements to Covell Boulevard and modified Shasta/Risling intersection. The project also includes space for a potential landing for a grade-separated crossing of SR-113, should that be proposed and funded at a future time.
	Whether a subdivision should meet recreational needs through private ownership and maintenance should be thoughtfully considered.	Public access is required for greenways, and agricultural buffer will be publicly-owned. Finance and Budget Commission considered fiscal impacts of project.

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	The Recreation and Parks Commission, relative to the concept and review of parks and green spaces, are generally supportive of the overall development project taking into consideration the two prior motions.	No response necessary
Senior Citizen Commission January 11, 2018		
	Support for project and find general consistency with Guidelines for Housing that Serves Senior Citizens and Persons with Disabilities.	No response necessary. Staff notes that the Development Agreement also calls for compliance with City standards for accessibility (age-restricted units) and visitability (unrestricted units).
	Find that the project could help meet internal housing needs, in particular, housing needs of seniors.	No response necessary
	Would like to see provisions made for internal transportation to the external bus stops	The mixed-use are includes a transportation hub. Development Agreement Exhibit F describes improvements and timing. HOA could consider transportation program as a component of resident services.
Social Services Commission November 20, 2017		
	Find the proposal to be consistent with the City's affordable housing ordinance.	No response necessary. See staff report discussion on affordable housing for alternatives and considerations
	Require the developer to implement a sliding scale fee for senior renters who wish to utilize homeowner association amenities.	Applicant has agreed to this concept – language will be inserted in the Development Agreement prior to City Council hearing.
	Require the developer to more fully integrate the senior renters with the market rate homeowners.	Residents of the affordable housing development will have full access to the public spaces in the project (greenways, ag buffer, dog exercise area). The mixed-use area is anticipated to have publicly-accessible uses such as a restaurant and a health club. The affordable housing development will also have internal facilities and services for residents. The need for public subsidy financing for affordable housing projects generally requires a stand-alone parcel.

