

**Grande Site  
General Plan Policies Consistency Table**

**Policy Consistency Areas**

| Policy / Program / Action / Standard   | Notes/Comments   |
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| <p>Create an open space buffer between urban and agricultural uses to maintain the integrity of the adjoining agricultural/natural areas, to serve as a transitional space between urban and rural lands, to provide a visual edge, and to be an aesthetic and recreational resource. (Principle 14)</p> <p>Establish a distinct permanent urban edge which shall be defined by an open space, hedgerows, tree rows, similar landscape features, passive recreation spaces, buffer containing transitional agricultural uses, or similar elements. (Policy LU 1.4)</p> | <p>NOT APPLICABLE</p>  |
| <p>Require neighborhood greenbelts in all new residential development areas. Require that a minimum of 10 percent of newly-developing residential land be designated for use as open space primarily for neighborhood greenbelts. (Policy LU A.5)</p> <p>Require creation of neighborhood greenbelts by project developers in all residential projects, in accordance with Policy LU A.5. (Policy POS 3.1)</p>   | <p>THIS PROJECT MAKES A GREENBELT CONTRIBUTION OF OVER 10%</p>   |
| <p>Encourage rehabilitation of existing neighborhood shopping centers and the restoration of neighborhood shopping services. (Policy LU C.8)</p>   | <p>NOT APPLICABLE</p>  |
| <p>Build new intersections and redesign existing intersections to maximize pedestrian and bike convenience and safety relative to automobile needs. (Policy MOB 1.6)</p>   | <p>NO NEW INTERSECTIONS WOULD BE BUILT. NONE WOULD BE REDESIGNED. HOWEVER BICYCLE AND PEDESTRIAN CONVENIENCE IS ENHANCED WITH THE PROPOSED PATHS.</p>                      |
| <p>New cul-de-sacs shall have bicycle/pedestrian passages through them that connect to other streets, greenbelts or publicly accessible corridors. (Standard UD 1.1f)</p>  | <p>ALL CUL-DE-SACS HAVE BICYCLE/PED PASSAGES THAT CONNECT TO OTHER STREETS, GREENBELTS AND CORRIDORS.</p>  |
| <p>New development should include pedestrian-attracting public spaces that provide informal areas for people of all ages to interact with one another and with nature. (Standard UD 1.1i)</p>  | <p>THE PROPOSED GREENBELTS AND PARK DEDICATION PROVIDE MANY INFORMAL SPACES FOR INTERACTION AND GIVE AN OPPORTUNITY FOR ONE TO ENJOY THE MANY INTIMATE SPACES CREATED.</p> |
| <p>Create opportunities for interesting visual focal points and vistas throughout creative street layouts, as illustrated in Figure 26. (Standard UD 1.1n)</p>   | <p>MANY FOCAL POINTS AND VISTAS ARE CREATED. THE CUL-DE-SACS VIEW THE WESTERN GREENBELT</p>  |

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| Develop flexible street design standards that provide adequate bicycle and pedestrian safety, emergency vehicle access, and strong aesthetic qualities in rights-of-way that are as narrow as possible. (Action UD 1.1o)  | PARK AT THE SOUTH ARE ENHANCED FROM BOTH STREET DESIGNS ARE KEPT NARROW WHILE PROVIDING SUBSTANTIAL BICYCLE/PEDESTRIAN CONNECTIONS AND SEPARATIONS. EMERGENCY VEHICLE ACCESS IS MAINTAINED THROUGH THE USE OF A SECONDARY ACCESS TO AN EXISTING STREET TO THE WEST. ALL TRAVELERS, WHETHER BY FOOT, BICYCLE OR CAR HAVE THE ABILITY TO VIEW THE AESTHETIC QUALITIES OF THE PROPOSED GREENBELT. |
| Parks, shopping centers, schools and other institutional uses should be located on prominent, central sites where they will "belong" to the neighborhood they serve with strong pedestrian connections to these central sites. (Standard UD 3.1a)   | NOT APPLICABLE.  |
| Allow flexibility in design of greenbelt/park/open space areas within new development as long as non-auto, internal circulation corridors (for school children, bicycles, pedestrians, etc) are provided and the overall dedication requirement for greenbelt and park facilities is met. (Action POS 6.1o) | GREENBELT DEDICATION IS MORE THAN REQUIRED. NEW SAFE CONNECTIONS ARE MADE FOR SCHOOL CHILDREN, BICYCLES AND PEDESTRIANS. FLEXIBILITY IS UTILIZED TO PROVIDE A GREENBELT THAT IS LESS THAN THE 100' MINIMUM WIDTH CALLED OUT IN GENERAL PLAN. THIS STANDARD DOES NOT WORK IN SMALL INFILL SITES.  |
| It shall be the policy of the City to take all legally permissible steps to ensure the full mitigation of impacts of new development on school facilities. (Policy Y&E 9.1)   | THIS PROJECT WILL PAY ITS STANDARD SCHOOL IMPACT FEES. BY THE SCHOOL DISTRICT DEVELOPING THIS SITE, IT WILL GENERATE ADDITIONAL INCOME TO MITIGATE IMPACTS ON SCHOOL FACILITIES.   |
| Schools sites should be level and rectangular in shape, with average dimensions of 3 to 5 width to length ratio and a minimum depth of 150 feet. (Standard Y&E 8.1g)  | NOT APPLICABLE.  |

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| Storm-retention ponds, drainage ponds, groundwater recharge areas, channels, and other similar areas should be designated and managed as wildlife habitats when appropriate and environmentally sound. (Standard HAB 1.2b)  | NO LARGE AREAS EXIST ON THIS SITE. HOWEVER, DRAINAGE SWALES AND OTHER MEANS TO SLOW WATER MIGRATION ARE UTILIZED. |
| Protect agricultural land from urban development except where the general plan land use map has designated the land for urban uses. (Policy AG 1.1)   | NOT APPLICABLE.   |
| At least 80 percent of all residential lots in any proposed new development should be oriented so that buildings have their long axes within 22.5 degrees of east/west. Allow a developer not providing the required percentage to demonstrate that other site design, building design or construction measures would provide similar opportunities for conserving energy. (Standard ENERGY 1.5c)   | 84% (34 OUT OF 41 HOMESITES) ARE ORIENTED IN THIS MANNER.   |
| Develop and maintain the capacity to reach all areas of the City with emergency police and fire service within a five-minute emergency response time, 90% of the time. Response time includes alarm processing, turnout time and travel time. (Policy POLFIRE 1.2)  | THIS DEVELOPMENT IS WITHIN AN EXISTING NEIGHBORHOOD. THERE IS NO ADDITIONAL DISTANCE TO EMERGENCY SERVICES.       |
| <p>A minimum of 50% of future residential lots (exclusive of any required affordable or multifamily lots) within a new residential development of 50 single-family lots or more shall be designated as “diverse architecture lots” (DAL). These lots shall be designated as part of the project zoning and on the tentative and final maps. Houses built on DAL lots may not be of the same stock plan nor have a floor plan and front elevation substantially similar to any other house within the same final map area.</p> <p>All residential lots not designated as DALs, including any required single-family affordable housing lots and lots within new developments of 50 units or less, shall comply with the City’s new site design standards, to be developed under Action UD 5.1e.</p> <p>(Policy LU A.2)</p> | NOT APPLICABLE. PROJECT IS LESS THAN 50 LOTS.   |

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| Maintain a growth management system that regulates the timing of residential growth in an orderly way considering the following: infrastructure, geographical phasing, local employment increases, environmental resources, economic factors, DJUSD school enrollment and sustainability. Such a system shall pursue programs and partnerships which will allow the City to target residential development to meet identified needs (e.g., University students and staff, faculty housing, senior housing, housing for low and very low incomes, school district staff, City employees). (Action LU 1.1d)  | DJUSD SCHOOL ENROLLMENT IS LOW, MAIN INFRASTRUCTURE IS EXISTING. FOR MIDDLE INCOME HOUSING, SCHOOL DISTRICT STAFF WILL BE GIVEN PRIORITY. |
| Develop design guidelines that require landscaping at the urban periphery to include appropriate plants, help ensure the integrity of the adjoining agricultural or natural areas, provide a view transition between urban and rural environments, prevent trespass on neighboring lands, and protect public safety. (Action LU 1.4b)  | NOT APPLICABLE.   |
| Develop guidelines that would apply to development projects subject to the citizen voter approval process. Such guidelines would establish objectives and expectations for baseline project features and minimum project details necessary for any project that may be presented to the voters for decision (Action LUL 1.4d)(including but not limited to objectives and expectations related to environmental protection, economic health, adequate public facilities and services and “green” development and building). Such guidelines would be consistent with General Plan policies and principles and would be in place prior to consideration of any projects subject to the voter approval process. (Action LU 1.4d) | NOT APPLICABLE.   |
| Occupancy of new development areas shall not be allowed until all necessary public services, including water mains and service, fire hydrants and roads or other improved access meeting City standards, are in place. (Standard LU 1.7n)  | OCCUPANCY WILL NOT OCCUR UNTIL ALL INFRASTRUCTURE MEETS CITY STANDARDS.   |
| Develop policies and regulations that allow home occupations, home offices, and live/work uses by right, provided that they are compatible with surrounding neighborhoods and do not cause significant negative impacts. (Action LU 2.1j)  | HOME OCCUPATIONS AND HOME OFFICES ALREADY EXIST IN THE ADJACENT NEIGHBORHOODS. SIMILAR USES IN THIS PROJECT SHOULD BE COMPATIBLE.         |

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| Specific plans or master site plans that indicate land use densities and intensities, building types, building variety, transit provision, bicycle and pedestrian facilities, and open space areas shall be required for major development areas. (Standard LU 3.1a)   | NOT APPLICABLE.  |
| Unless preempted by the County Congestion Management Plan, Level of Service 'E' for automobiles is sufficient for arterials and collectors (both intersection and segment operations) during peak traffic hours (e.g. rush hour). Level of Service 'D' for automobiles is sufficient for arterials, collectors and major intersections during non-peak traffic hours. (See Glossary and Definitions for definition of "Major Intersections). Neighborhood plans or corridor plans can allow for a level of service at peak times of 'F' if approved by the City Council. LOS 'F' is acceptable during peak hours in the Core Area. (Standard MOB 1.1c) | SEE TRAFFIC REPORT.  |
| Design minor and collector streets to slow vehicular traffic to 30 mph or less. (Action MOB 1.3a)  | SEE TRAFFIC REPORT.  |
| New developments should be designed generally with a grid pattern to allow through traffic, to disperse the traffic throughout the project, and to provide multiple connections to arterial streets. Cul-de-sacs are allowed provided they connect to bicycle/pedestrian corridors. Figure 19 depicts a conceptual diagram of desired street patterns. (Standard MOB 1.4b)   | CUL-DE-SAC DESIGN ALLOWS CONNECTION TO BICYCLE/PEDESTRIAN CORRIDORS. |
| Intersections should be designed to force cars to slow down when turning, using techniques such as reduced corner radii. The design elements of the signalized intersections of arterial streets shall be determined on an individual basis consistent with the objectives of this standard and other relevant policies in the general plan. The design of corner radii at arterial intersections shall consider traffic safety, including potential conflicts between motor vehicles and bicycles. (Standard MOB 1.6a)  | SEE TRAFFIC REPORT.  |

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| <p>Develop "corridor plans" for selected streets which warrant special treatment because of existing impact problems or problems related to future projected conditions. Corridor plans should take into consideration adjacent land uses and result in streets that are both functional and aesthetic. The plans should utilize innovative means of slowing traffic, where appropriate, and providing safe access for pedestrians and bicyclists. Mitigation shall be incorporated to protect residences and sensitive receptors from noise, air pollution and other traffic related impacts. The corridor plans may deviate from the standards established in the General Plan, if deviations improve the livability of the area. For example, Pole Line Road was designed to have only two lanes, rather than four as shown in the previous General Plan.</p> <p>The streets to consider for participation in this program are listed below in order of priority.</p> <p>7. Covell Blvd. (Action MOB 1.7a)</p> | SEE TRAFFIC REPORT.   |
| <p>Beautify the entrances to the City, in addition to Interstate 80 and Highway 113 corridor plan improvements. Such entrances include Covell Boulevard, Mace Boulevard, Olive Drive, Pole Line Road, Richards Boulevard and Russell Boulevard. (Action MOB 1.7b)</p>   | NOT APPLICABLE.   |
| <p>Consider using County roads to divert truck traffic from the intersection of Covell Boulevard and Pole Line Road. (Action MOB 1.10f)</p>   | NOT APPLICABLE.   |
| <p>Promote the use of electric vehicles and other low-polluting vehicles, including Neighborhood Electric Vehicles. (Policy MOB 1.11)</p>   | NO ACTIVE PROMOTION.  |
| <p>New development shall include charging stations for electric vehicles in a distribution consistent with the future growth in the number of electric vehicles. (Standard MOB 1.11a)</p>   | CURRENTLY, ELECTRICAL VEHICLES USE STANDARD HOUSEHOLD OUTLETS. NOTHING SPECIAL IS NEEDED TO SUPPORT THEM. |

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| <p>Develop a continuous trails and bikeway network for both recreation and transportation that serves the Core, neighborhoods, employment centers, schools and other institutions, minimizes conflicts between pedestrians, bicyclists, equestrians, and automobiles, and that minimizes impacts on wildlife. Greenbelts and Greenstreets should serve as the backbone of much of this network. Figure 23 shows the City’s existing and planned primary bicycle network. (Policy MOB 3.1)</p> <p>Develop a system of trails at the periphery of the city and within the city for recreational use and to allow walkers and bicyclists to reach open space and natural areas. (Policy MOB 3.5)</p> <p>The creation of an urban periphery loop trail is a low priority. However, the City recognizes that some portions of such a trail already exist, and should take advantage of opportunities for further acquisition and construction as they present themselves. (Standard MOB 3.5a)</p> <p>Identify and develop linkages, corridors and other connectors to provide an aesthetically pleasing and functional network of parks, open space areas, greenbelts and bike paths throughout the City. (Goal POS 3.)</p> | <p>THE PROJECT GREENBELT AND BICYCLE/PEDESTRIAN PATHS CONNECTS TO ADJACENT NEIGHBORHOODS AND COMPLETES THE MAJOR NORTH/SOUTH GREENBELT FROM THE NORTH TO THE DOWNTOWN. THE PROJECT GREENBELT DIRECTLY CONNECTS TO THE HIGH SCHOOL AND THE NEIGHBORHOOD ELEMENTARY SCHOOL WITHOUT CROSSING ROADWAYS.</p> |
| <p>Install public facilities to serve bicyclists and pedestrians, such as water fountains and attractive, secure and accessible bike parking. (Action MOB 3.3b)</p>  | <p>THE SITE IS ADJACENT TO EXISTING PARK FACILITIES.</p>  |
| <p>Provide bus schedules, maps, attractive shelters and clocks at transit stops. (Action MOB 4.1h)</p>   | <p>BOTH YOLOBUS AND UNITRANS ARE WITHIN CLOSE PROXIMITY TO THE PROJECT SITE.</p>  |
| <p>Require new development designs that maximize transit potential. (Policy MOB 4.3)</p>   | <p>ADJACENCY TO EXISTING GREENBELT/BIKEWAYS AND BUS STOPS HELP MAXIMIZE ALTERNATIVE MEANS OF TRANSPORTATION.</p>  |

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| Developers of new business and residential real estate shall provide transportation improvements to offset trip increases caused by their developments. Developers shall mitigate significant adverse traffic impacts upon existing neighborhoods to reduce the impacts to less-than-significant levels, unless the city finds that full mitigations would be incompatible with the neighborhood. (Standard MOB 5.1a) | SEE TRAFFIC REPORT. TRAFFIC GENERATION FROM THIS PROJECT IS INSIGNIFICANT AND IS MUCH LESS THAN WHAT THE CURRENT ZONING ALLOWS. |
| In commercial and light industrial areas, buildings and their entries should be designed to minimize distance to public transit. (Standard UD 1.1k)   | NOT APPLICABLE.   |
| Walled and gated neighborhoods are discouraged. (Standard UD 1.1m)  | NOT WALLED OR GATED.  |
| New residential development or construction shall include noise attenuation measures necessary to achieve acceptable interior noise levels shown in Table 20. (Standard NOISE 2.1a)   | NOISE LEVELS WILL MEET CITY STANDARDS.  |
| Discourage the use of sound walls whenever alternative mitigation measures are feasible, while also facilitating the construction of sound walls where desired by the neighborhood and there is no other way to reduce noise to acceptable exterior levels shown in Table 19. (Policy NOISE 1.2) ( <i>Maximum interior noise level for residences is 45 dBA.</i> )  | NO SOUND WALLS WILL BE USED.  |
| New neighborhoods shall be designed so that daily shopping errands and trips to community facilities can generally be completed within easy walking and biking distances. (Standard UD 1.1a)  | BIKE PATHS FROM PROJECT SITE MAKE CONNECTIONS TO SHOPPING, SCHOOLS, LIBRARY AND PARKS.  |
| Garages on new single-family, duplex and split lot homes should be subordinate in visual importance to the house itself, especially the entry. Desirable and undesirable garage designs are shown in Figure 24. (Standard UD 1.1c)  | GARAGE PROMINENCE SHALL BE REDUCED AS FEASIBLE.   |
| New buildings should be integrated with open space to enhance living and working areas. (Standard UD 1.1j)  | OPEN SPACE IS APPROPRIATE IN THIS PROJECT.  |
| Develop, adopt and implement policies and actions to protect and preserve identified scenic resources and elements reflective of place and history. (Action UD 2.1b)  | NOT APPLICABLE.   |

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| Develop a street tree master plan that specifies the species of trees to be planted on each roadway segment in Davis and provides a strategy for funding, maintenance and replacement. (Action UD 2.2i)   | WILL COMPLY WITH STREET TREE PLAN AND APPROVED SPECIES.  |
| Taller buildings should be stepped back at upper levels in areas with a relatively smaller-scale character. (Standard UD 2.3b)  | NOT APPLICABLE   |
| Create affordable and multi-family residential areas that include innovative designs and on-site open space amenities that are linked with public bicycle/pedestrian ways, neighborhood centers and transit stops. (Policy UD 2.4)  | THIS PROJECT IS A MIX OF MARKET-RATE AND AFFORDABLE HOMES. IT IS LINKED TO A SUBSTANTIAL AMOUNT OF OPEN SPACE AMENITIES THAT INCLUDE A PUBLIC PARK AND GREENBELTS.   |
| Maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city’s social, cultural and entertainment center and primary, but not exclusive, retail and business district. (Goal ED 1.)  | NOT APPLICABLE.  |
| Retain existing businesses and encourage new ones as means to increase higher paying jobs, create greater job diversification, and create a more balanced economy for all economic segments of the community, while also maintaining the City's fiscal and environmental integrity. (Goal ED 3.)  | BY PROVIDING AFFORDABLE AND MIDDLE-INCOME HOUSING, THE PROJECT ALLOWS LOCAL BUSINESSES TO TAP INTO A LARGER LOCAL WORKFORCE AND RECRUIT A WIDER RANGE OF EMPLOYEES WHO WOULD PREFER TO LIVE IN THE COMMUNITY IN WHICH THEY WORK. |
| Developers and builders shall install water-conserving landscaping and irrigation systems in accordance with the City's water conservation in landscaping requirements. Provide homeowners information on water conserving landscaping and irrigation systems, if not provided in construction. (Standard WATER 1.2b)                             | ALL CITY STANDARDS WILL BE MET. GREENBELT DESIGN PROPOSES THE USE ON NON-MOW GRASSES AND LOW WATER CONSUMPTION PLANT MATERIALS.  |
| When opportunities arise, plan and design water demand uses to be matched with appropriate water supply qualities. For example, larger areas of landscape or some non-residential uses may be able to use water from lower quality supplies which would reduce demand on higher quality supplies needed for other urban uses. (Action WATER 2.1d) | GREENBELT IS DESIGNED FOR LOW WATER CONSUMPTION. THERE IS NO OPPORTUNITY TO UTILIZE LOWER QUALITY SUPPLIES.  |

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| New residential and commercial development projects should include the infrastructure components necessary to support modern communication technologies such as conduit space within joint utility trenches for future high speed data equipment and flexible telephone conduit to allow for easy retrofit for high speed data systems. (Standard C&T 1.1a) | CURRENT INFRASTRUCTURE (WIRELESS, DSL AND CABLE) PROVIDE HIGH SPEED DATA TRANSMISSION. HOWEVER, CONDUITS CAN BE PLACED WITHIN JOINT TRENCHES FOR FUTURE NEEDS.  |
| Greenbelts should provide view corridors to points of orientation throughout the City; both for local, short range views to local landmarks, and long range views such as views to the Vaca Hills, Sutter Buttes and Sierra Nevada range. (Standard POS 3.1a)   | THE NORTH GREENBELT IS WELL KNOWN, AND WILL REMAIN THE ORIENTATION FEATURE OF THIS PROJECT. BEING SURROUNDED BY EXISTING HOMES ON THREE SIDES WITH AN EXISTING TREE CANOPY WILL CONTINUE TO LIMIT LONG VIEWS. |
| Greenbelts should vary from a minimum width of 35 feet to an average width of 100 feet. (Standard POS 3.1h)   | THE PROJECT GREENBELT WIDTHS, COMBINED, AVERAGE 60 FEET. INFILL SITES SUCH AS THIS DO NOT HAVE THE SPACE FOR 100 FOOT AVERAGE WIDTHS.   |
| Greenbelt requirements should be calculated separately from park acreage dedication or in-lieu fee payment requirements that are specifically authorized by the Quimby Act (Gov. Code 66477). (Standard POS 3.11)   | THE REQUIREMENTS HAVE BEEN CALCULATED SEPARATELY.   |
| All new shopping centers, research, business or industrial parks, and apartment complexes should include open areas to serve as mini/pocket-parks that may include picnic tables, shade and recreation amenities. (Standard POS 4.2b)   | NOT APPLICABLE.   |
| Develop and maintain joint use recreation facilities with the School District. (Standard POS 6.1d)  | NOT APPLICABLE.   |
| To the extent feasible, construction of new residential projects should be phased to match the timing of school construction based on school district standards for new schools. Development should be allowed in only one area of town at a time to facilitate timely provision of school facilities. (Standard Y&E 8.li)                                  | THE SCHOOL DISTRICT IS IN DIRE NEED FOR THE ADDITIONAL ENROLLMENT THAT THIS PROJECT WOULD PROVIDE.  |

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| Assist artists in securing low cost studio, presenting and performance space. (Action A&C 1.2c)   | NOT APPLICABLE.   |
| Strongly encourage the provision of public art and publicly-accessible art in private development projects. (Action A &C 1.3c)<br><br>Update the city’s design guidelines to include expectations for publicly-accessible art in private development projects. (Action A&C 1.3e)  | A LOCATION FOR ART OR SIGNAGE IS PROPOSED AT THE ENTRANCE OF THE SUBDIVISION.                               |
| Heritage oak trees and City-designated signature trees shall be protected. Sensitive biological resources should be protected. (Standard HAB 1.1a)  | THESE WILL BE PROTECTED TO THE EXTENT FEASIBLE.   |
| New developments shall incorporate setbacks from creeks and channels. (Standard HAB 1.1e)   | NOT APPLICABLE.   |
| Restoration plans are required for all habitats that are to be restored in new development areas. (Standard HAB 1.1f)   | NOT APPLICABLE.   |
| Native plants should be used wherever possible in public and private landscaping. (Standard HAB 1.2a)   | GREENBELT DESIGN AND PRIVATE YARD DESIGNS WILL INCORPORATE NATIVE MATERIALS TO THE LARGEST EXTENT FEASIBLE. |
| Protect agricultural land from urban development except where the general plan land use map has designated the land for urban uses. (Policy AG 1.1)<br><br>New residential subdivisions and other urban development are discouraged in areas of Class 1 and 2 soils except where the General Plan land use map has designated the land for urban uses. (Standard AG 1.1a) | NOT APPLICABLE.   |
| Establish a 150-foot minimum agricultural buffer around the City. Require dedication from developers of lands to make up the buffer concurrently with any peripheral development. (Action AG 1.1c)  | NOT APPLICABLE.   |

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| In order to create an effective permanent agricultural and open space buffer on the perimeter of the City, immediately upon completion of the General Plan Update, pursue amendments of the Farmland Preservation ordinance to assure as a baseline standard that new peripheral development projects provide a minimum of 2:1 mitigation along the entire non-urbanized perimeter of the project. The proposed amendments shall allow for the alternate location of mitigations for such projects including but not limited to circumstances where the project is adjacent to land already protected by conservation easements or by some other form of public ownership that guarantees adjacent lands will not be developed. (Action AG 1.1j) | NOT APPLICABLE.       |
| Tree rows or other windbreaks shall be required in buffers on the edges of urban development and in other areas as appropriate to reduce soil erosion. (Standard AG 3.1a)  | NOT APPLICABLE.       |

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| <p>Promote the development and use of advanced energy technology and building materials in Davis. (Policy ENERGY 1.3)</p> <p>Continue to enforce landscaping requirements that facilitate efficient energy use or conservation. (Policy ENERGY 1.4)</p> <p>Encourage the development of energy-efficient subdivisions and buildings. (Policy ENERGY 1.5)</p> <p>Develop and implement energy-efficient design requirements that go beyond the State building standards for energy efficiency. (Action ENERGY 1.5d)</p> <p>Offer incentives to developers for projects that result in energy savings of at least 20 percent when compared to the energy consumption that would occur under similar projects built to meet the minimum standards of the energy code. (Action ENERGY 1.5g)</p> | <p>THIS PROJECT WILL BE SUBJECT TO THE CITY GREEN BUILDING ORDINANCE. MANY NEW STANDARDS FOR USING NEW TECHNOLOGY, ENERGY EFFICIENT DESIGN AND MATERIALS, AND CREATING HEALTHIER BUILDINGS WILL APPLY TO THIS SUBDIVISION.</p> |
| <p>Create and maintain an effective growth management system designed to keep the population of the City below 64,000 and the number of single-family dwellings below 15,500 in 2010, which corresponds to a sustained 1.81 percent annually-compounded growth rate from January 1, 1988 to January 1, 2010 and a sustained 1.4331 percent annually-compounded growth rate from January 1, 1996 to January 1, 2010 due to "front loading".(Action LU 1.1e)</p>  | <p>THIS SITE HAS BEEN IDENTIFIED IN THE GENERAL PLAN HOUSING ELEMENT UPDATE PROCESS TO BE A HIGH PRORITY SITE SUITED TO INFILL RESIDENTIAL DEVELOPMENT.</p>  |
| <p>All neighborhoods, both new and existing, should include a centrally located hub or activity node within walking distance of housing in the neighborhood, as illustrated in Figures 9 and 10. Transit stops, neighborhood commercial uses and activity centers should be in this hub. Hubs should be designed to support transit, pedestrian and bicycle travel, and to serve neighborhood needs. (Principle 7.)</p>   | <p>IN VERY CLOSE PROXIMITY TO THE PROJECT SITE IS THE COMMUNITY PARK AND MAJOR GREENBELT; LOCAL AND REGIONAL BUS LINES; LIBRARY; SCHOOLS; AND RECREATION FACILITIES – ALL ACCESSIBLE VIA</p>                                   |

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| <p>New development shall generally be allowed only in areas where exterior and interior noise levels consistent with Table 19 and Table 20. can be achieved. (Standard NOISE 1.1b) <i>(For residential uses, Under 60 L<sub>dn</sub> is Normally acceptable, 60-70 is conditionally acceptable, and 70-75 normally unacceptable for exterior noise levels.)</i></p> | <p><b>BICYCLE/PEDESTRIAN PATHS.</b><br/><b>THESE NOISE LEVELS ARE ACHIEVABLE AS THE SURROUNDING USES ARE LOW DENSITY RESIDENTIAL.</b></p> |

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