March 2, 2018

Cindy Gnos
City of Davis
525 Oxford Circle.
Davis, CA 95616

RE: Davis Live project consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036

Dear Ms. Gnos,

You requested SACOG’s confirmation that the Davis Live project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036 (MTP/SCS). SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project’s consistency with the MTP/SCS. This letter concurs with the City’s determination that the Davis Live project is consistent with the MTP/SCS. SACOG reviewed the project description and SCS consistency worksheet that was provided by City staff and compared it to the MTP/SCS assumptions for the project area to make our determination.

The Davis Live project is located at 525 Oxford Circle in Davis. The project, as defined in the materials you provided, consists of a total of 71 apartment units. The residential density of the project is 68 dwelling units per acre and 100 percent of the total building area square footage.

The project is also located within one-half mile of a high-quality transit corridor included in the MTP/SCS. High-quality transit corridors are defined as corridors that include fixed route bus service with service intervals no longer than 15 minutes during peak commute hours in the MTP/SCS. As shown in Map 1, the project is entirely within one-half mile of the Russell Blvd high-quality transit corridor.

The Davis Live project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis (see attached Map 2). Within the Established Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses (MTP/SCS Appendix E-3, Land Use Forecast Background Documentation, pp. 148, February 19, 2016). The project’s land uses fall within this range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within this community type of the MTP/SCS.

With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies. The MTP/SCS housing forecast for the Established Communities was based not only on the City’s land use plans and policies, but also on the following: an assessment of past building activity, current project entitlement activity, and consideration of changing demographic and housing market demand. Infill development and redevelopment is a strategy essential to the success of the Blueprint Preferred Scenario and the MTP/SCS.
The Blueprint Preferred Scenario, the adopted MTP/SCS, and the draft MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects such as this one. The Davis Live project is consistent with MTP/SCS growth forecast assumptions. Our confirmation of the project’s consistency with the MTP/SCS is not intended to express any opinion on the site design or the appropriate conditions of approval of the project.

Thank you for inviting SACOG’s input as to the consistency of the Davis Live project with the MTP/SCS for 2036. If you have further questions or need further assistance, please don’t hesitate to contact me at (916) 340-6265.

Sincerely,

Kacey Lizon
Planning Manager
Map 1: High Quality Transit

Davis Live

High Quality Transit (2036)

1/2 Mile HQT Buffer
Figure 3.2

MTP/SCS with Blueprint Reference and Transit Priority Areas
SACOG 2011

* Areas within one-half mile of a rail station stop or a high-quality transit corridor included in the Metropolitan Transportation Plan. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours.
June 21, 2018

Katherine Hess  
City of Davis  
23 Russell Blvd  
Davis, CA 95616

RE: Davis Live project consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036

Dear Ms. Hess,

You requested SACOG’s confirmation that the Davis Live project is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036 (MTP/SCS). SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project’s consistency with the MTP/SCS. This letter concurs with the City’s determination that the Davis Live project is consistent with the MTP/SCS. SACOG reviewed the project description and SCS consistency worksheet that was provided by City staff and compared it to the MTP/SCS assumptions for the project area to make our determination.

The Davis Live project is located at 525 Oxford Circle in Davis. The project, as defined in the materials you provided, consists of a total of 71 apartment units. The residential density of the project is 68 dwelling units per acre and 100 percent of the total building area square footage.

The Davis Live project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis (see attached Map 1). Within the Established Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses (MTP/SCS Appendix E-3, Land Use Forecast Background Documentation, pp. 148, February 19, 2016). The project’s land uses fall within this range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within this community type of the MTP/SCS.

With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies. The MTP/SCS housing forecast for the Established Communities was based not only on the City’s land use plans and policies, but also on the following: an assessment of past building activity, current project entitlement activity, and consideration of changing demographic and housing market demand. Infill development and redevelopment is a strategy essential to the success of the Blueprint Preferred Scenario and the MTP/SCS.
The project is also located within a Transit Priority Area. Transit Priority Areas are areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, train station, or the intersection of two or more major bus routes) or an existing or planned high-quality transit corridor included in the MTP/SCS. These are the areas that meet the transit requirements of a Transit Priority Project in SB 375. As shown in Map 2, the project is directly adjacent to the Russell Boulevard high quality transit corridor. The Davis Live project qualifies as a Transit Priority Project because it is greater than fifty percent residential, has a minimum net density of 20 units per acre, is located within a half-mile of high-quality transit in the MTP/SCS, and is consistent with the land use, density, intensity and applicable policies of the MTP/SCS. Additionally, if the City determines that the project meets all the requirements of a Sustainable Communities Project as described in PRC § 21155.1, the project could be exempt from CEQA under SB 375.

You also asked that SACOG identify the streets surrounding the project site that are part of the regional transportation network. As defined in PRC § 21159.28(c), "Regional transportation network" means "all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads." The project site is located directly adjacent to the Russell Boulevard and is near Sycamore Ln and SR-113. These roadways are part of the regional transportation network as shown on the attached Map 3.

The Blueprint Preferred Scenario, the adopted MTP/SCS, and the draft MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects such as this one. The Davis Live project is consistent with MTP/SCS growth forecast assumptions. Our confirmation of the project's consistency with the MTP/SCS is not intended to express any opinion on the site design or the appropriate conditions of approval of the project.

Thank you for inviting SACOG's input as to the consistency of the Davis Live project with the MTP/SCS for 2036. If you have further questions or need further assistance, please don't hesitate to contact me at (916) 340-6265.

Sincerely,

Kacey Lizon
Planning Manager
Figure 3.2
MTP/SCS with Blueprint Reference and Transit Priority Areas
SACOG 2011

* Areas within one-half mile of a rail station stop or a high-quality transit corridor included in the Metropolitan Transportation Plan. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours.
Map 2: High Quality Transit

- High Quality Transit (2036)
- Davis Live
- 1/4 Mile HQT Buffer
- 1/2 Mile HQT Buffer