

GRANDE PROJECT

HISTORY

The Davis Joint Unified School District has owned a school site south of Grande Avenue in the Covell Park area since 1971. The site has sat vacant all of these years since there was not the need for an elementary school in the area.

Recently, a 7-11 Committee was formed by the District to ascertain if this site should be declared “surplus”. The committee reviewed demographic data and data concerning enrollment projections and planned growth in the city. After due consideration, the committee recommended that the site should be declared surplus and also determined that there were no other educational uses for the site.

Early in 2008, the Davis Board of Education reviewed this report and voted to declare the site surplus and to direct that the District staff submit an application to the City of Davis for single family housing on this site.

In addition, the Real Estate Assets Subcommittee [which is composed of two City of Davis councilmembers and two Board of Education members] reviewed various site plans for this site and worked with the Grande Neighborhood Association on these plans. After many meetings of the Subcommittee and of the Association, the Subcommittee determined that the best plan for the site was a 41 unit single family housing project. This recommendation was recently sent to the full Board of Education and the Board voted to approve this concept so that the City of Davis application could be processed.

THE PLAN

The proposed plan consists of 41 housing units with lot sizes being generally in the 45’ by 100’ to 115’, and 55’ by 115’ to 124’. Of the 41 lots, there would be affordable housing units scattered throughout the site in the form of 8 low-moderate units, and 6 middle income units.

Access to the site is via an extension of the existing Mercedes Avenue located to the north of Grande Avenue. This new street will form an intersection. The new street will travel directly south and create two cul-de-sac streets. The main extension of the new street south will be unique in that for nearly its length it will be abutting a new greenbelt to the west. This will create a very open feeling as you travel this street.

A key feature of the street design is to only have vehicle access from Grande Ave. This has been incorporated as this was the request of the Grande Neighborhood Association.

The project has emergency access from Encina Avenue and Fiesta Avenue to the west.

The project features an extensive greenbelt system. It incorporates a 45 foot greenbelt to the west with a walking path, and a 50 foot greenbelt to the east, which is actually 70 foot in width when combined with existing open space. To satisfy its park dedication requirements, the project adds a 36'-40' width of park space to the existing Covell Park at the south, and maintains a City park connection through the project to the existing neighbors to the west. These greenbelts and park dedication were a request of the Grande Neighborhood Association, and they form a network of access via walking, jogging, and biking. The greenbelts and park dedication total 1.83 acres of the total site area of 8.8 acres, or 21%.

In terms of density, the project would have 41 units on 8.8 gross acres which is 4.66 units per acre, or 6.17 units per acre on 6.65 net acres. This density is comparable to the densities seen in the adjacent neighborhoods. A key request of the Grande Neighborhood Association was to keep the density of the project similar to the existing neighborhoods.

The Proposed zoning is quite similar to the existing zoning for the single family detached lots. The main differences are that the proposed lots are less than 6,000 sf and more narrow than 55'. While the proposed sideyard setbacks are the same as the existing zoning, there is no minimum total. With regards to the single

family attached lots, there are several proposed zoning deviations due to the nature of this housing type. The lots are smaller in square footage and narrower; the proposed lot coverage is increased to 50%; the rear setback has an exception at the garage; the proposed floor area ratio is increased to 50% and the proposed usable open space is reduced to 7%. The following tables show the comparison between the proposed zoning criteria and the base zoning (existing).

SINGLE FAMILY DETACHED

Features	Proposed
Min. lot area	4500 sq. ft.
Min. width at setback	45'
Lot coverage (max)	40%
Front setback (min)	20'
Corner Street side setback (min)	15'
Interior side setback 1 story (min)	5'
Interior side setback 2 story (min)	10'
Rear setback 1 story (min)	20'
Rear setback 2 story (min)	25'
Height (max)	30'
Usable open space (min)	20%
Floor area ratio (max)	40%

SINGLE FAMILY ATTACHED (HALFPLEX)

Features	Proposed
Min. lot area	4100 sq. ft.
Min. width at setback	35'
Min corner lot width	35'
Lot coverage (max)	50%
Front setback (min)	20'
Corner side setback	5'
Interior side setback 1 story (min)	5'
Interior side setback 2 story (min)	10'
Rear setback (min)	20' *
Height (max)	30'
Usable open space (min)	7%
Floor area ratio (max)	50%

* Exception at Garage - 15'

BASE ZONING COMPARISON

Features	Existing Code
Min. lot area	6000 sq. ft.
Min. width at setback	55'
Lot coverage (max)	40%
Front setback (min)	20'
Interior side setback (min)	
	1 Story (min) 5'
	2 Story (min) 10'
	Total (min) 12'
Rear setback (min)	
	1 Story (min) 20'
	2 Story (min) 25'
Height (max)	30'
Usable open space (min)	20%
Floor area ratio (max)	40%

All Lots accommodate a standard two car garage, so that all houses can provide the required two parking spaces per unit. In addition, each lot can accommodate a driveway that will allow at least two more cars to park. Thus the potential residential off-street parking totals at least 164 spaces (equal to 4 cars per lot). The on-street parking total is 47 spaces.

JUSTIFICATION FOR THE PROJECT PROPOSAL

The following reasons for supporting this project are:

- 1] The site has been officially declared surplus, therefore releasing it from the requirement to build an elementary school site or some other educational use;
- 2] The Grande Neighborhood Association has been involved with the project design and supports this design as it generally meets their criteria for density, vehicular access and greenbelt locations and width;

3] The District staff have involved the Grande Neighborhood Association from the beginning of this particular process particularly in terms of information, meetings and design considerations;

4] The Real Estate Assets Subcommittee has thoroughly reviewed many site planning options and have recommended this particular design and density; and

5] The Davis Board of Education has reviewed the process used and the recommendations of the Grande Neighborhood Association and the Real Estate Assets Subcommittee and as a result, have recommended this particular design and density.