

EXHIBIT A

WILDHORSE RANCH PROJECT DESCRIPTION

Wildhorse Ranch is an infill development containing a mix of housing designed to meet the growing demands of the Davis community. Approval of Wildhorse Ranch will continue a Davis tradition of approving high-quality, environmentally progressive development on a scale consistent with the intent of the City of Davis General Plan policies, Smart Growth principals, and the desires of the community.

The proposed project will bring the following benefits to the community:

- Increase the housing availability within the city limits
- Provide more affordable / work force housing
- Provide housing that is designed to be environmentally sensitive using new technologies, green building materials and innovative design methods.
- Improve neighborhood connectivity
- Provide safe bike and pedestrian routes with connections to the City wide trail system
- Improve public access to open space
- Provide additional habitat

The Wildhorse Ranch community plan includes a mix of affordable apartment homes, town homes and single family detached homes in an integrated design encouraging interaction between residents of each housing type. The design incorporates open space areas throughout the property at varying levels of use intensity. The largest of the open space areas is an orchard. The orchard is approximately 4 acres in size and designed as a transition buffer from the existing neighborhood to the new neighborhood. This open space area runs the length of the western and northern boundary and is anticipated to be planted with trees in a traditional orchard row pattern. The decision on the type of tree and whether they will be of a fruit or nut producing variety or not will be determined over the course of time depending on whether a reliable long term operator can be identified. This area will be owned and maintained by the home owners association established for the community.

Additional open space includes a city maintained greenbelt, which will connect the existing Wildhorse neighborhood to the agricultural buffer, bike trails and walking paths. The site plan and home designs will incorporate sustainable design elements including reduction of impervious surfaces, storm water treatment features, proper building solar orientation, as well as the use of sustainable building materials and energy saving appliances.

We believe that this project, consisting of the following types and sizes of residences will provide more attainable single-family detached and attached housing in Davis while properly addressing the concerns of the City and the neighboring residents.

Approximate Lot Size	Approximate Home Size	Lots/Units	Gross Acres
3500 SF	1600 to 2000	73	7.51
1500 to 2600 SF	1400 to 1600	78	4.44
N/A	700 to 90	<u>40</u>	<u>1.97</u>
TOTAL		191	13.87

The above mix of housing provides increases in the available affordable housing supply for low and middle income families and a range of housing options attainable to locally generated demand for family housing.

Project Description

The Wildhorse Ranch project is located in the City limits, and is currently included in Wildhorse Planned Development, #3-89, as 25.8 acres to be operated as a horse ranch. The 25.8 acre parcel (APN 017-140-11) is owned by Parlin Wildhorse, LLC.

The applicant requests a General Plan Amendment change from Agriculture to Residential, and a Zoning change, separating the horse ranch from the Wildhorse Planned Development (PD), and establishing the property as a new residential PD.

The proposed project includes approximately 7.51 acres of for-sale, single family residential housing and 4.44 acres of for-sale town homes; 1.92 acres of multi-family/affordable housing; approximately 1.60 acres of greenbelt; 4 acres open space that is the Orchard; 2.26 acres set aside for the addition to the existing agricultural buffer, 1.07 acres included in the area to be offered to the adjacent neighbors, and dedication of landscape areas adjacent to Covell Boulevard. The greenbelt area, addition to the agricultural buffer, and the landscape area adjacent to Covell will be dedicated to and maintained by the City.

Parlin Development wishes to create a residential community with a range of housing options to meet existing community needs, and open space elements that provide appropriate transitions between the urban city and the agricultural lands to the east. The site plan incorporates Smart Growth and sustainable design elements to create a walkable community where neighbor interaction is more likely with front doors facing across a “paseo” walkway creating a soft front yard free of interference from the automobile. Streets are minimized in favor of lanes serving as private streets with eyes-on design to bring life and a sense of security to what would otherwise be a lifeless alley.

The site plan encourages interaction between residents of the different housing types in the community by blending the different types of homes throughout the site. While the more dense land use is intentionally located near Covell to take advantage of transit opportunities, the overall community design is open, unsegregated by land use type and seamless in appearance.

The focal point of the community is the Orchard which provides both a buffering use to the existing neighborhood while providing passive open space and recreational uses for the community. Calling upon the agricultural history of the region the Orchard will be planted with trees in a traditional orchard row pattern with walking and biking trails interwoven through the area. The main roadway into and out of the community will pass through the Orchard with the south bound travel lane meandering through the trees to provide the traveler with a daily experience of visiting this special place. The Orchard will also serve as a route for the series of storm water treatment elements to be incorporated into the site design before being released into the public storm drain system. The Orchard may function as an actual fruit or nut bearing operation. The applicant will be working to identify a reliable operator who would manage, maintain and harvest the crop on behalf of the home owners association. If such an operator cannot be identified then the area would be planted with ornamental species and maintained by the home owners association as part of its regular landscape maintenance contracts.

Existing conditions

The existing horse ranch is located in the southeast corner of the Wildhorse subdivision. The site is outside of the 100 year flood plain, and the soil is silty clay and loam and partially Class 1 agricultural soil. It sits on flat land with the following features: one large and two smaller residential buildings, one large and one small horse stable, gravel and asphalt internal roads and parking areas, an agricultural well, four fire hydrants, corral and stable fences, an allee of English walnut trees, and individual landscaped yards at the three residences.

The property to the east is the Davis greenbelt and habitat area that also serves as an agricultural buffer. The areas to the south, west and north are established residential neighborhoods.

In the current General Plan (2001), the project site has a land use designation of Agriculture. Permitted uses include horse boarding and breeding and farming. This creates nuisance issues for the adjacent residential area surrounding the horse ranch, including flies, odor, noise, and dust for operations.

With a change in zoning, the parcel can be developed as residential in-fill, provide a mix of housing types and public green space, complete the 200 foot agricultural buffer, eliminate the existing fly and odor issues, and help meet the existing housing needs of the community..

Housing

The plan includes 73 two-story, single-family detached homes, 78 two and three-story townhomes, and 40 affordable apartment homes. Each of the single-family homes and townhomes will include an attached two car garage for the private use of the residents. The apartment homes will have on site parking.

To minimize conflict with the existing community to the west, the site plan incorporates a landscape buffer (the Orchard) providing physical separation between the two developments and preserving the backyard privacy as it exists today. The Orchard design meanders along the westerly property line providing varying widths to provide both visual interest and corridors for necessary infrastructure and site access. The site design orients the new community visually

away from the existing neighborhood while maintaining and enhancing physical connections to the greatest extent possible.

In order to reduce our development footprint and minimize that amount of impervious surface, the 73 single-family homes will be constructed on a smaller footprint. These detached homes will be constructed on lots that are approximately 3,500 SF. The PD will provide for reduced front, side and rear yard setback areas to facilitate this compact residential design. This product type will include two story homes of between 1600 and 2000 square feet and provide between 3 and 4 bedrooms. Each home will have a private backyard and an attached 2 car garage. To further reduce the development footprint, homes are clustered in groups of 4. Vehicular access to each home cluster will be via a private lane serving as a common driveway. The lanes are designed to provide not only vehicular access but to also serve as outdoor space for homes facing the lanes by enhancing landscape and pavement treatments.

The 78 townhomes are spread throughout the site plan, mixing in with the single-family homes. These attached homes will be constructed in buildings of 2, 3, 4 and 5 home configurations. The homes will be two and three-story and range in size from 1400 to 1600 square feet with 2 and 3 bedrooms. Each town home will also have an attached 2 car garage. These townhome buildings will have two-story homes on each end with any 3 story elements in the center. This approach creates a stepped building mass so as not to create too large of a mass or wall plane on the building ends. Vehicular access will be via a lane serving the garage, or rear side of the homes. Front doors will face out to a landscaped paseo across from the single-family homes. Each unit will have a small private outdoor space with either a front courtyard area or upper-story balcony.

Affordable Housing

Approximately 40% of the project's housing will be designated, designed, built and sold according to the City's specifications and definitions of affordable and middle-income housing. To insure compatibility and quality we propose that Parlin Development build and manage all the affordable and middle-income units for the community. Forty homes will be provided for affordable income qualified individuals and families on the approximately 1.92 acre site located at the entrance to the community at Covell Boulevard.

Visitability is an important design criterion in making a residential subdivision usable for people of all abilities. Therefore, visitability and accessibility design features will be incorporated into the project wherever possible.

Our goal is not to have a sound wall along the Covell Boulevard easement. However, if that is not possible, any sound wall constructed will be heavily vegetated to create a green fence

The townhomes will also provide and contribute to the affordable housing requirement for the project. Thirty-six of the townhomes will be made affordable to middle income qualified families. These units will be architecturally indistinguishable from other units on the exterior, seamlessly blending into the remainder of the townhomes. These units will be for sale units as defined by the City of Davis.

Streets and Parking

Following Smart Growth and urban design principles, the circulation network is designed in a grid pattern originating and terminating at a primary entry drive that brings residents and visitors into the community. Perpendicular to Covell Boulevard, this street also provides the dividing line between the Orchard and the residences; the Orchard is to the west of the main entry drive and the residences are to the east. About one-third of the way into the community this entry drive is separated by a wide median that is an extension of the Orchard. The north bound lane parallels the housing area providing direct access to the residential portion of the site via lanes. When leaving the community the south bound lane takes the traveler through the Orchard providing a pleasant driving experience and resident interaction with this community amenity. Direct access to the southern travel lane from the neighborhood lanes is provided via connections through the widened median.

The main entry will align with Monarch Lane at East Covell Blvd. Currently a flashing yellow traffic light marks the intersection. The EIR traffic study will determine the need for a traffic signal. A second entry road, located on the east property line, will be a T intersection with right-in and right-out only. Both entry roads will be lined with appropriate shade trees, and where possible, incorporate the existing Walnut trees into the streetscape and open space.

Street widths are slightly narrower than the City's standards while still accommodating Davis Fire Department requirements. Emergency vehicles have four access routes into the project site, two via streets and two via bike path entries off of Caravaggio Drive. The neighborhood lanes are part of an integrated circulation system to provide emergency vehicle access and waste pick up. The private driveways in the single-family area of the site are to be owned and maintained by the home owners association.

Parking for visitors and residents will be provided throughout the site. Each single-family home and townhome will have two parking spaces within an attached garage. In addition, parking is provided along the main entry road, at the ends of the private driveways and in parking areas grouped throughout the site.

Bike and Pedestrian Circulation

A series of multi-use paths will lead to, through, and from the project, providing a separated circulation system that links the new development with the existing bike circulation system, neighborhood, schools and parks. Children from elementary through Jr. High School will be able to travel on separated and striped bike lanes. An east-west 10' wide bike path will start at Caravaggio Drive, continue through the existing undeveloped, 50' wide lot into the new project, and pass through the greenbelt connection that leads to the existing agricultural buffer. A north-south 10' wide bike/pedestrian path will connect to the Covell Blvd off-street bike path.

Transit

The project is located across the street from an existing transit stop at Monarch and Covell Boulevard, which is served by several bus lines. It is also within 1,000 feet of the Unitrans stop at Wright and Moore Boulevard. Sidewalks and bike paths provide a direct route to the bus stop. The additional density at the edge of town will support the transit system. The applicant will

work with the City and local transit providers to locate a transit stop for the project near the affordable housing site.

Street Trees

In support of green streets and the Greenprint program, all streets will be lined with shade trees, 30' to 40' on center, creating a well shaded street and green canopy that slows traffic, reduces the heat island affect, and enhances the neighborhood aesthetics. The mature tree canopy is designed for a minimum coverage of 30% on the larger streets, and 50% on the smaller streets. Lanes will have some tree canopy, but at this time the percentage is not known. Where feasible, the existing trees will be incorporated into the new landscape plans. Special landscape treatments and trees will mark the two street entries.

Park, Greenbelts and Open Space

Per contact with representatives from the City's Parks and Community Services department, the proposal does not include any traditional park land for dedication other than the central greenbelt. The greenbelt connects the existing view corridor lot on Caravaggio Drive through the central portion of the project site to the agricultural buffer on the east side of the proposed community. The greenbelt will include walking and biking trails and smaller recreation areas to possibly include a small playground area or tot lot, PAR course or similar features. This connection will provide direct access to the agricultural buffer area and recreational trail to the residents of the east side of Wildhorse.

The applicant shall also dedicate to the City an additional 65 feet of land area to the existing agricultural buffer creating a 200 foot wide setback from the exiting farmland to the east. This area, running north and south along the entire eastern boundary of the site, totals 2.26 acres in size.

The most significant open space element of the plan area is the Orchard. This approximately 4.4 acre feature provides a landmark element that will permanently identify this community as unique in the City. The area is intended to be planted in the traditional row pattern of orchards elsewhere in the county as a reminder of the agricultural history of the region. Walking and biking trails will meander through the orchard providing passive recreational opportunities for existing and future residents.

To enhance the living experience of the future residents and visitors to this community the main road way into and out of the site will travel through the Orchard providing a daily remainder and connection with this unique amenity. The applicant is interested in creating a space that can produce some agricultural product, be it fruit or nuts, and is exploring options and potential operators who would be interested in working the orchard on an ongoing basis. Critical to this decision is the selection of a reliable party with a track record of success in small operations such as is proposed here. Since this area is intended to be owned and maintained by the home owners association it is important that it not become a burden to them in the future. If a reliable operator cannot be identified, then the Orchard would be planted with an ornamental species that would still achieve the vision, but without the increase maintenance obligation. Regardless of the final decision of the function of this space, it will still be an open space amenity for the public enjoyment and use.

Public Services and Infrastructure

A preliminary utility analysis was done for a prior development proposal by PSOMAS (1999) that evaluated options for providing sewer, water and storm drainage to the site. If this application is approved, the developer will prepare an updated infrastructure study, reflecting the new project description. Below is a summary of the 1999 study.

Sewer: The project site is not served by public sewer. If this application is approved, we will initiate a sewer study to determine feasibility of connecting to the existing sewer lines in the Wildhorse Subdivision or connecting to the major trunk sewer that is located at the north edge of Wildhorse, which has previously been determined by the City to have capacity. It should also be noted that there is adequate capacity at the treatment plant.

Storm Drain: Currently the drainage flows overland to the northeast corner of the property, through the Davis Greenbelt to the Covell Drain, approximately 1600 feet north of the property. The PSOMAS study proposed connecting to an existing 30" line located in the eastern greenbelt and runs north into the Covell Drain, which remains as a viable alternative.

The current water quality standards promote Low Impact Development practices. The goal of the BMPs is to filter out the sediments and pollutants and to reduce the quantity of storm water leaving the site. The project will integrate a series of on-site LID practices as part of a storm water quality plan. A series of grassy swales and bioretention basins in the public landscaped areas will filter and collect water, then slowly release the excess water through the existing 30" storm drain line. In addition, the homeowners will receive information on what they can do with their landscaping to decrease storm water load.

Water: The City requires that all water mains greater than 250 feet in length be looped. This development will need two points of connection. The report proposes using the existing 12 inch water line on the south side of Covell Boulevard as one point of connection, and the 8 inch water line at the Caravaggio and Bonnard intersection as the second point of connection. A water line would then extend from Bonnard/Caravaggio Drive, into the new development.

Neighborhood Outreach

Since the applicant commenced planning of the site, a series of meetings with neighbors in the existing Wildhorse community, as well as surrounding neighborhoods, have taken place. The applicant desires to address issues and concerns of the neighbors, and in keeping with this goal has held meetings with interested members of the community on 12 occasions; December 19, 2005, January 15, 2006, January 22, 2006, February 12, 2006, June 4, 2007, June 14, 2007, June 28, 2007, July 18, 2007, January 23, 2008, February 25, 2008, June 10, 2008 and July 29, 2008.

On January 29, 2008 the City Council reviewed the project status and expressed concern that the neighborhood concerns were not being adequately addressed. The City Council directed the applicant and the neighbors to meet and work together to create a plan that would have more universal appeal and address more of the community's issues and concerns. The applicant held a follow up meeting with the neighbors on February 25, 2008 to implement the Council's direction. At that point the neighbors in attendance indicated that they intended to form a formal

neighborhood association and until that process was completed that they would not be able to speak with a single voice or focus productive input for the applicant. The formation process took approximately 4 months to complete and was formalized in mid July 2008.

The applicant held a community informational meeting on June 10, 2008 to present the revised project to the surrounding neighborhoods. The applicant sent invitations to more than 1,350 homes whose addresses were provide by the City of Davis within 2,000 feet of the projects boundary including the greater Wildhorse, Slide Hill, and Mace Ranch neighborhoods. The applicant held a separate meeting and made the same presentation to the newly formed Wildhorse East Neighborhood Association on July 29, 2008.

The applicant intends to continue to involve the community by hosting meetings with interested neighbors, neighborhood associations, community groups, and civic groups as part of an Outreach and Community Education Program. Ultimately this application will require the approval of the voters per Measure J and a larger, community wide Outreach Program will be implemented.