

EXHIBIT C

WILDHORSE RANCH INFILL GUIDELINES CONSISTENCY ANALYSIS

Interim Guideline	Conformance? (Yes, Yes with Conditions, No, Not Applicable)	Notes
General land use, infrastructure and fiscal principles		
1. The project contributes to the development of complete and integrated neighborhoods. Examples include but are not limited to the location of housing in proximity to neighborhood shopping, employment, transit, parks, schools, greenbelts, bikeways, and other public facilities and services. <i>Note: It is acknowledged that a small project may have a relatively small contribution to the development of a complete and integrated neighborhood.</i>	Yes	Located close to all services and facilities, the Wildhorse Ranch project will contribute to the availability of housing in Davis which has the potential to affect the economic success of nearby retailers, transit and schools. Local employers will benefit from potential work-force residents. Additional greenbelt, park and open space will add to the Davis quality of life.
2. The project contributes to a mix of uses in the neighborhood.	Yes	The Wildhorse Ranch project will have a mix of residential uses, from single-family detached homes to attached townhomes to an affordable apartment project. There will also be a greenbelt connecting to the regional trail system, as well as parks and open space areas for the residents and community to enjoy.
3. The project contributes to the variety of housing types, densities, prices and rents, and designs in the neighborhood, including but not limited to affordable housing.	Yes	Wildhorse Ranch is an ideal example of a project whose aim is to provide all of the listed attributes of mixed housing: variety of size and density; 2 and 3 stories; detached and attached for sale housing and rental housing to achieve goals for affordability.
4. The project preserves and protects historic resources.	Not applicable	
5. Open space is integrated with new buildings to enhance living and working areas. Higher density housing is organized around usable common open space. Recreational open space and/or outdoor sitting are	Yes	An Orchard forms the primary focal point for open space and recreation in the community. Linked to walking and biking trails and to the greenbelt the

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provided in retail, office, business park and industrial uses.		Orchard is designed to enhance the living experience for both the new resident as well as the existing resident. Housing is mostly oriented to common open space areas to provide recreation space near the population.
6. Sound walls are avoided where feasible by the use of alternative measures such as the strategic siting of noise sensitive land uses, organization of building and parking areas, and landscape design.	Yes	Unless required by the noise analysis for the project no sound walls are proposed to be used. If a wall is required, landscaping or other means will be employed to de-emphasize its existence.
7. The project contributes to the efficient utilization of existing infrastructure and provision of public services.	Yes	On-site drainage will be incorporated into passive recreation park design, reducing impacts on the storm drain system. Landscape will be designed for low water use. At this time, water and sewer impacts are unknown. If the project is approved, a public infrastructure feasibility study will be done.
8. The project contributes to the fiscal health of the City. If the project has a net fiscal cost to the City, the project consists of community benefits that outweigh the fiscal impact. Such community benefits may include social, cultural, or other community-serving aspects.	Yes	The Wildhorse Ranch project will provide much needed community housing mix which we anticipate will improve the city's fiscal outlook. The community will also be served by increased greenbelt and open space.
Design with the neighborhood and for compatibility		
9. The project design enhances and does not erode the existing neighborhood character. The scale of new structures on all sides is compatible with the scale and mass of existing adjacent structures. For this guideline, "compatible" does not necessarily mean the same size but does mean that appropriate scale transitions are part of the project design. These might include a stepped setback of upper stories or a breaking up large box like forms into smaller masses. <i>Note: The intent of this guideline is to allow for intensification where encouraged and allowed under zoning while also considering the existing neighborhoods. This guideline is usually more relevant in existing residential areas and less relevant in commercial or industrial areas not adjacent to residences.</i>	Yes	The site design is intentional in the concentration of development on the east side of the property. Compatibility with the existing neighborhood is achieved with the Orchard providing a significant setback from the new development while providing interest and passive recreational opportunities. Homes will be oriented away from the existing development with 3 story elements in the center of the community and are stepped back from the ends of the buildings.
10. The project is designed to be compatible with adjacent uses. Compatibility includes, but is not limited to, provision of privacy and protection from noise. The project should carefully consider the placement of windows, balconies, roof decks, outdoor activity areas, landscaped	Yes	The Orchard open space area provides a setback from the existing neighborhood and eliminates potential conflict with window placements, etc. The nearest new home proposed is more than 100 feet

buffers, parking areas, trash facilities, etc.		from the existing Wildhorse neighborhood.
11. The project is compatible with the noise environment. Sound walls are avoided where alternative mitigation measures are feasible.	Yes	Infill residential in a residential area. Sound walls will only be used only if indicated by noise study.
Design for pedestrians, cyclists and transit users		
12. Site and building design is human scaled, comfortable, safe and convenient for pedestrians, cyclists and transit users. Access to nearby public facilities is considered, including but not limited to transit stops, neighborhood centers and parks.	Yes	The site design reflects smart growth goals, including walkability, encouraging social interaction, safe pedestrian and bike travel. Internal bike path system connects to existing bike paths and greenbelts. A major transit stop is located at Monarch Lane and Covell Boulevard. Neighborhood shopping and services, schools are within 1 mile radius of the project.
13. The main entrances to buildings are clearly defined with covered entrances (such as a porch in a dwelling) or other pronounced architectural forms.	Yes	Homes will have porches and well-defined entry walks. Garages will be accessed through from the side or rear of building from a private driveway or lane.
14. Portions of buildings abutting a street or access way relate to the street frontage through use of transparent elements including windows. Commercial buildings should be located to abut the street or other public access way with parking located behind unless inappropriate within a contemplated site and project context. <i>Note: The latter guideline is an overall goal but individual project applicability must be considered. For example, impacts to adjacent residential must be considered as well as location and visual impact of service doors.</i>	Yes	Homes will have windows and porches looking onto the pedestrian paseos or streets. Commercial buildings are not part of this planned development.
15. Higher density and intensity uses are sited in areas which are conducive to alternative forms of transportation (including walking, biking and transit use) and where related facilities are readily available.	Yes	The project is located adjacent to new and existing bike paths and across the street from a transit stop. New bike trails will be connected to the existing city network.
Design for energy, water and other resource conservation		

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<p>16. The project consists of an overall “green building” approach and measures including but not limited to: land planning to preserve existing features; site development to reduce erosion and minimize impervious surfaces and run-off; water conservation indoors and outdoors; energy efficient heating and cooling systems, appliances and lighting; selection of materials based on recyclability and durability; and waste reduction, re-use and recycling during construction and throughout the life of the building.</p>	<p>Qualified Yes- Extents of energy efficient measures are not known at this time.</p>	<p>Existing, healthy trees will be preserved where feasible. Lanes and locating homes on greenbelt and open space will reduce the amount of street paving. Where feasible, housing is located with a north-south orientation to maximize solar orientation. Low Impact Design (Best Management Principles) is incorporated into the public landscape.</p>
<p>17. The site, building and landscape design promotes energy efficiency and alternative energy systems. Efforts to exceed minimum City and State energy efficiency standards are demonstrated. Energy efficient measures include but are not limited to: the orientation of building openings for natural heating, cooling and lighting; site planning which considers the potential shading effects on adjacent properties and buildings; and upgrades in windows and appliances.</p>	<p>Qualified Yes- Extents of energy efficient measures are not known at this time.</p>	<p>Where feasible, buildings oriented in north to south direction. West and east sides of buildings are to be shaded with trees, eaves, and overhangs.</p>
<p>18. The site, landscape and building design promotes water conservation. Efforts to exceed minimum city and state water conservation standards are demonstrated. Water conservation measures in landscaping include but are not limited to use of water-conserving plants, grouping plants by water requirements, limitations on turf areas, efficient irrigation, soil improvements, and mulch. Water conservation measures in buildings include but are not limited to water conserving appliances and fixtures.</p>	<p>Yes</p>	<p>Public landscape will be sloped to capture rainwater. Several water conserving techniques are to be incorporated into the final design for public landscapes, including water conserving plants, limited use of turf, and use of bioswales to filter storm water, soil amendments and mulch. Tree lined streets will reduce the heat island affect and increase storm water capture (interceptor trees).</p>
<p>Principles for the review of proposed changes from non-residential land use to residential land use</p>		
<p>19. The proposed residential use has greater feasibility, long term community benefit, and sustainability than the currently planned non-residential use.</p>	<p>Yes</p>	<p>As an infill site, the proposed project will provide Davis with much needed housing for those in our community who currently have limited opportunities to purchase a home. Its’ current use provides limited benefit to a small segment of the population and provides little city wide benefit. Its long term viability as an agricultural use given its proximity to existing developed area is limited.</p>

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<p>20. The residential use is well-served by facilities and services. Such facilities and services include neighborhood shopping, employment, transit, parks, schools, greenbelts, bikeways and other public facilities and services. The type and density of the proposed residential use is appropriate given the location of the site in relation to facilities and services. The project contributes to the planning of a residential “neighborhood” with an identity and a complement of facilities and services rather than an isolated housing “island” or “enclave.”</p>	<p>Yes</p>	<p>The project is not an island or enclave. It is inside the city limits, surrounded on 3 sides by residential neighborhoods. Shopping, schools, parks, and transit are all located within 1 mile. Located on a major arterial (Covell Boulevard), Wildhorse Ranch will have a distinct character while remaining in keeping with the surrounding neighborhoods. Because of its location, integration with facilities and services will be easier than with more isolated development projects.</p>
<p>21. The residential use is compatible with the noise environment and air quality. Noise mitigation along major streets and/or highways does not consist of large and unattractive walls “forced in” simply to mitigate incompatible, high levels of noise or to justify use of unsuitable sites. Sound mitigation is integrated into the overall site planning. The proposed type of residential use allows for the provision of a well-designed sound barrier with well-designed landscaping.</p>	<p>Yes</p>	<p>The project site is being designed with sound mitigation techniques and will have minimal expected noise and air impacts. Should a sound barrier be needed or required by the City, it will be designed to fit with the architecture, and landscaping will screen or lessen the visual appearance of the any walls.</p>
<p>22. The proposed residential use (including its arrangement of uses on the site) is compatible with the existing and planned residential and non-residential uses in the area (that is, the characteristics of the proposed use are compatible with the characteristics of the existing uses, and vice versa). Compatibility includes, but is not limited to, the provision of privacy and protection from noise.</p>	<p>Yes</p>	<p>The proposed residential use is highly compatible with the existing homes in the Wildhorse community. A 10 foot bike/pedestrian path and greenbelt will connect the two developments. No street connection is proposed into the existing Wildhorse subdivision.</p>
<p>Car management</p>		
<p>23. The project provides a balance between the need to provide adequate parking with the benefits of reducing automobile travel. The project provides the minimum amount of parking needed for the proposed use. <i>Note: One example is to provide a portion of the required parking in a landscaped reserve area and not convert the area to parking until the need is demonstrated.</i></p>	<p>Yes</p>	<p>Each single-family home and townhome will provide two onsite parking areas in an attached garage. Visitor parking will be provided throughout the community in either an on-street location or in a parking area. The site provides parking to meet the city requirements.</p>

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<p>24. The project promotes alternative transportation modes and helps alleviate peak hour congestion.</p>	<p>Unknown at this time</p>	<p>It is anticipated that with the additional connections to the Davis bike loop, that people will be encouraged to not use their cars and use alternative modes of transportation. The project has located its densest product, the affordable apartment, adjacent to an existing bus stop and will be constructing an additional bus stop as part of the project.</p>
<p>25. The project implements, as appropriate, transportation management plans and related measures to encourage alternative transportation, reduce parking demand and construction, decrease the likelihood of parking spillover onto on-street parking, minimize the parking and traffic impact on the neighborhood, and provide improved services to residents and employees. The following measures or equivalents should be included as part of a project proposal (recognizing that the number and extent of measures utilized will be based on factors including the type, size and location of the project):</p> <ul style="list-style-type: none"> • Free annual transit passes for residents and employees • A shared parking agreement between different uses, such as offices and dwellings • Shared use of cars or bicycles • Vouchers for free cab rides for special emergencies • Promotion of web-based delivery services to avoid personal vehicle trips • Secured, weather-protected bicycle parking • Provide parking for residents or employees off-site • Provide tandem or elevator parking spaces • The mix of units includes smaller units to reduce the impacts of the number of residents and cars, in addition to providing a more diverse mix of housing opportunities. • A portion, up to 50%, of required parking is placed in a reserve and maintained as landscaping (where such landscaping does not include trees or other semi-permanent plantings) and requires an application prior to any future conversion to active parking. The portion of spaces placed in a reserve is based on factors including the proposed use, location (such as proximity to UCD), on-street parking availability and transit availability. 	<p>Yes</p>	<p>Project encourages alternative transportation by providing the opportunity for residents to use the existing greenbelt with bike path for trips to school, work or shopping. Traffic impact to the existing neighborhood is non-existent; there are no street connections. All single-family homes and townhomes will have a 2 car garage.</p>
<p>Citizen involvement</p>		
<p>19. The applicant has made a good faith effort to obtain input from interested citizens and respond to the concerns.</p>	<p>Yes</p>	<p>Meetings with the adjacent neighbors were held on Dec.19, 2005; Jan 15 and 22, 2006; Feb. 12, 2006, June 4 ,14, and 28, 2007; July 18, 2007; January 23, 2008, February 25, 2008, June 10, 2008 and July 29, 2008.</p>