

ATTACHMENT #9

INTERIM INFILL GUIDELINES CONSISTENCY ANALYSIS TABLE -- WILDHORSE RANCH

General land use, infrastructure and fiscal principles	Conformance	Notes
<p>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></p>	<p align="center">Yes</p>	<p>The proposed project is located near neighborhood shopping centers in East and South Davis as well as community parks and schools. The Nugget Shopping Center in South Davis and the Oak Tree Plaza Shopping Centers are within reason distance from the project. Likewise, the Sandy Motley Park and Slide Hill Park are within working distance of the subject site. Butch Lane Elementary School and Harper Junior High School are all within walking distance of the subject site.</p>
<p>2. The project contributes to a mix of uses in the neighborhood.</p>	<p align="center">Yes</p>	<p>The proposed project will have a mix of residential uses; single-family attached and detached homes, and rental market-rate and affordable apartment complex. There will be a greenbelt that connects to the Ag Buffer trail to the west, and passive open space areas.</p>
<p>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.</p>	<p align="center">Yes</p>	<p>The proposed project will provide a variety of housing types, densities, prices and rents that will meet the intent of this guideline. A mix of housing sizes and densities; including two and three stories; detached and attached for sale housing, and rental apartment complex will be provided to achieve this goal.</p>
<p>4. The project preserves and protects historic resources.</p>	<p align="center">Not applicable</p>	<p>There is no historic resource found on the site.</p>
<p>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 provided in retail, office, business park and industrial uses.</p>	<p align="center">Yes</p>	<p>The applicant has proposed private open space to be planted in an "orchard" form, which will become the primary focal point for open space and passive recreation in the project.</p>
<p>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.</p>	<p align="center">Yes</p>	<p>There are no sound walls proposed at this stage of the project applications. A recommended zoning condition requires compliance with the General Plan standard on sound walls.</p>
<p>7. The project contributes to the efficient utilization of existing infrastructure and provision of public services.</p>	<p align="center">Yes</p>	<p>As will be conditioned at the later applications stage of the project, the project should contribute to efficient use of existing infrastructure, such as the use of existing shallow well to water private open space areas</p>

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<p>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.</p>	<p align="center">Yes</p>	<p>Await fiscal impact analysis from Bob B. of Finance</p>
<p align="center">Design with the neighborhood and for compatibility</p>		
<p>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></p>	<p align="center">Yes</p>	<p>The project's site layout considered the existing neighborhood character, and provides for open space buffer to be planted in "orchard-like" manner with the goal of preserving the identity of the existing neighborhood, while creating a compatible and yet separate new neighborhood.</p>
<p>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 buffers, parking areas, trash facilities, etc.</p>	<p align="center">Yes</p>	<p>The proposed open space buffer provides for adequate setback from the existing neighborhood and eliminates potential privacy concerns due to placement of windows, balconies, roof decks, outdoor or activity areas. Most of the new homes will be located approximately 100 feet away from the existing homes to the west.</p>
<p>11. The project is compatible with the noise environment. Sound walls are avoided where alternative mitigation measures are feasible.</p>	<p align="center">Yes</p>	<p>No sound wall is proposed at this stage of the project applications.</p>
<p align="center">Design for pedestrians, cyclists and transit users</p>		
<p>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.</p>	<p align="center">Yes</p>	<p>The conceptual building elevations indicate human scale. The city standard conditions of approval will ensure that the project will provide for a safe and convenient for pedestrians, cyclists and transit users.</p>
<p>13. The main entrances to buildings are clearly defined with covered entrances (such as a porch in a dwelling) or other pronounced architectural forms.</p>	<p align="center">Yes</p>	<p>Based on the conceptual elevations, it does appear that homes will have porches and well-defined entry walks.</p>

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<p>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></p>	<p>Yes</p>	<p>As will be conditioned, these building designs will use this guideline.</p>
<p>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.</p>	<p>Yes</p>	<p>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.</p>
<p align="center">Design for energy, water and other resource conservation</p>		
<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>Yes</p>	<p>As conditioned, the project development will meet with the city green building ordinance and sustainability criteria.</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>Yes</p>	<p>Given the site layout, it is anticipated that most buildings will be oriented in north to south direction. Other city standards and sustainability requirements will ensure that the project will include energy efficient measures beyond current practices.</p>

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<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>As proposed, there will be several water conserving measures to be used in the project. At the tentative map and final planned development applications stage, appropriate city conditions of approval will be imposed to ensure compliance with this guideline. The rezoning and preliminary planned development has a condition prescribing water conservation beyond the current city ordinance</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>While there is a debate as to the elimination of horse ranch use of the site, the Council and voter approval will indicate that the proposed residential use has greater feasibility, long term community benefit, and sustainability than the current horse ranch use.</p>
<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 inside the city limits, and surrounded on three sides by residential neighborhoods. Shopping, schools, parks, and transit are all located within 1 mile of the subject site. Therefore, strong argument can be made that the residential use will be well-served by facilities and services.</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 proposed project is located along Covell Boulevard, which could generate noise that affects prospective residents adjacent to the roadway. However, the noise analysis in the EIR does not identify significant impact associate with traffic. Based on the noise analysis, the residential use will be compatible with the noise environment. Air quality impacts are addressed in the EIR and appropriate mitigation measures proposed to address impacts. A statement of overriding consideration will be adopted for air quality unavoidable impacts.</p>

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<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 will be compatible with the existing homes in the Wildhorse community and surrounding, if approved. 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>The balance between adequate parking and reduction of auto travel is a difficult one. The project proposed to provide the code required two on-site parking spaces for each unit, while providing some visitors' parking space where feasible. There is a concern by existing neighborhood that there is inadequate visitors parking spaces provided, and that most homeowners will not park in their garages. However, the project will provide parking to meet the city requirements.</p>
<p>24. The project promotes alternative transportation modes and helps alleviate peak hour congestion.</p>	<p>Maybe</p>	<p>Given the additional bike-path connections to the Davis bike system, it is anticipated that people will be encouraged to not use their cars and use alternative modes of transportation.</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): • 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</p>	<p>Maybe</p>	<p>The location of the project should encourage the use of alternative transportation, such as walking and biking. However, there is no means to assure that prospective residents will capitalize on the availability of the alternative transportation modes. The proximity of the subject site to schools, parks, and shopping centers suggest that the use of alternative transportation modes will be encouraged.</p>

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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.

Citizen involvement

19. The applicant has made a good faith effort to obtain input from interested citizens and respond to the concerns.

Maybe; depends on whose perspective is being taken into consideration

The applicant participated in outreach meetings arranged by the city on the current site plan, which took place on June 4, 2008, June 14, 2008, and July 18, 2008. In addition, the applicant participated in three previous outreach meetings held on the prior site plans rejected by City Council. The applicant further indicates having held the private meetings with the adjacent neighbors on the following dates: December 19, 2005; January 15 and 22, 2006; February 12, 2006, June 4, 14, and 28, 2007; July 18, 2007; January 23, 2008, February 25, 2008, June 10, 2008 and July 29, 2008. A letter from the president of the Wildhorse East neighborhood Association regarding the position of the association is attached to the staff report.