

January 15th, 2008

Community Development Department
City of Davis
23 Russell Blvd
Davis, California 95616

To City Staff:

Thank you for your quick response with further questions. The project team for Wildhorse Ranch believes it has addressed all the issues identified by city staff from the letter dated November 16, 2007 in the submittal. The following letter is formatted as a response to the letters.

Most immediately, in response to Ike Njoku's letter dated January 14th, 2008,

1. Is the 237 total units based on the site plan that contains diagram for all locations, or the site plan that does not contain building foot prints for three locations?

The 237 units is based on the site plan labeled "Preferred Project Site Plan" on page 3 of the submittal. It is the uncolored diagram that does contain the building foot prints for the three additional locations. The following is a truncated version of our unit count graph as provided by Ike and edited by MNA.

Residential Type	# Units	Brief Description
Single-family Zero Lot Line (1A)	29	2 story, zero lot, 3 bedrooms, 2.5 baths & 2 tandem garage; Northwestern strip
Single-family Zero Lot Line (4A and 4A1) – Alley Access	44	Detached 2 story, 3 bedrooms, 2.5 baths, 2-car garage and zero lot; 14 will be corner lots
Single-family West Side On 1.5 Stories (5A1)	9	
Single-family Western Street Front Plan – Alley Access (6A)	9	Detached 2 story, 3 bedrooms, 2 baths
Single-family Townhouse (9A/10A)	35	Middle Income Affordable Ownership Housing. Small lot, detached front access
Condo	56	Partial Middle Income Affordable Ownership Housing (12 units).
Apartments	47	Low/Moderate Income Affordable Rental Housing
Live Work Townhomes (3A)	8	
Total		237

The site plan as configured produces 237 units, but the final layout may reduce that number slightly to accommodate turning radii, trash collection areas, street geometry, etc.

2. Sustainable Design section had minimal details to assist staff in explaining the proposal to Council in this regard. Please provide details.

Greening Homes

On the individual home level, we are projecting that our homes will perform as follows:

Title 24 Energy Analysis

Typical unit Exceed Title 24 by 35%

Water Use Reduction

Typical unit 35% reduction by conservation

Carbon Reduction

Typical unit 75% reduction in carbon footprint

We will use the Green Home Rated checklist from the Build it Green Organization as a starting point and innovate above and beyond the checklist. Across the state of California developers are choosing "Build It Green" to define their communities. The City of Davis has chosen to support Build It Green encouraging all new projects to become rated. A GreenPoint rater certifies project ratings based on the "Build It Green Checklist". To qualify as a basic green building all the prerequisites must be met and at least 50 additional points achieved.

Current similar developer driven projects throughout the state:

Project	Home Builder	GreenPoint Rating
Avignon, Pleasanton	Centex Homes	104
Southgate, Petaluma	Delco Builders	68
Olive Ridge, Novato	Christopherson Homes	83
Freeda Court, Livermore	Habitat for Humanity	95
Average		88

Wildhorse Ranch **projected rating** **161**

Wildhorse Ranch is projected to be rated nearly two times the average green development in California, rivaling the highest rated custom single family home – the Gaut & Camarillo Residence by Hammond Fine homes, Sonoma, CA (rated at 161).

In addition, we are currently developing a Climate Action Plan in response to an issued memo from the office of California's Attorney General which recently urged local agencies to address global warming.

Energy Efficiency and Renewable Energy : We look towards integrating renewable energy by working with local solar companies. Our 100% solar community will then incorporate energy efficient systems to optimize the energy usage.

Wildhorse Ranch is achieving the following measures found in the Mitigation Measures and Global Warming Resources memo issued:

- Requiring the use of energy efficient appliances
- Energy efficient design
- On-site renewable energy production
- Lighting efficiency
- Implement measures that reduce the amount of water sent to the sewer system

Land Use Measures:

Wildhorse Ranch is achieving the following measures found in the Mitigation Measures and Global Warming Resources memo issued:

- Creating a denser infill community to reduce vehicle trips
- Incorporates public transit into project design by creating a bus stop at Covell and Monarch. Complies with General Plan Policy MOB3.2- New developments adjacent to arterial streets or transit routes shall include bus loading zones, shelters and other amenities which make transit attractive.
- Preserving open space with the green belt and green street which connects to Davis' existing greenways
- Pedestrian friendly streets
- Innovative methods of connecting to the broader neighborhood by providing bicycle air pumps on the public bike paths

The preceding sustainable measures represent the baseline that we will achieve. We will work in close coordination with the City to produce the final portfolio of sustainability issues addressed.

3. Is the Emergency Vehicular Access extending northerly through the greenbelt into Caravaggio Place?

Yes, an EVA can be provided here if the police and/or fire department requires this.

In response to City Staff's letter dated November 16th, 2007- there have been notable changes to this version of the site plan, and the following bullet points describe the project as envisioned in the site plan submitted on January 11th, 2008. The following notes have been formatted to address City Staff's priorities and General Plan Policies of Interest.

1. Affordable Housing Concept:

We have been in contact with Housing Manager Danielle Foster to create an acceptable affordable housing and middle income proposal. After discussions with Ms. Foster and Community Development Staff, the location of the affordable housing component has been moved to the eastern side of the site. Also at the request of City Staff, the project team has removed the "Cooperative Housing" element from the current plans.

Low to Moderate Income Households:

- 20% of the total units will be designated for "Low to Moderate Income" households. These would be built in partnership with a non-profit affordable housing developer to ensure optimal quality, integration, and a quicker delivery. As per city staff recommendations, this component has been centrally located, along the greenbelt, the agricultural buffer, and within easy access of public transit and road systems. A community building is proposed as part of the affordable housing component. Its use would be expanded in agreement with the community Homeowner's Association to allow all Wildhorse Ranch residents access to its facilities.
- We will assemble a team that includes a quality non-profit affordable housing developer who has experience needed to finance, build and operate a project successfully in Davis.

Middle Income Households:

- 25% of the for-sale units will be designated for “Middle Income” households. The project team will continue to work with City Staff to determine the exact mix of unit types, sizes, and prices in order to meet the most urgent needs and the City’s requirements.

2. Site Plan Comments:

- **Streetscape:** The streetscape concept has been revised to reflect the city’s **General Plan** policies for new residential development. The Main Entry Drive connects to the north and south portion of the site. Each of these portions generally follows a grid pattern to disperse traffic and to provide multiple connections.

Policy MOB 1.4 Standards(a) New developments should be designed generally with a grid pattern to allow through traffic, to disperse the traffic throughout the project, and to provide multiple connections to arterial streets. Cul-de-sacs are allowed provided they connect to bicycle/pedestrian corridors.

- **Driveways:** We have followed city staff’s recommendation in removing all driveways from the main roadway (Section 1A in the Street Section), creating instead clusters of side-on homes which are accessed by small cul-de-sacs.
- **Garages:** The side-on prototypes 5A and 6A eliminate the excessive number of garages facing the main street.
- **Solar Orientation:** Wildhorse Ranch will be a 100% solar community. Photovoltaic panels will be provided on every building, significantly reducing the project’s carbon footprint. The orientation of individual buildings with respect to solar gain, photovoltaic locations, and prevailing breezes has been carefully considered. Further documentation will follow that will demonstrate that the solar orientation enhances the project’s ecological performance.
- **Roadway Width/Design:** The main roadway, street section A1 and A2, is designed to the “Modified Local” street standard. The other street sections comply with “local” standards. For the Southern grid of Prototype 4A single family homes, we have created through streets, eliminating the alleys that were previously servicing the multiple rows of six homes.

Policy MOB 6.1 Standard(a) Design street patterns to minimize emergency vehicle response times.

Fire Protection. Policy POLFIRE 3.2 Standards(b) All new development shall provide adequate roadway access to create adequate fire service. Roadway surfaces shall support apparatus in all weather conditions.

Policy UD 1.1 Actions (0) Develop flexible street design standards that provide adequate bicycle and pedestrian safety, emergency vehicle access, and strong aesthetic qualities in rights-of-way that are as narrow as possible.

- **Street Facing Addressing:** Addressing will be consistent with city standards and connected to the street. Prototype 4A homes to be addressed on both sides of the home, so that fire and police can view the address from either the green space or the street

side. There is enough room between the home and the property line to allow the fire/police to cross from the vehicular street to the home on foot access.

- **Street Shading:** A complete landscape plan has not been undertaken at this point. However, the project team appreciates the request for shading of pavement, to provide comfort and reduce the heat island effect. Future plans will address this issue in greater detail.
- **Travel Modes:** Public Roads are designed to be “complete streets”, accommodating vehicular, bicycle and pedestrian modes. In addition, a new east-west path is proposed along the greenbelt, and a new north-south bicycle path is proposed along the edge of the agricultural buffer.

Policy UD 1.1 Standards(b) New development shall incorporate a balanced circulation network that provides multi-route access for vehicles, bicycles and pedestrians to neighborhood centers, greenbelts, other parts of the neighborhood and adjacent districts and circulation routes.

- **Bike/Pedestrian Access:** The greenbelt is centrally located and links the development to the City’s existing bike transportation system. A 10 foot wide, paved bike / pedestrian path connects to the existing bike system, providing a safe route to school, other neighborhoods, shopping and bus stops. Within the project there are several secondary pedestrian paths that connect to the greenbelt system and smaller neighborhoods.
- Two Emerging Vehicle Access (EVA) points are also provided to connect the new community to the existing roadway system, one at the west of the site connecting to Caravaggio and one at the northeast corner.

Policy MOB 1.6 Build New intersections and redesign existing intersections to maximize pedestrian and bike convenience and safety relative to automobile needs.

Policy MOB 3.2 Continue to build transportation improvements specifically targeted at bicycles.

- **Bike/Pedestrian Undercrossing:** The new site plan shows the Covell Blvd undercrossing being constructed by the City. The connection between this undercrossing, the existing Green Street, the existing pedestrian path, and the new north-south bicycle path will be further developed after additional discussion with City Staff.
- **On-street Parking:** On street parking is consistent with City Standards for a 34 foot wide curb-to-curb distance. This translates into a 7 foot space for parking on local streets.
- **Granny Flats:** We recognize the need for an additional parking spot to service granny flats. This requirement will be addressed as more detailed plot plans are developed.
- **Open Space:** The following represents the allocation of public and private green space. The site plan has three types of public green: the Neighborhood green belt, the green street, and the ag buffer. The Green Street has similar characteristics of connectivity and drainage characteristics to the Neighborhood green belt. We are proposing it to be counted as an extension of the Neighborhood Greenbelt. The City requires a minimum of 10% of the residential area of a project to be Neighborhood Greenbelt. Together, the

green street and green belt dedication account for 10% of the residential area (the site area less the 65' Eastern strip dedication and the Greenbelt itself).

Open Space types	Square Footage	Acreage	% of Site
Public Green Street	32400	0.74	3.14%
Neighborhood Green belt	73870	1.70	7.17%
Ag Buffer	58900	1.35	5.72%
Private open spaces	66950	1.54	6.50%

- Private Open Space:** The landscapes in the private open spaces are either home owner or HOA maintained. With this in mind, they are designed as low maintenance and water conserving. Turf is limited to those areas where it will be actively used. Many locations will include rain garden areas that collect roof water and paving run-off, providing better water quality. The plant palette will reflect the local soil conditions and the rain garden constraints. Wherever it is possible, landscape areas will be added, including alleys with planters and green walls. The plant material will be organized according the sun exposure and water needs (hydrozoning); the plant material will be appropriately sized for the planter spaces (reducing green waste and maintenance); and most importantly they will be water-conserving Mediterranean and California natives.
- Community Garden:** Community Gardens have been removed from the public open space areas. Two privately-maintained neighborhood gardens are proposed - one in the center of the moderate income townhome cluster, and one on the Southeast corner of the project, fronting Covell Blvd. These areas will be carefully designed so that they present a desirable visual appearance.
- Trash/Recycle Areas:** These locations will be delineated in future plans.
- Mailboxes:** These locations will be delineated in future plans, and in close coordination with the U.S. Postal Service.
- Community Building:** A community building is proposed as part of the affordable housing component, and will be separate from the market rate component. Its use would be expanded in agreement with the community Homeowner's Association to allow all Wildhorse Ranch residents access to its facilities.
- Traffic Calming:** Throughout the site, there is an emphasis on creating a bicycle and pedestrian friendly environment. Three locations along the main entry drive have been identified (Section 1A and 1B) where traffic calming strategies can be implemented. Several possibilities can be integrated into the roadway layout, including speed humps, speed tables, traffic circles, and bulb-outs.

Policy MOB 1.3(a) Design minor and collector streets to slow vehicular traffic to 30 mph or less.

- Stormwater Systems/Drainage Pond:** A drainage diagram articulating the drainage ponds is enclosed in the submittal.
- HOA:** There is a consensus to create one HOA. The tiered structure will be further developed.