

CHILES RANCH PROJECT DESCRIPTION / JUSTIFICATION

With Chiles Ranch, we wish to create a residential community that will not only provide much-needed housing, but also contribute to neighborhood connectivity. We wish to produce several for-sale housing types and levels of affordability; create greenbelts, public open space and habitat; construct safe pedestrian and bike routes; and make for a vehicular circulation system that will serve the project appropriately, while minimizing impacts to the neighboring residents. Over the last several months we were able to produce a plan that evolved from a collaboration of skilled professionals, City officials and neighbors - who have a stake in the property's fate.

We, Steve Sherman and Don Fouts, over the past 33 years have built many high quality homes in the City of Davis. Our well-established local companies have strong reputations and a proven track record. For Chiles Ranch, we have joined together as New Urban Development, LLC, with the name reflective of our objectives for the property. With this project we will continue our commitment to provide housing that is of high quality and is a good fit for the community.

Our proposed Chiles Ranch, at 2411 East 8th Street, consists of 12.1 acres of three vacant parcels. Parcel One, APN 71-401-03, is currently zoned as R-2, Parcel Two, APN 71-020-15, and Parcel 3, APN 71-401-02, are zoned agriculture. All three parcels have a land-use designation of Residential Low Density in the General Plan. We are requesting a rezone of all three parcels to a Residential Planned Development with a General Plan Amendment to Residential Medium Density.

The site is bounded at the north by the Davis Manor Subdivision, at the east by the Sunnyside Subdivision, at the south by the Summerhouse group home and Villa Calabria, a senior affordable housing complex, and at the west by the City of Davis Cemetery. With a change in zoning, the parcels can be developed as residential in-fill, providing a mix of housing stock with public green space.

Chiles Ranch includes 9.30 acres of for-sale single-family residential housing, 0.95 acres of affordable condominium housing and 1.86 acres of greenbelt dedicated to the City. The City greenbelt connects to 8th Street, and runs around the perimeter of the neighborhood on the east and north. The remaining interior greenbelts and alleys will be owned and maintained by a homeowners association (HOA).

Proposed Housing

Chiles Ranch provides New Urban Development, LLC the opportunity to develop an integrated housing development with a broad diversity of housing types and levels of affordability. A diversity of architectural styles avoids the "tract housing" appearance so commonly seen in developments today. The architecture is centered around a strong sense of place based on the common open spaces and front porches.

Chiles Ranch primarily consists of single-family homes on lots ranging from 2,000 square feet to 5,000 square feet. These homes will be of various product types ranging from alley-loaded homes with detached garages to small pods of 6 to 8 homes surrounding a courtyard. To serve

the middle-income buyer, there will be a small number of homes with tandem garages. The driveways and garages of these homes will face the street, and reduce the impact of the garage on the streetscape.

In general, all homes within Chiles Ranch will be designed for workforce buyers, and will have 3 or 4 bedrooms with floor plans that range from 1,400 to 2,200 square feet. Twenty-one (21) of the alley-loaded homes will have additional living space above the detached garage. Of these, up to ten (10) will have the option of a kitchen.

The 22 low/moderate income condominiums (20 of which are clustered in five buildings) are on the west side of the project.

The majority of homes will be two-stories and not exceed 30' in height. In order to mitigate sight-line issues, and height relative to existing adjacent homes, there are two lots restricted to a single story and 13 lots that have a 1-1/2 story limitation. The 1-1/2 story utilizes attic space in order to create a small amount of two-level living area within a single story envelope. 77 of the total units will be detached homes, while the balance (30) will be attached units.

<u>Housing Type</u>	<u>Approx. Home Size (living space square footage)</u>	<u>Units</u>
Low/Moderate Income	900 to 1,200	22
Middle Income	1,200 to 1,500	21
Market Rate	1,600 to 2,400	65

Site History and Existing Structures

The existing structures have been inventoried and are documented in a report generated by JRP Historical Consulting, LLC, August 10, 2006. That report concluded that none of the structures were deemed worthy of a historical resource designation. Since all existing buildings are dilapidated, lacking in structural integrity and unsafe, we propose to remove the structures and to utilize some of the materials of the barn in a new on-site building that will replace the original barn structure with a smaller barn-styled structure that will serve as a community gathering space. This structure commemorating the rich agricultural history of the Chiles Ranch, will be sited close to two retained oak trees near the east entrance to the subdivision. As one "discovers" this feature upon entering from 8th Street, one will get a sense of place and history.

One very important thing that JRP brought to our attention was the role of the Chiles family in the history of the property. As we met members of the current generations of the Chiles Family, we were inspired to adopt the name "Chiles Ranch."

Site Topography

For the most part, the topography of the site is relatively flat, like most of the surrounding area in Davis. Elevations range between 40 and 43 feet msl. In the northwest quadrant of the property, a remnant swale traverses the quadrant from the southwest corner to the northeast corner. The site is outside of the 100 year flood plain. The topography will remain relatively flat with the existing swale brought up to grade to accommodate the planned housing. The greenbelt topography will incorporate vegetated swales.

Trees and Vegetation

The existing vegetation is an eclectic mix of trees left over from the former farming operations and dominated by Arizona cypress, oaks, black walnut, mulberry, almond, olive and pomegranate trees. The Arizona Cypresses were used as perimeter screening trees, and line the north and west property lines. Several large old almond trees are located in south east quadrant. Mulberry, black walnut and valley oak trees are located long the south east fence line. The site has several large valley oaks and black walnuts scattered throughout the site. All of the trees have been evaluated and appraised by a certified arborist. Many trees have significant structural deficiencies and are not structurally sound due to lack of pruning and care over the past 35+ years, including topped trees along the north property line to accommodate the overhead power lines. Several trees are located in a large swale with root crowns located one to three feet below the surrounding property grades. The remaining vegetation on site is annual grasses and weeds.

Most of the trees will be removed. Many of the species are not suitable for the proposed use; many are grossly misshapen, unhealthy and/or have significant structural defects. The site plan has been adjusted to accommodate several of the larger trees that are structurally sound or significant. Several existing trees will be incorporated into the landscape, either in the greenbelts or residential yards. The smaller, desirable trees (primarily oaks, olives) will be transplanted and reused on site or donated to the cemetery.

Streets and Parking

Consistent with New Urban principles, we wish to keep streets narrow. The main auto circulation will consist of a loop with two entry/exits onto 8th Street. With the exception of the immediate portions entering off of 8th Street, all of the internal streets, excluding the alleys, will have parking on one or both sides of the street. The majority of the houses will have alley-loaded garages. All of the main roads will be public streets, while the alleys will be maintained by a Homeowners Association. Emergency access is provided to/from the existing neighborhood at the northeast corner of the site via an enhanced portion of the bike path. The narrow public streets will help reduce traffic speed and minimize storm run-off. In order to further reduce speed and increase safety, we would like to look into lower posted speeds within the subdivision and installing traffic tables where appropriate.

Bike and Pedestrian Circulation

A series of multi-use paths will lead to, through, and from the project, providing a circulation system that links the new development to the surrounding neighborhoods; thus implementing one of the City's goals of enhancing bicycle path system connectivity. A bike/pedestrian path connects Wellesley Place to Chiles Ranch at the northwest corner of the site and continues through the new greenbelt to 8th Street. Not only does this provide the adjacent neighborhood a separate bike route that takes cyclists off the streets, but also access to the replicated barn shade structure in the main greenbelt. The internal paths of Chiles Ranch are designed for pedestrians, and provide access to the community gardens, shade structure and internal greenbelts. We will also provide pedestrian access to the Cemetery at the southwest corner of

our site through a small greenbelt connection. This may become a secondary vehicular access to the Cemetery in the future.

Transit

The nearest Unitrans bus lines are the “L” and the “P/Q”. The “L” line stops at the Cemetery on Pole Line Road and is a direct line to the UC campus Art Building Terminal. The “P/Q” has a bus stop at Cascade and Tulip and is the largest line in the bus system. Its coverage includes the UC Davis Memorial Union, Davis Senior High School, Emerson Junior High School and the Downtown. Even though these stops are within walking distance of Chiles Ranch, we wish to investigate a bus route modification that would place stops closer to the site.

Public Services and Infrastructure

To the extent feasible, the site drainage plan will incorporate the use of overland drainage, including grassy swales, rain gardens and shallow, distributed surface detention to cleanse and reduce post-development stormwater runoff to the City utility system. We anticipate that a drainage connection will be made to 8th Street via the shared parking lot of the Summerhouse and senior housing projects at the south end of the site. At the time those parcels were created (Davis Villas Parcel Map No. 4005, August 1991), a 25' Reservation was created with the express purpose of someday using this connection for utility service to Chiles Ranch. The proposed drainage plan is described in more detail in a separate memorandum to be submitted to City Public Works.

It is likely that sanitary sewer for the northern and southern halves of the property will be served by two different points of connection; one being a manhole at East 8th Street and the other at the intersection of Wellesley Place and Mesquite Drive. In anticipation of a possible future connection for Chiles Ranch, a 20-25' wide utility easement was provided between this intersection and the site.

City water supply for domestic and fire use is available from an 8" main located in East 8th Street. City Public Works has recommended connections at two points to provide a looped system for reliability. No constraints for water supply are anticipated for Chiles Ranch.

Wastewater treatment plant capacity is adequate for residential development of the property, as plant capacity anticipated build-out of potential infill sites.

Buffering, Greenbelt and Open Space

In Chiles Ranch, there will be approximately 3.8 acres of greenbelt. Nearly 2 acres will be City-owned, while the balance will be owned and maintained by a Homeowners Association (HOA). At the east and north sides of the site a 50' buffer separates the new homes from the existing. Within the majority of this buffer lies one of the key amenities of the site, a 1890' long green area for passive recreation, community gathering and neighborhood gardens. This space also includes the majority of preserved Oak and Walnut trees.

Greenbelts wind through the project, providing bike and pedestrian connections to 8th St. and Mesquite Drive. The proposed City greenbelt connects with 8th St. and continues along the east

and north property boundaries. The greenbelt includes a 10' wide bike path linking 8th St. to Mesquite Dr. The north perimeter greenbelt includes a 6' wide pedestrian-only path and small trees laid out in rows, reminiscent of the orchard operations at the ranch. The east perimeter greenbelt will have a more naturalized landscape treatment, incorporating vegetated swales, native and adaptive plantings, and limited, or no use of turf. The central greenbelt area, at the large oak tree, will be the community focal point, and as such should be designated as a Mini-park. This area will include a shade structure, reminiscent of the old barn, turf, shade trees and grass/shrub plantings. The City greenbelts serve as a major bike/pedestrian connector, as an integral component of the post construction BMPs for storm water collection and treatment, and as an open space connection between neighbors which enhance social relationships and provide additional play areas for children.

The two HOA greenbelts are interior to the site (running north-south and east-west). They cross connect the subdivision and link up with the City greenbelt. Like the City greenbelt, the HOA greenbelts are an integral component of the post construction BMPs for storm water collection and treatment, and provide an open space connection between neighbors.

A mix of Mediterranean and California native trees, shrubs and grasses will be used throughout the public and HOA maintained landscape areas. Turf will be limited to those spaces where it will be used as an activity surface. Existing trees to remain will be protected during construction, and planting and irrigation design will be modified within their canopy area to reduce future impacts to them.

Sustainability

In order to promote Sustainability, we will utilize existing site resources to create healthy buildings and community. Buildings are oriented to maximize solar access for passive heating and to allow for the warm-season cooling breezes. Through the site, we will provide bicycle and pedestrian access which connects to existing routes, thus encouraging the use of alternative means of transportation. Pedestrian-friendly streetscapes, green spaces, community gardens and paths encourage the use of the neighborhood for activities in lieu of traveling to off-site areas for recreation. The use of a narrow alley pavement width (while still providing adequate access for waste removal vehicles) to access garages, and elimination of expanses of individual concrete driveways reduce the heat island effect and allows more permeability of the ground surface.

All homes will be built to the City of Davis Green Building Ordinance. We will exceed California Title 24 standards by 35%. By exceeding Title 24 and providing a medium density housing mix, we are committed to reducing the greenhouse gas emissions of each home by two (2) MT of CO₂.

Affordable Housing and Accessibility/Visitability

For Chiles Ranch, the Affordable Housing Ordinance would normally require that the developer make a land dedication for the likely inclusion of rental or cooperative housing. However, we are proposing a Project Individualized Plan (PIP) that is better aligned with the strongly stated desires of the neighborhood, and is more responsive to the strong demand of ownership housing for families of limited income. In our PIP we will build all of the required affordable housing ourselves without City subsidy. After discussions with the neighbors and City staff, we find that it is in the community's best interests to provide affordable, home-ownership in lieu of

rental housing. By building out affordable for-sale units along with the market-rate housing, New Urban Development will provide these much-needed homes in the most expeditious manner possible. We will also ensure that this component architecturally complements the neighborhood in order to create a cohesive development. The affordable homes will be built as twenty condominiums within a cluster of buildings on the west side of the site plus one stand-alone house. This segment of the Chiles Ranch housing will not only take advantage of the many amenities incorporated throughout the neighborhood, but condominiums will be within its own homeowners association so that it may not be restricted by the majority of its surrounding neighbors and will be able to set ownership rules that are more aligned with its mission. The location of the affordable homes takes advantage of the open space and views of the adjacent property while having direct access to the new “barn” shade structure – a gathering place that allows the whole neighborhood to interact. The west side of Chiles ranch is the ideal location for this dense housing type, as the goal in most new neighborhoods is to “feather” the density to existing housing. All of the affordable units will be sold at the price points and by the sales rules set forth in the Affordable Housing Ordinance.

In the same vein, New Urban Development will build homes that meet the City of Davis’s Middle Income Affordable Housing Ordinance. The middle-income housing will meet the objective of the ordinance by targeting the need for local workforce housing. These homes will be distributed throughout the site, and are designated on the site plan.

With a recently adopted revision to the Housing Policy in the General Plan, the City encourages a variety of housing types that accommodate persons with disabilities and promote aging in place. The Planning Commission and City Council have recognized that there are inherent constraints of including accessible/visitable features under certain circumstances, especially in higher density projects (12.5+ units/acre), and allow for exemptions. Even though the affordable condominiums are at a net density of 20 units/acre, and exempt from the City’s accessibility requirements, we are proposing that up to 10 will incorporate the City-defined accessibility features and that 2 will be visitable. All of the middle-income and market-rate homes are “visitable” with the exception of Lots 6, 8, 10, 12, 44 and 46. While the buildings on these lots provide most of the accessible features associated with visitability, drainage constraints require that the driveways have approximately 1:12 slopes. Even though Lots 7, 9, 11, 43, 45 have the same driveway constraints, access can be gained through the two-car garages.

Community Participation and Sunrise Neighborhood Association

The City of Davis, with the help of the Sacramento Area Council of Governments (SACOG), sponsored a series of design workshops in order to define a vision for the future of the Chiles Ranch property. From September, 2007 to April, 2008 several neighborhood meetings took place where the members of the community, and more specifically, the Sunrise Neighborhood Association shared their ideas and vision for open space, energy efficiency and sustainability. During the process, various ideas and suggestions were exchanged, and many design concepts were reviewed and refined, culminating in the final plan as submitted. At the SNA meeting on April 2, 2008, the Association approved the plan and we have jointly signed a letter of agreement.

Benefit to the Community

Chiles Ranch will benefit the community by helping to meet the City's housing needs, providing new open space and setting an example for well-planned infill development. In doing so, it also meets the following guiding principles:

- Preserving and acknowledging natural resources that make a significant contribution to the site's character.
- Minimizing impacts to the City utility system by integrating on-site storm water management
- Create a compact housing layout in order to maximize public and private open space
- Establish contiguous open space that benefits wildlife, passive recreation and circulation.
- Commemorate the site's cultural and natural history through creative design
- Provide shared resources (and access) to encourage interaction between new residents and existing neighborhood.
- Reduce traffic impacts to surrounding neighborhood by encouraging alternative transportation (pedestrian, bicycle, bus)
- Provide a mix of affordable housing
- Reduce automobile trips by connecting bicycle access to existing routes.

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