

**GRANDE
INFILL GUIDELINES
CONSISTENCY ANALYSIS**

Interim Guideline	Conformance? (Yes, Yes with Conditions, No, Not Applicable)	Notes
General land use, infrastructure and fiscal principles		
<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.</p> <p><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>	YES	<p>THIS SITE IS THE BEST EXAMPLE OF INFILL AND COMPLETION OF A NEIGHBORHOOD. THE COVELL PARK NEIGHBORHOOD IN THIS AREA IS FINISHED IN ALL DIRECTIONS SINCE THIS PARCEL WAS SUPPOSED TO BE AN ELEMENTARY SCHOOL FOR THE LAST 36 YEARS BUT THERE IS NO DEMAND FOR THE SCHOOL DUE TO THE CITY'S GENERAL PLAN CHANGES TO SLOW GROWTH AND TO TARGET GROWTH AWAY FROM THE COVELL PARK AREA. WITH A NEW RESIDENTIAL PROJECT AS PROPOSED, THE PARK IS ESSENTIALLY EXPANDED, THE GREENBELT CONNECTIONS ARE OFFICIALLY EXTENDED AND IMPROVED TO GRANDE AVE, SIMILAR TYPE OF COMPATIBLE HOUSING ARE PROVIDED, EXISTING INFRASTRUCTURE IS USED, EXISTING STREET AND TRANSIT INFRASTRUCTURE IS BETTER UTILIZED, BIKEWAYS ARE CONNECTED.</p>
2. The project contributes to a mix of uses in the neighborhood.	YES	THE PROJECT INCLUDES A MIXTURE OF LOT

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		SIZES FOR SINGLE FAMILY HOMES, AND PROVIDES FOR AFFORDABLE HOUSING LOTS.
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	THERE WILL BE A VARIETY OF LOT SIZES AND HOME SIZES AND 14 AFFORDABLE HOMES. THE DENSITY IS SIMILAR BY HIGHER THAN THE SURROUNDING NEIGHBORHOODS. THE HOME DESIGNS WILL LIKELY BE DIFFERENT THAN THE EXISTING HOMES.
4. The project preserves and protects historic resources.	N/A	THERE ARE NONE
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.	YES	THIS PROJECT IS UNIQUE IN THAT IT COMPLETES THE CONNECTIONS OF EXISITNG CITY GREENBELTS AND THEREFORE MAKES THE NEEDED CONNECTIONS WITH GRANDE AVE. IN ADDITION, THE SOUTHERN PART OF THE SITE WOULD BE DEDICATED TO THE CITY FOR ADDITIONAL PARK SPACE NEXT TO THE EXISTING PARK. THE GREENBELT OPEN SPACES CREATE NEEDED BUFFERS WITH THE ADJACENT NEIGHBORHOODS AND PROVIDE FOR A UNIQUE OPEN SPACE VISTA ALONG THE INTERNAL ROAD.
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	THERE WILL BE NO SOUND WALLS AS THERE IS NO NOISE IMPACTS.
7. The project contributes to the efficient utilization of existing	YES	THIS PROJECT IS THE BEST EXAMPLE OF

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infrastructure and provision of public services.		USING EXISTING INFRASTRUCTURE. GRANDE AVE ALREADY EXISTS AND WOULD BE THE MAIN STREET TO USE FROM THE PROJECT. EXISTING SEWER, DRAINAGE, WATER, ELECTRICAL AND GAS SERVICES WOULD BE USED THEREBY REDUCING SIGNIFICANTLY REDUCING ANY IMPACTS TO CITY SERVICES.
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	AS A PRIME EXAMPLE OF INFILL AND USE OF EXISTING CITY INFRASTRUCTURE AND SERVICES, COSTS TO THE CITY ARE SIGNIFICANTLY REDUCED. IN ADDITION, THIS SITE WAS NOT ON THE TAX ROLLS AND NEVER CONTEMPLATED AS A RESIDENTIAL USE. WITH THIS PROJECT, THE CITY WILL GAIN UNANTICIPATED REVENUES FROM BUILDING PERMIT AND IMPACT FEES, PROPERTY TAX, SALES TAXES, AND THE LIKE. IN ADDITION, WITH THIS SITE, THE DAVIS JOINT UNIFIED SCHOOL DISTRICT BENEFITS FROM THE SALE OF THE SITE, WHICH MEANS EXISTING SCHOOL FACILITIES WILL BENEFIT.
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	YES	THE PROJECT DESIGN HAS ALWAYS BEEN TO MAKE THE NEW NEIGHBORHOOD COMPATIBLE WITH THE LOTS SIZES AND THE HOME SIZES SURROUNDING THE SITE. THIS

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<p>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.</p> <p><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>HAS BEEN ACHIEVED BY THE PROPOSED LOT SIZES, STREET DESIGNS, AND SETBACKS PROPOSED. THIS ALLOWS FOR THE HOMES TO BE OF SIMILAR SIZE AND SHAPE AND ORIENTATION. THESE DESIGNS HAVE BEEN ACCEPTED BY THE GRANDE NEIGHBORHOOD ASSOCIATION DURING A SERIES OF MEETINGS OVER A PERIOD OF A YEAR PRIOR TO SUBMISSION OF THIS APPLICATION.</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 considers the placement of windows, balconies, roof decks, outdoor activity areas, landscaped buffers, parking areas, trash facilities, etc.</p>	<p>YES</p>	<p>THE PROJECT DESIGN AS NOTED ABOVE INCLUDES SUCH COMPATIBILITY WHICH IS WHY THE GRANDE ASSOCIATION ACCEPTS IT. SIGNIFICANT GREENBELT BUFFERS PROVIDE THE COMPATIBILITY AS WELL SO THAT NOISE AND PRIVACY ARE CREATED. THIS IS ENHANCED BY THE PROPOSED LANDSCAPE PLAN ACCEPTED BY THE GRANDE ASSOCIATION.</p>
<p>11. The project is compatible with the noise environment. Sound walls are avoided where alternative mitigation measures are feasible.</p>	<p>YES</p>	<p>THERE ARE NO SOUND WALLS NEEDED OR PROVIDED.</p>
<p>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>YES</p>	<p>THE PROJECT IS HUMAN SCALE BY ENHANCING AND CONNECTING THE BIKE AND PEDESTRIAN PATHWAYS IN COVELL PARK TO GRANDE AVE, MAKING A CRITICAL</p>

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		CONNECTION. IN ADDITION, THE SITE IS NEAR A TRANSIT CONNECTION ON GRANDE AVE.
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	THIS IS INTENDED BUT ACTUAL HOME DESIGNS ARE NOT AVAILABLE UNTIL THERE IS A DEVELOPER / BUILDER SELECTED BY THE SCHOOL DISTRICT.
14. Portions of buildings abutting a street or accessway relate to the street frontage through use of transparent elements including windows. Commercial buildings should be located to abut the street or other public accessway 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	AGAIN, THESE FEATURES WILL COME WITH THE ACTUAL HOME DESIGNS LATER.
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 WHOLE PROJECT IS CONDUCIVE TO ALTERNATIVE FORMS OF TRANSPORTATION, INCLUDING BIKING, WALKING, BUS, AND CAR.
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>YES</p>	<p>THE SITE IS OVERALL GREEN. THE SITE PLAN ALLOWS FOR NEARLY ALL HOMES TO BE SITED IN A NORTH – SOUTH PASSIVE SOLAR ORIENTATION AND THE EXTENSIVE GREENBELTS AND THEIR LOCATION SHOULD REDUCE ANY HEAT ISLAND EFFECTS. THE NEW HOMES WILL BE HIGHLY ENERGY EFFICIENT THOROUGH VARIOUS DESIGNS AND MECHANISMS, AND THE LANDSCAPE PLAN WILL BE DROUGHT TOLERANT IN DESIGN AND THE DRAINAGE WILL BE EQUALLY GREEN.</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>AGAIN, AS MENTIONED ABOVE, THE BUILDING AND LANDSCAPE DESIGNS WILL BE PROMOTING ENERGY CONSERVATION.</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</p>	<p>YES</p>	<p>WATER CONSERVING DEVICES WILL BE INCLUDED IN THE HOMES, AND THE LANDSCAPE AND DRAINAGE PLANS ARE ORIENTED TO THE EFFICIENT USE OF WATER THOROUGH DROUGHT TOLERANT PLANTS AND IRRIGATION SYSTEMS.</p>

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appliances and fixtures.		
Principles for the review of proposed changes from non-residential land use to residential land use		
<p>19. The proposed residential use has greater feasibility, long term community benefit, and sustainability than the currently planned non- residential use.</p>	YES	<p>AS MENTIONED EARLIER, THE SITE IS NOT NEEDED FOR A SCHOOL AS DETERMINED BY THE 7-11 COMMITTEE, AND SCHOOL BOARD. THE BEST USE OF THE SITE IS RESIDENTIAL , SINGLE FAMILY DETACHED HOMES THAT CAN CREATE THE BEST ECONOMIC VALUE TO THE SCHOOL DISTRICT SO THAT THESE NEW FUNDS CAN BE USED FOR DISTRICT FACILITIES IMPROVEMENTS. IN ADDITION, SUCH RESIDENTIAL USE IS COMPATIBLE WITH THE EXISTING NEIGHBORHOOD, AND CREATES OPPORTUNITIES FOR THE CITY TO COMPLETE ITS PARK AND GREENBELT AND PATHWAY NETWORKS, NOT TO MENTION GETTING ADDITIONAL REVENUES NOT CONTEMPLATED.</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>	YES	<p>AS MENTIONED EARLIER, THIS SITE IS A PRIME INFILL EXAMPLE AS IT USES ALL OF THE EXISTING INFRASTRUCTURE, ROAD NETWORK, AND UTILITIES IN THE NEIGHBORHOOD, PLUS COMPLETING NEEDED GREENBELT AND PARK AND PATHWAY FACILITIES OF THE CITY. IN ADDITION, THE DENSITY HAS BEEN CAREFULLY SELECTED TO MEET THE COMPATIBILITY CONCERNS OF THE</p>

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		ADJACENT NEIGHBORHOOD.
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.	YES	THERE IS LITTLE NOISE IN THE NEIGHBORHOOD AND THIS PROJECT DOES NOT MATERIALLY ADD TO IT. NO SOUND WALLS ARE NECESSARY OR DESIRED, THEREBY ALLOWING FOR THE PROJECT TO BE DESIGNED IN A MORE COMPATIBLE FORM WITH THE NEIGHBORHOODS. LAST ,THE GREENBELT BUFFERS ELIMINATE ANY NEED FOR NOISE WALLS.
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.	YES	THE PROPOSED PROJECT DESIGN HAS BEEN CAREFULLY CRAFTED TO MATCH THE ADJACENT NEIGHBORHOOD NORTH-SOUTH LOT ORIENTATIONS AND EAST-WEST STREET PATTERNS, PLUS EXPANSION OF THE GREENBELTS. LOT SIZES WILL ALSO BE SIMILAR THEREBY HELPING TO CREATE SIMILAR SIZE HOMES AND DESIGNS.
Car management		
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>	YES	THE PROJECT IS DESIGNED TO AGAIN MEET THE FORM OF THE ADJACENT SUBDIVISIONS. IN THAT REGARD, TWO CAR GARAGES ARE DESIGNED INTO THE PLAN AND ARE NECESSARY FOR THE SUCCESSFUL COMPLETION OF THE PROJECT. DUE TO THE LOCATION OF THE SITE, THE GREENBELT AND

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		BIKE PATHS AND THE TRANSIT LOCATIONS, THE SITE IS IDEALLY SITUATED TO ALLOW THE NEW RESIDENTS TO TAKE ADVANTAGE OF ALTERNATIVE TRANSPORTATION AS WELL.
24. The project promotes alternative transportation modes and helps alleviate peak hour congestion.	YES	THE PROJECT HELPS TO CONNECT THE CITY’S GREENBELT SYSTEM TO GRANDE AVE AND ADJACENT NEIGHBORHOODS, HELPS TO CREATE BETTER PEDESTRIAN AND BIKE CONNECTIONS, AND IS LOCATED NEXT TO A TRANSIT STOP. ALL OF THESE MEASURES AND FEATURES ASSIST IN ALLOWING THE RESIDENTS THE CHOICES TO USE MODES OTHER THAN CARS.
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): <ul style="list-style-type: none"> • Free annual transit passes for residents and employees • A shared parking agreement between different uses, such 	YES	THE PROJECT, BY ITS LOCATION AND DESIGN, ENCOURAGES THE USE OF ALTERNATIVE TRANSPORTATION---WALKING, BIKES, TRANSIT. THE PROJECT DESIGN USES THE GARAGES, DRIVEWAYS, AND ON-STREET PARKING SO AS NOT TO IMPACT THE ADJACENT NEIGHBORHOODS. ADDITIONAL MEASURES TO ASSIST IN THE USE OF ALTERNATIVE MODES WOULD BE CONSIDERED IF NEEDED AND FEASIBLE.

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<p>as offices and dwellings</p> <ul style="list-style-type: none"> • 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. 		
Citizen involvement		
19. The applicant has made a good faith effort to obtain input from interested citizens and respond to the concerns.	YES	IN A HUGE WAY THROUGH A YEAR OF MEETINGS WITH THE GRANDE NEIGHBORHOOD ASSOCIATION, THE REAL ESTATE ASSETS SUBCOMMITTEE OF THE

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		SCHOOL DISTRICT, AND THE DAVIS SCHOOL BOARD. THIS PLAN REPRESENTS THE RESULTS OF THESE MEETINGS AND INPUT TO DATE.