EXHIBIT C

MORAGA DESIGN GUIDELINES APPLICABLE TO 3 WOODFORD DRIVE

3 MAINTAIN THE TOWN'S SEMI-RURAL CHARACTER (SRC)

SRC1 Retain, protect, and utilize existing natural features, such as trees and other vegetation, interesting ground forms, rocks, water, and significant views in the design.
Comment: No natural features will be removed or altered for this project. The subject property is heavily landscaped along the Moraga Road frontage. The existing plants include many large trees.

SRC2 The impact and presence of vehicles resulting from the development should be minimized through proper siting and screening in order to buffer parking areas from locations both interior and exterior to the site.
Comment: MMC Section 8.68.050-B requires that access on corner lots should from be from the street with the lowest average daily traffic count. The existing home has a "circular" driveway with ingress on Woodford Drive and egress onto Moraga Road. The proposed drive-through porte-cochere would not change the existing driveway alignment or the number of points of ingress and egress.

SRC7 New trees should be planted to compliment the natural pattern of tree placement.
Comment: The subject property has an ample number of mature trees along the Moraga Road frontage. No additional trees are needed to enhance the screening of the proposed porte-cochere; however, some additional drought tolerant native shrubs would improve and soften the appearance of the existing 6-foot fence across the frontage of the property on Moraga Road.

SRC8 Mature native tree groupings should be protected.
Comment: No mature tree groupings will be removed.

SRC9 Improvements should be sited away from creeks to enhance safety and to protect existing drainage patterns, riparian habitat, and wildlife.
Comment: The project site is not adjacent to a creek; however, many years ago before Campolindo High School was built, the "Lake of the Redwoods" for which the Moraga Rancho was named was located just west of the project site at the current location of the Performing Arts Center and playing fields at Campolindo High School. There is a small drainage ditch that runs along the east side of Moraga Road that has some vestiges of the "Laguna" environment.

4 PROTECT RIDGELINES AND HILLSIDE AREAS (RH)

RH1 Protect ridgelines from development.
Comment: The project is not on or near a ridgeline.

RH2 New development should be sited in areas that are least sensitive in terms of environmental and visual resources, including areas of flat or gently sloping topography.
Comment: The proposed porte-cochere will be built on relatively flat land along the west side of the house.

5 COMPLEMENT EXISTING LANDSCAPING (L)

L1 FIRE SAFE LANDSCAPING

L1.1 On residential lots located adjacent to open space or heavily wooded areas, trees should be planted no closer than 15 feet from the exterior wall of a residence.
Comment: The subject property is adjacent to a 4 acre vacant parcel that has remnants of an old orchard on it. The vacant parcel is not heavily wooded. Some of the existing trees at 3 Woodford Drive may be closer than 15-feet to the home, but most of the large trees are located along the west side of the driveway between the house and Moraga Road, as shown in the aerial photo below.

L1.2 Consideration should be given to avoiding flammable trees and shrubs where possible. Consult the Moraga Fire Protection District for highly flammable plant species to be avoided such as certain pine, juniper, and eucalyptus species.
Comment: No new trees are shown on the project plans.

L1.3 Landscaping should be properly irrigated to assure that plants retain their fire retardant capability, but shall not be over watered so as to create runoff from the site.
Comment: The existing landscaping appears to be well maintained. It is not known whether an irrigation system is installed on the property.

L2 SINGLE-FAMILY RESIDENTIAL LANDSCAPING AND IRRIGATION

L2.1 Residential properties should be landscaped and irrigated in accordance with the natural environment.
Comment: The project site is already landscaped. The proposed porte-cochere would not reduce the existing landscaping because it will be built over the existing asphalt driveway.

L2.3 Irrigation runoff shall not be discharged into the storm drain system. Therefore, over watering of the landscape shall be avoided. Opportunities shall be provided for biofiltration that routes stormwater through landscaping and then to an appropriate drainage facility.
Comment: Drainpipes from the new roof over the porte-cochere should be routed to landscaped areas for bio-filtration prior to discharge to any storm drainage inlets.

6 ENHANCE TOWN'S SCENIC CORRIDORS (SC)

The project is located adjacent to the Moraga Road scenic corridor and is therefore subject to the Town's Scenic Corridor Design Guidelines as noted below:

SC1 A greenbelt should be established between the scenic corridor major road and a parking area or building that is located adjacent to the road. The greenbelt must be landscaped and appear to be natural (i.e. a high percentage of the ground area could be a mounded redwood bark or stone covered area as long as plants provide a reasonable amount of massing to create a screening effect). All landscaped areas shall be appropriately irrigated to maintain healthy plants while preventing runoff from over watering.
Comment: The frontage of the property along Moraga Road has been fenced with a 6-foot high wooden fence and a closely spaced row of evergreen trees is located between the fence and the driveway. This area between Moraga Road and the fence is not extensively landscaped and could be improved with more shrubs to soften the line of the fence.

SC3 The greenbelt separating a single-family residence from a scenic corridor roadway should have a minimum depth of 20 feet. This depth can be lessened if mitigated by shrubbery, trees and/or other acceptable elements or landscaping.
Comment: The total "greenbelt" is about 20-feet between the edge of pavement on Moraga Road and the existing driveway that is parallel with Moraga Road. The applicant's plan appears to show the west property line along Moraga Road further to the west than the GIS aerial photo with the property line overlay (see page 2). The Contra Costa County Building Department will require that a surveyor verifies that the new porte-cochere will have the required 15-foot setback to the property line.

SC6 Greenbelts should have a balance of high and low plants to give a natural look to the landscaped area. At no time will a landscaped area (other than grass) exceed 50 lineal feet along the scenic corridor road without a change in massing, character, and color.
Comment: The existing landscaping along Moraga Road has a relatively good mix of high and low plants, but there could be additional shrubs between the fence and Moraga Road to soften the line of the fence. There are no turf areas along the frontage of the property.

SC8 A property owner may be required to upgrade existing conditions when major work is accomplished on a parcel that is within 500 feet of the center line of a major scenic corridor.
Comment: In order to comply with the Town's off-street parking ordinance, the project is required to provide at least two covered parking spaces. The construction of the proposed porte-cochere would not be considered a major upgrade of the existing home and in any case the frontage is so extensively landscaped at the present time that additional landscaping is not really needed except for more shrubs along the fence line.

SC9 In order to enhance the landscaping along designated scenic corridors, new development within 500 feet of these corridors should include trees and shrubs from the following lists:

TREES	SHRUBS
Raywood Ash (*Fraxinus oxycarpa*)	Escallonia (*Escallonia compakta* & *langleyensis*)
Bradford Pear (*Pyrus Calleryana*)	Strawberry Tree (*Arbutus unedo*)
Flowering Plum (*Prunus krauter vesuvius*)	Howard McMinn Manzanita (*Arctostaphylos*)
Coastal Redwood (*Sequoia sempervirens*)	Rockrose species (*cistus*)
Western Redbud (*Cercis occidentalis*)	
Live Oak (*Quercus agrifolia*)	

Comment: If additional shrubs are added on the west side of the fence along Moraga Road, then they should be selected from the above list, which is now located in Appendix B of the Design Guidelines.

SC10 Roadside landscaping should be selected and maintained so that street signs and other directional signs are not blocked from view.
Comment: The existing landscaping does not block the street sign or stop sign at the corner of Woodford Drive and Moraga Road. The crosswalk across Moraga Road at Woodford Drive is scheduled for a major upgrade this summer. Pedestrian-activated flashing beacons and high visibility paint shall be installed at this crosswalk.

SC11 Existing overhead lines along scenic corridors should be converted to underground when substantial redevelopment is proposed.
Comment: At the January 13, 2010 Town Council meeting, the Council decided to keep the phrase "when substantial redevelopment is proposed", but they did accept the language from the DRB to include public and private roads. This project would not be considered substantial redevelopment. The Town Council agreed that under-grounding of existing power lines is the ideal we want to have, but it is only practical when enough property along a power line is involved to be able to justify the enormous cost. Elimination of one power pole at a time was considered to be a very inefficient way to convert overhead lines to underground conduits.

SC12 Design shall be consistent with the Moraga Municipal Code Section 8.132.
*Comment: Compliance with the guidelines listed under MMC Section 8.132.050-B was discussed in **EXHIBIT B** pages 4, 5 and 6.*

SC13 Viewsheds, including but not limited to close up and distant views, ridgelines, hillsides and mature native tree groupings should be protected along the Town's scenic corridors to retain the Town's semi-rural character.
Comment: The proposed 10-foot high porte-cochere at the west side of the home will not obstruct any views of distant ridgelines, hillsides or existing mature native tree groupings. The semi-rural character of the Town is enhanced by the existing "forest" of trees and shrubs along the west side of the subject property.

7 MINIMIZE THE IMPACTS OF DEVELOPMENTS (ID)

ID1-7 APPLICABLE TO ALL DEVELOPMENT

ID2 Roofing materials shall be benign and non-corrosive, such as slate, steel, stone, terra cotta tiles, fiberglass composition shingles, etc. Copper materials shall not be used for any component of the roofing system (roofing material, gutters, downspouts, splash pads, screens, etc.). Solar systems on roofs are encouraged and not subject to Design Review.

Comment: The roofing material for the porte-cochere is noted as "composite shingles". Since the roof only has a minimum slope of 2%, composite shingles may not be acceptable to the building department. Generally, very flat roofs have a built-up tar and gravel surface or foam roofing.

ID6 The level of lighting should not exceed the needs for security and safety or detract from the aesthetics of the development.

a. Outdoor lighting should be related to the design of the structure.
b. Outdoor light fixtures should be designed and mounted so that the source of light has minimal impact off site.
c. Outdoor lighting should be directed inward toward the property and may require porte-cochereal screening to avoid spillage onto adjacent residential properties.
Comment: No lights have been indicated on the project plans. If the applicant decides to have some lights under the porte-cochere, then they will need to conform to the standards listed in design guideline ID6.

ID9 PAVING

ID9.1 Impervious surfaces shall be minimized through site design and building methods. Directly connected impervious surfaces shall be minimized to avoid excessive concentrated stormwater runoff. Any runoff from impervious surfaces shall be directed to pervious areas or landscaped depressions.
Comment: The existing driveway is asphalt paving. The plans do not call for any changes to the existing driveway.

ID9.2 Impervious paving may be reduced by using permeable materials for pedestrian walkways, parking facilities, and areas with light traffic. Examples include:

a. Unit pavers-on-sand: turf block, brick, natural stone, or concrete unit pavers
b. Poured pervious surfaces: pervious concrete or pervious asphalt
c. Granular materials: crushed shells, gravel, aggregate base, cobbles, or wood mulch.
Comment: Replacement of the existing asphalt driveway with permeable paving such as interlocking concrete pavers could improve the visual appearance of the driveway, but it probably would do very little to reduce peak surface runoff. The effectiveness of semi-pervious pavers is limited due to the clay-like soils in Moraga which become saturated with water quickly. Any "permeable" paving must be laid over compacted sand or "road base" material with drainage pipes below in order to have a measurable reduction in the peak storm runoff.

ID12 STORMWATER GUIDELINES

ID12.1 All residential buildings, in aggregate, may cover no more than 33% of the lot area. Exceptions may be considered for cluster and multi-family residential projects. For project designs that cluster the new structures on only a small portion of a large site, the percentage may be calculated using the entire site, rather than the lot size.
Comment: The existing home and proposed porte-cochere would cover 22.6% of the lot area.

ID12.5 In new development only BMP-treated stormwater shall be discharged into the Town's storm drain system.
Comment: As previously discussed, the new downspouts from the roof of the porte-cochere will need to be routed to landscaped areas for bio-filtration prior to discharge to a storm drain inlet.

8 THOUGHTFULLY DESIGN SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS (SFR)

Residential development shall preserve the Town's existing scale, character, and quality, and

provide an inviting pedestrian environment that promotes walking and biking between neighborhoods.
Comment: The proposed porte-cochere would not impinge upon any existing walking and biking trails or paths. None of the homes in the immediate vicinity have paved sidewalks for pedestrians.

SFR1 SINGLE-FAMILY RESIDENTIAL SITE PLANNING

SFR1.1 Not more than two (2) two-story units should be placed side-by-side unless topographic and/or architectural considerations justify exceptions or unless the two-story portion of the house is not visible from off site. (Architectural considerations may include partial second stories and setback of second stories.)
Comment: The existing home is single story and the proposed porte-cochere is single story.

SFR1.2 Front setbacks should be varied, with no more than two adjacent units having the same setback. Setback variation shall be a minimum of three feet.
Comment: The existing home has varied front setbacks and exterior side yard setbacks. The front property line is at a slight angle to the house and the setback to the porte-cochere would vary from 15-feet to about 16-feet 6-inches if the applicant's site plan is accurate and the property line along Moraga Road is drawn correctly. In any case, the dense row of trees across the frontage of the property on Moraga Road obscures the view of the setbacks.

SFR1.5 The architectural design motif should continue on all sides of a building. This motif should be compatible with but distinct from adjacent homes.
Comment: The design of the porte-cochere is very straight forward and functional. If the structure was designed with a gable roof or some siding to match the home, it could become more conspicuous. A simple design may be the best approach to make the structure unobtrusive. Nevertheless, an alternative design could be considered with a side-by-side carport west of the former "family room". Only the westerly parking space would be a drive-through space. The east side space in the carport would occupy the area where the black truck is parked behind the bush at the right side of the driveway in the photo below. The construction of a more traditional side-by-side carport would eliminate the long tunnel-like look of the proposed porte-cochere. Due to the greater setback of the "family room", it could also allow the new carport / porte-cochere to have an increased setback from Moraga Road, if it turns out that the property line (right-of-way line) along Moraga Road is further to the east than depicted on the site plan.

SFR1.7 Pervious surfacing is encouraged for all driveways. Driveways longer than 50' or wider than 16' should be constructed of pervious materials. See Guideline ID9.2. Multiple-car garages are encouraged to use flared driveways to minimize impervious surface coverage.
Comment: See the comments under design guideline ID9.2 on page 5.

SFR1.10 On padded lots there should be a minimum of 10' near level clearance area from any top or toe of a slope to any structure for access. Clearance is measured from the exterior of the structure or any protruding portion (i.e., chimney, bay window, etc.) to the nearest point on the property line or change in slope, whichever is closer. On padded lots there should be a minimum of 6' near level clearance area on any 3 sides of any building or structure.
Comment: The construction of a drive-through porte-cochere would not obstruct the "clearance" around the existing home.

SFR2 SINGLE-FAMILY RESIDENTIAL BUILDING DESIGN

SFR2.1 A harmonious relationship with the surrounding neighborhood should be created through the use of compatible design schemes and scale.
Comment: The proposed porte-cochere at 3 Woodford Drive is such a simple design that it would not be architecturally dissonant with the homes in the neighborhood. Nevertheless, the long tunnel-like shape of the tandem configuration might not be as attractive as a standard side-by-side configuration for the carport as described above under design guideline SFR1.5.

SFR2.3 Exterior building design on all elevations should be coordinated with regard to color, texture, materials, finishes and architectural form and detailing to achieve design harmony and continuity.
Comment: The exterior design of the proposed porte-cochere was not designed to match any architectural details on the existing "ranch" style home. The applicant will need to submit a color and materials pallet for the porte-cochere and the colors should match the colors used on the home.

SFR2.5 Roof shape, color, and texture should harmonize with the color and architectural treatment of exterior walls.
Comment: As noted previously, a pitched gable roof to match the home could make the carport structure more massive in appearance. The flat roof would keep the structure as low as possible and make it less prominent.

SFR2.14 Roof leader drains shall be routed through a biofilter, sand filter, or plant box.
Comment: See comments for design guidelines L2.3 and ID12.5.