

THE VILLAGE AT LOOMIS

Town Council June 28, 2018

Dear Mayor Merrill and Members of the Town Council:

We are pleased to present to you revisions to the Village at Lucas project. The revisions reflect the comments we heard from you at the Study Session in May regarding density, lot sizes, setbacks, park acreage and architectural restrictions along David Avenue, while still creating a project that can provide the Circulation Element improvements and other benefits on which the Town has planned.

In summary, the density has been reduced, lot sizes increased, setbacks widened and park acreage added, all of which are discussed further below. Additionally, this book contains exhibits illustrating the revised plan; parks and trails plans; pedestrian connectivity, including a highly designed pedestrian connection to the Haley's Town Center; and architectural details for the proposed homes along David Avenue that prohibit any second-floor element facing across David Avenue residents in order to protect their privacy.

Density Reduction, Lot Sizes and Setbacks

Twenty five (25) lots have been eliminated from the plan acted upon by the Planning Commission in April. The density of the single-family lots has been reduced to 260 from the 280 in that plan. A total of 42 lots have been eliminated from the originally submitted 303-lot project.

Village Residential District (the area along the north side Library Drive): 22 lots eliminated, reducing this district from 135 to 113 lots, and the park has increased significantly. The lots have been increased in width from 30 feet to 40 feet and the side setbacks have been increased from three (3) feet to the requested five (5) feet on each side. The wider side yard areas allow for larger private outdoor side and courtyard areas in these homes. This district complies with the town's parking standard by providing dedicated off-street parking spaces. An example of this lot size is the Rocklin Trails community along Granite Blvd in Rocklin.

Village Court District (formerly Village Green Court District): Two (2) lots eliminated are re-designed as a traditional front driveway/garage style home by eliminating the shared front paved "green court." This type of design now allows for a private backyard. A group of six homes (3 per side) shares a common, private drive. This district complies with the town's parking standard. An example of this type of design is a new home community in Folsom called Farmhouse at Willow Creek.

Village Traditional District: One lot eliminated and lots adjacent to David and Silver Ranch Avenues increased to 160 feet deep (equivalent to the subject lots). Here is a summary of the District's number of lots, average and minimum lot sizes and side yard setbacks.

District	No. of Lots – Current (Proposed)	Lot Size – Avg. SF	Min. SF	Setbacks (Side)
Village Residential	113 (135)	3,900	3,410	5 ft./side
Village Court	62 (64)	3,600	3,212	4 ft./side
Village Traditional	95 (87)	5,000	4,660	3 ft./side – 2-story and pop up 4 ft./side – single-story

Parks

Park acreage has increased from 4.27 to 6.71 acres. With the reduction in density, the Town's park standard requires 5.65 acres of park; therefore, the project now meets the Town's park standard. As you will see in the following Park plans, a program of active parks has been assigned across the age spectrum, from young children to older adults. City Park, next to the Library, remains the project's signature park, with the project's other parks and trails providing additional recreation opportunities.

Expanded and New Parks	Acreage
Paseo Park (Village Residential District) re-located and expanded from 0.29 acres to 0.5 acres	0.21
Rock Park (Village Residential District) – New	0.4
Bramble Park (Village Residential District) – New	0.4
Bank Park (Village Residential District) – expanded from 0.77 acres to 0.90 acres	0.13
Village Park (Village Traditional District) re-located and expanded from 0.3 to 0.5 acres	0.2
Improvements to Library site and Memorial Hall – New	1.9
Total Revised Park Acreage	6.71

Pedestrian Connectivity

The entire project is designed for strong pedestrian connectivity within the project and also connecting with adjoining neighborhoods. Specifically, the project is designed with an enhanced pedestrian focus towards downtown and walkability to Lucas Grammar School and Del Oro High School. Every street within the project includes sidewalks and these sidewalks will connect to existing sidewalks that adjoin the project site. A specially designed pedestrian crossing is proposed across Doc Barnes Drive and Gates Drive to connect the project to the Haley's Town Center.

Circulation Element Improvements

The project will include the Town's planned Circulation Element improvements: a) at Doc Barnes Drive, from Highway Bar Road to King Road, including traffic signals at these intersections; b) the extension of Webb Street, from the new intersection of Webb Street/Harrison Bar Road/Library Drive, to a roundabout at this new intersection; and a traffic signal at Taylor Road/Webb Street. The project is not required to build the several Webb Street improvements (Items b-d), but the project was revised to accommodate the Town's desire for them.

Development Agreement Modifications

The current development agreement between the developer and the town obligated the developer to construct all of the Circulation Element improvements, now, including paying almost all of the Town's share of the costs of Doc Barnes Drive. This agreement was predicated upon the project consisting of 285 single family lots, as it was then configured. The revised plan significantly reduces the number of lots and makes the project economically infeasible to build the Circulation Element improvements. We request that the Town allow us to credit the Town's Road Circulation/Major Roads Mitigation Fee required to be paid by the project toward these

implementer's and to reimburse us for this fee when it is levied by the developers of the Village Commercial District. The combined amount of the Road Circulation/Water Truck Mitigation Fee credit for the single-family units (261), multi-family units (130), and mixed use (12,000 sq ft) is approximately \$676,024.

Another requested modification is to include the Civic Park, which will be dedicated to the Town, within the financing district to be created to fund the Circulation Element Improvements. The capitalized amount to be allocated to Civic Park will be \$750,000. The annual payment by the Town as a property owner within the financing district will be approximately \$50,000.

Additionally, the project dedicates park land, constructs park facilities, and dedicates open space in compliance with the Town's requirements in lieu of paying the Town's mitigation fees. Accordingly, we ask that the development agreement be revised to provide full credit for the Town's Quimby Act Park Dedication In-Lieu Fee/Park Land Acquisition Mitigation Fee, the Park Facility Improvements Mitigation Fee, and the Passive Park and Open Space Land Acquisition Fee. The approximate amounts for these fees for the single-family, multi-family and mixed use portions of the project are:

- Quimby Act Park Dedication In-Lieu Fee/Park Land Acquisition Mitigation Fee: \$840,156
- Park Facility Improvements Mitigation Fee: \$1,009,590
- Passive Park and Open Space Land Acquisition Fee: \$488,600

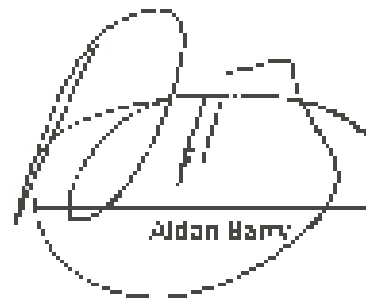
David Avenue Neighbors

The project proposes architectural restrictions for the homes that will be built next to the existing David Avenue residents in order to protect the privacy of these residents. The new homes to be built next to the David Avenue residents will be restricted to single-story and pop-up designs and the rear set-backs will be increased to 15 feet for single-story homes (equivalent to minimum setback on existing homes) and 20 feet for pop-up homes. A pop-up design prohibits any rear-facing side and/or windows that could look upon the David Avenue Residents. A pop-up design provides for additional living space in a second floor of a home in one of two ways, either 1) a front-facing two-story design in the front half only or 2) a single story appearance from the front and rear but with a second floor with only side-facing windows under the gable ends of the roof. Examples of these two pop-up designs are provided in this book.

We are excited about The Village at Loomis and the opportunity to create the Town's long planned vision for a dynamic, pedestrian-oriented, mixed use neighborhood to help revitalize downtown Loomis.



Todd Lowell



Aidan Barry



PARKS AND TRAILS LEGEND

- PARCOURSE STATION
- TRAIL SIGNAGE LOCATION
- ACTIVE PARK
- OPEN SPACE
- 8' PEDESTRIAN TRAIL
- 8' PAVED PEDESTRIAN PATHWAY
- 12' GRAVEL UTILITY ACCESS ROAD AND PEDESTRIAN TRAIL
- 12' GRAVEL UTILITY ACCESS ROAD (NOT TRAIL)

Parks and Trails Site Plan



THE VILLAGE AT LOOMIS

Loomis, California

DATE: 06.28.18



COMPANIES



Pedestrian Path through Parking Lot



Boulder Seating Circle



Demonstration Orchard



Oak Woodland Garden



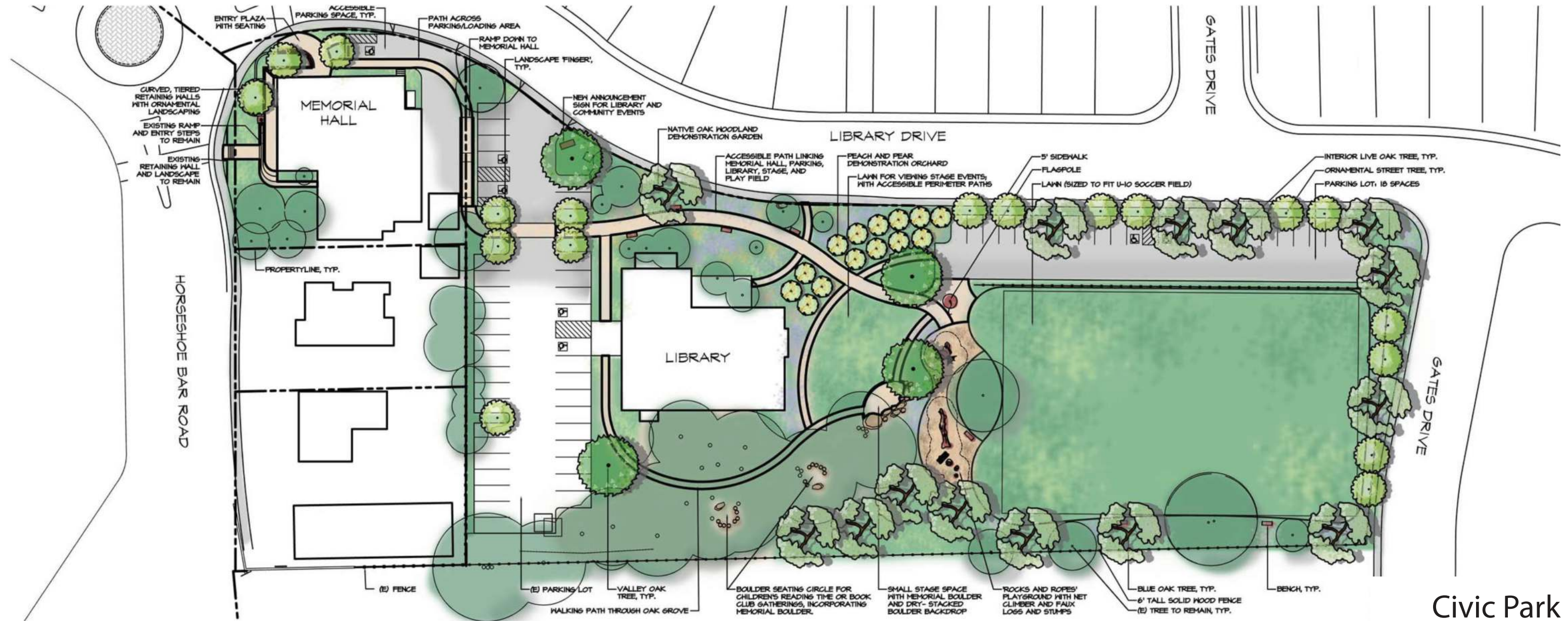
Movie Night at the Library



Small Stage Space with Seatwall



Faux Log Climbing Play Structure



Civic Park



THE VILLAGE AT LOOMIS

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COMPANIES



Tree Fort Playground



Rocks and Ropes Playground



Crawl Tunnel



Paseo Park

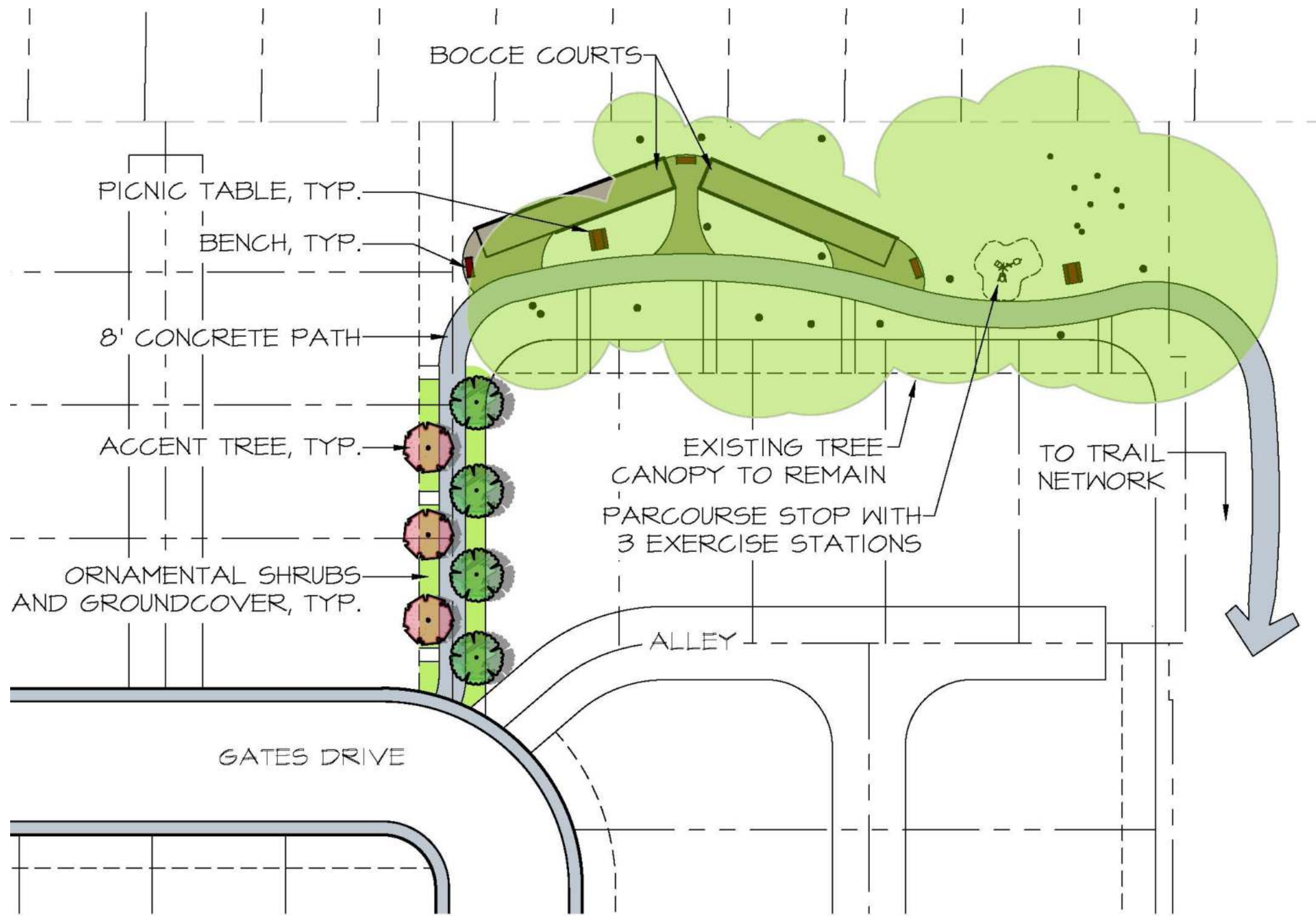


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Bocce Court in Existing Woodlands

Bocce Park



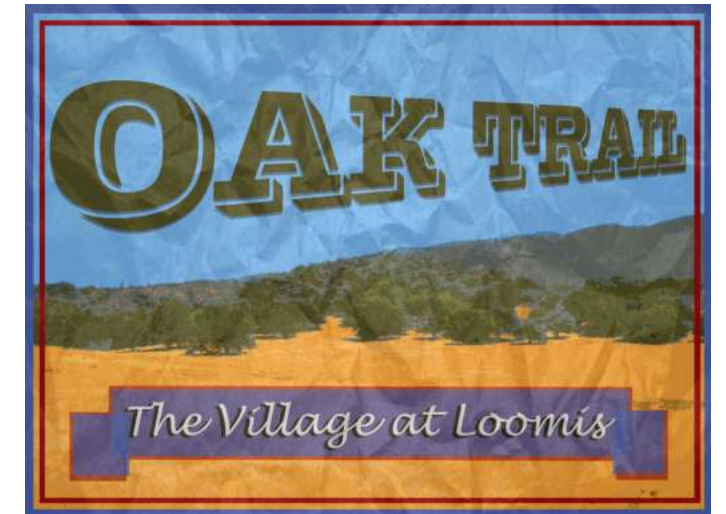
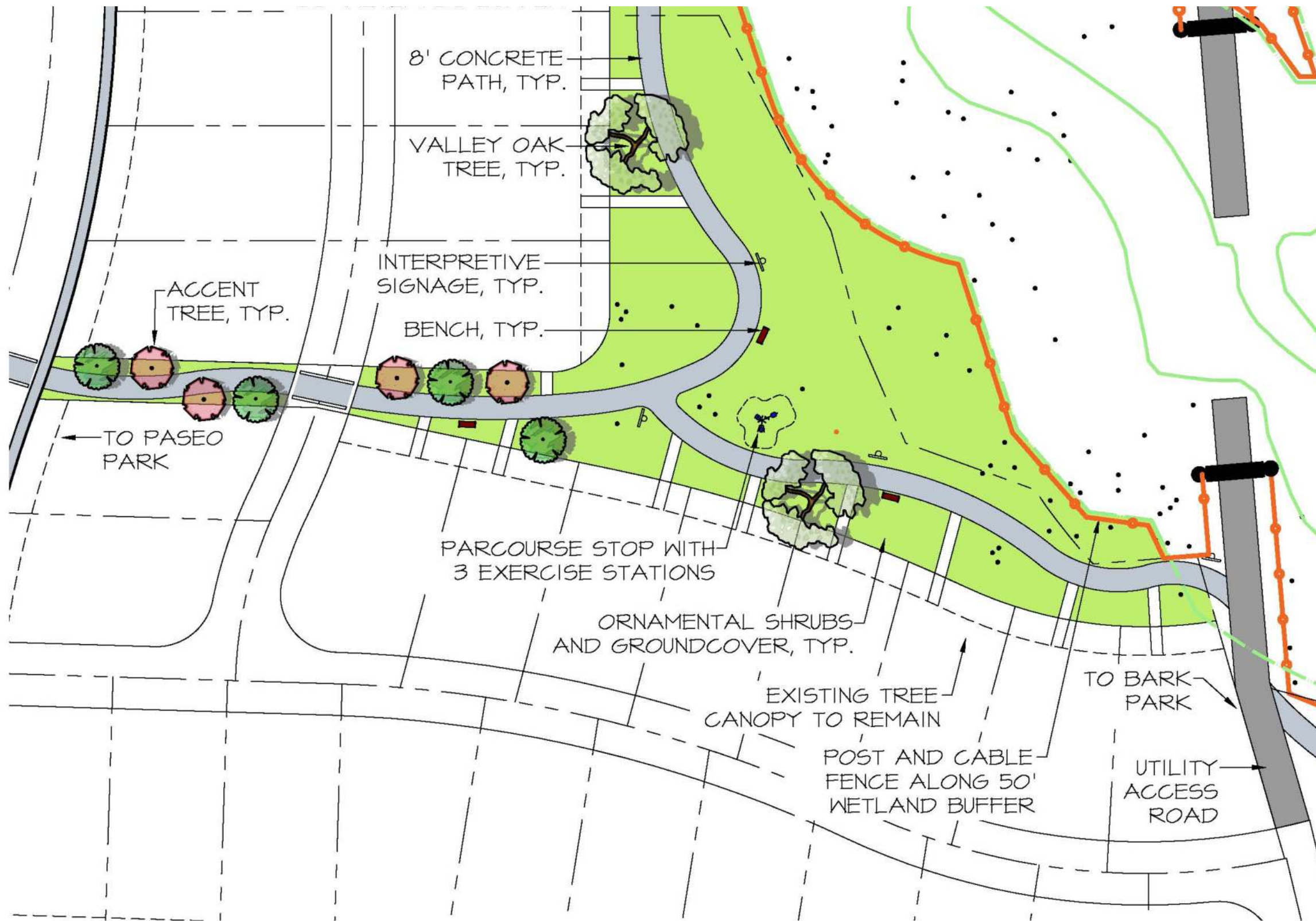
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COMPANIES



Trail Sign



Interpretive Sign



Bench Along Concrete Path

Bramble Park



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Dog Park in Existing Woodlands



Outdoor Gym

Bark Park

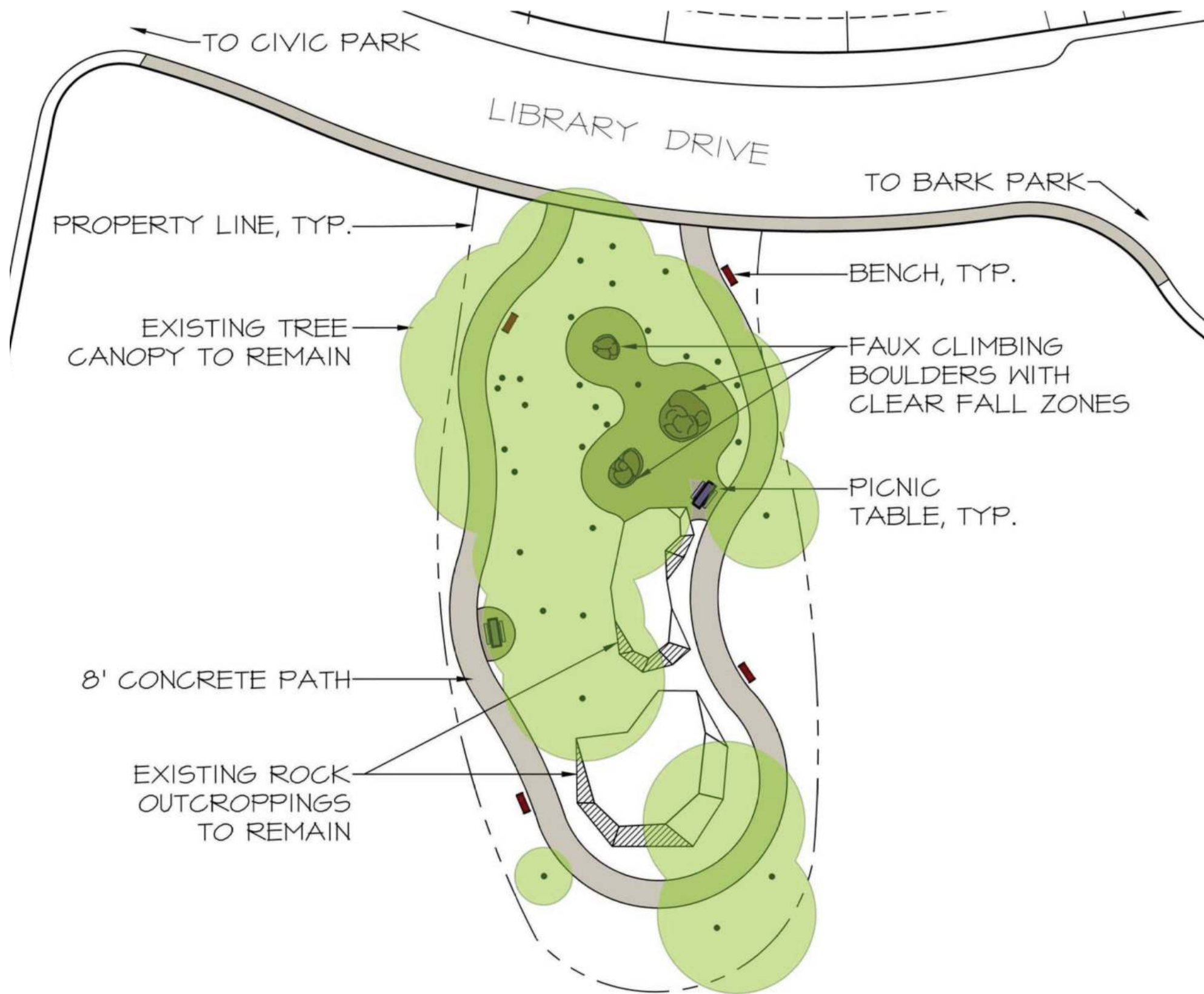


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Faux Climbing Boulder



Playing on Natural Rock Outcropping

Boulder Park



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Net Climber Play Structure



Swingset



Parcourse Station

Village Park



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CONCEPTUAL RENDERING OF TRAIL GATEWAY



Existing Conditions

Trail Gateway at Sun Knoll Drive



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Village Pedestrian Connectivity

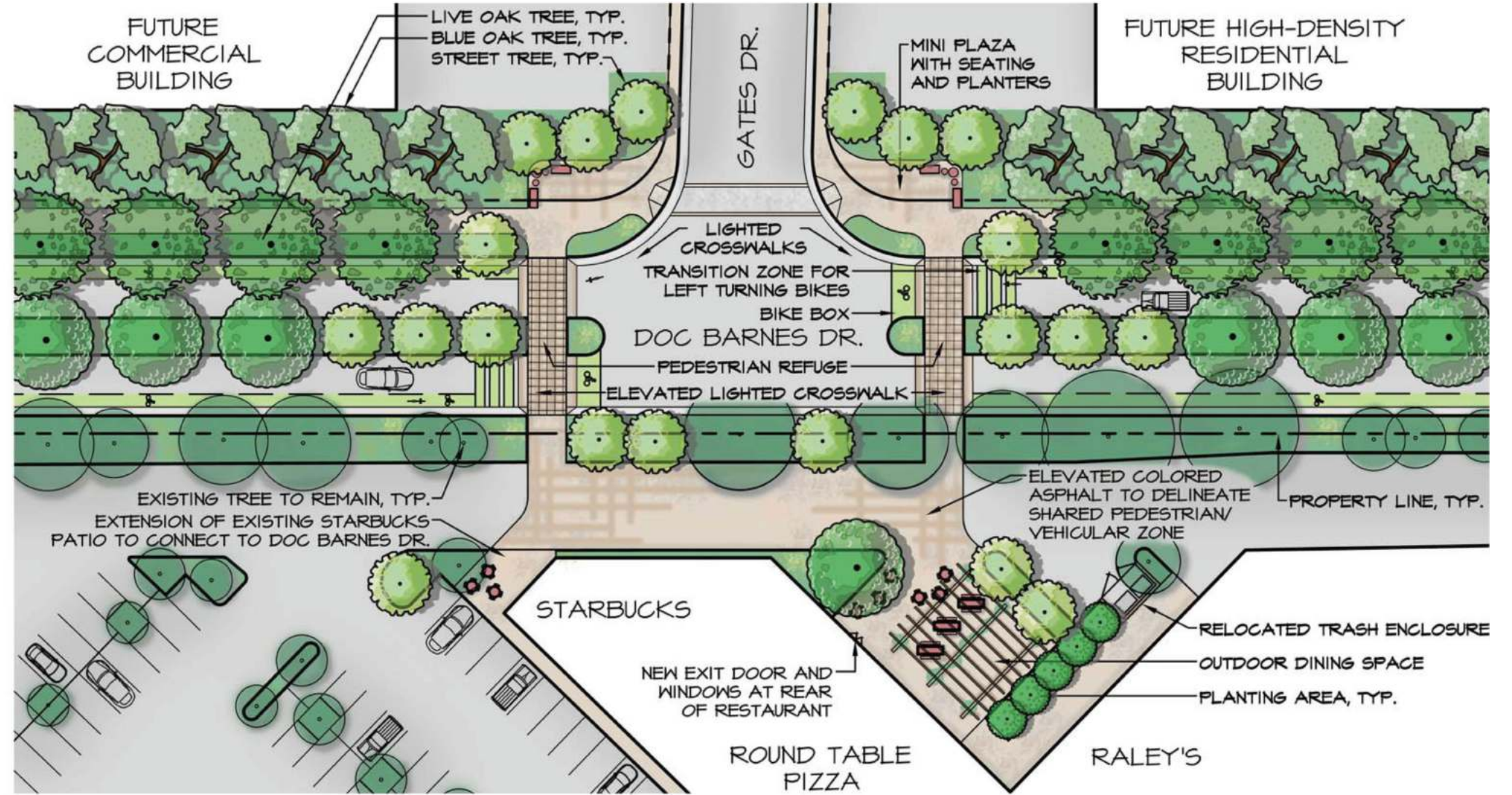
Safe Walking Routes and Intersections to Schools, Shops, Restaurants and Businesses within a Half Mile





PEDESTRIAN AND BICYCLE CIRCULATION ENHANCEMENTS

- Left-Turn Bike Boxes
- Green Bike Lanes
- Raised Pedestrian Crosswalks
- Pedestrian Refuges at Medians
- In-Pavement Crosswalk Lighting



COMMUNITY SPACE AT RALEY'S CENTER - CONCEPTUAL

- Restaurant Dining Area
- Extended Coffee Shop Patio
- Landscaping to Designate Pedestrian Areas
- Pavement Treatments for Safe Shared Vehicular Access



Connection to Raley's Center



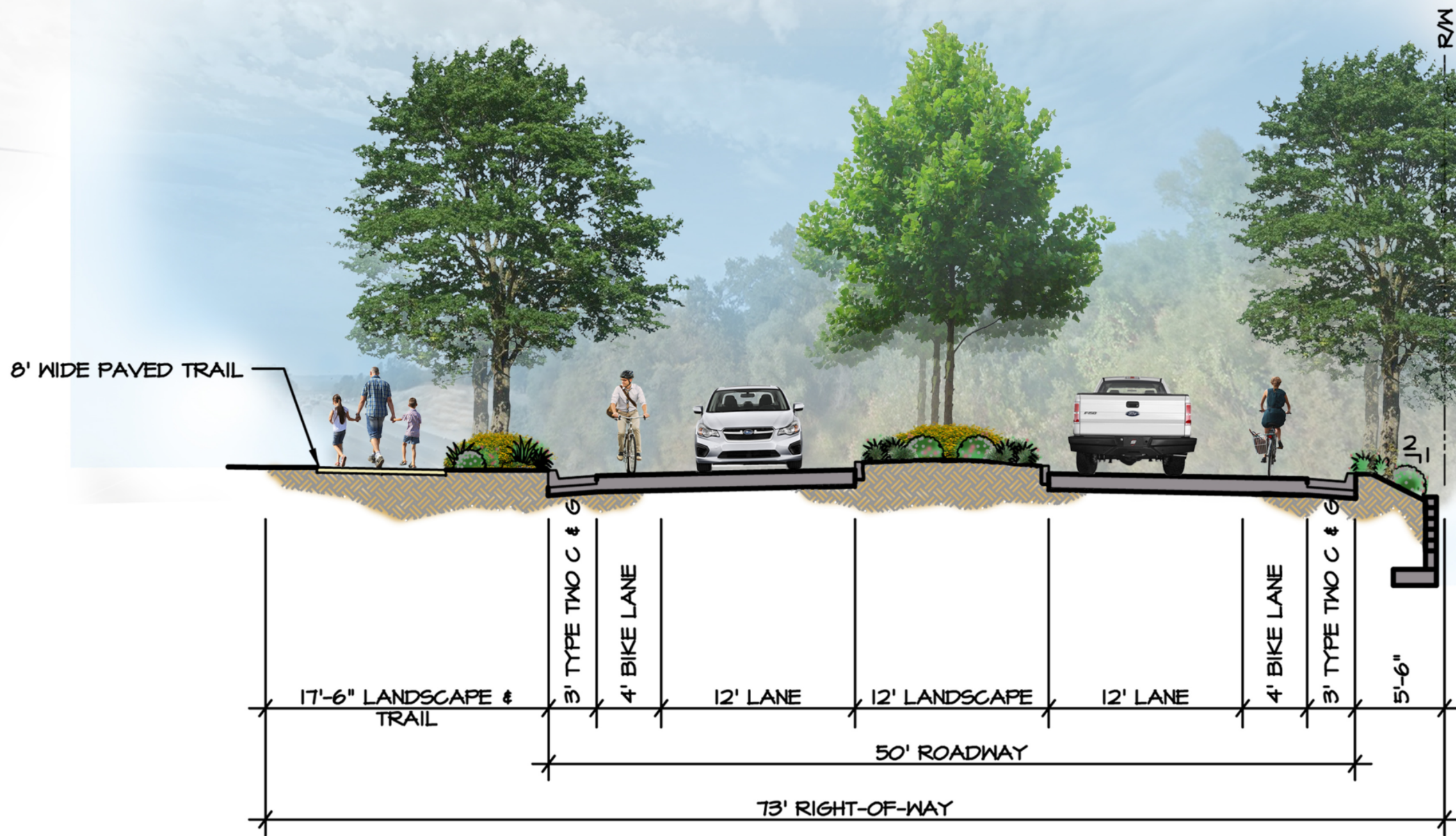
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COMPANIES



Multi-Use Trail Along Doc Barnes Drive



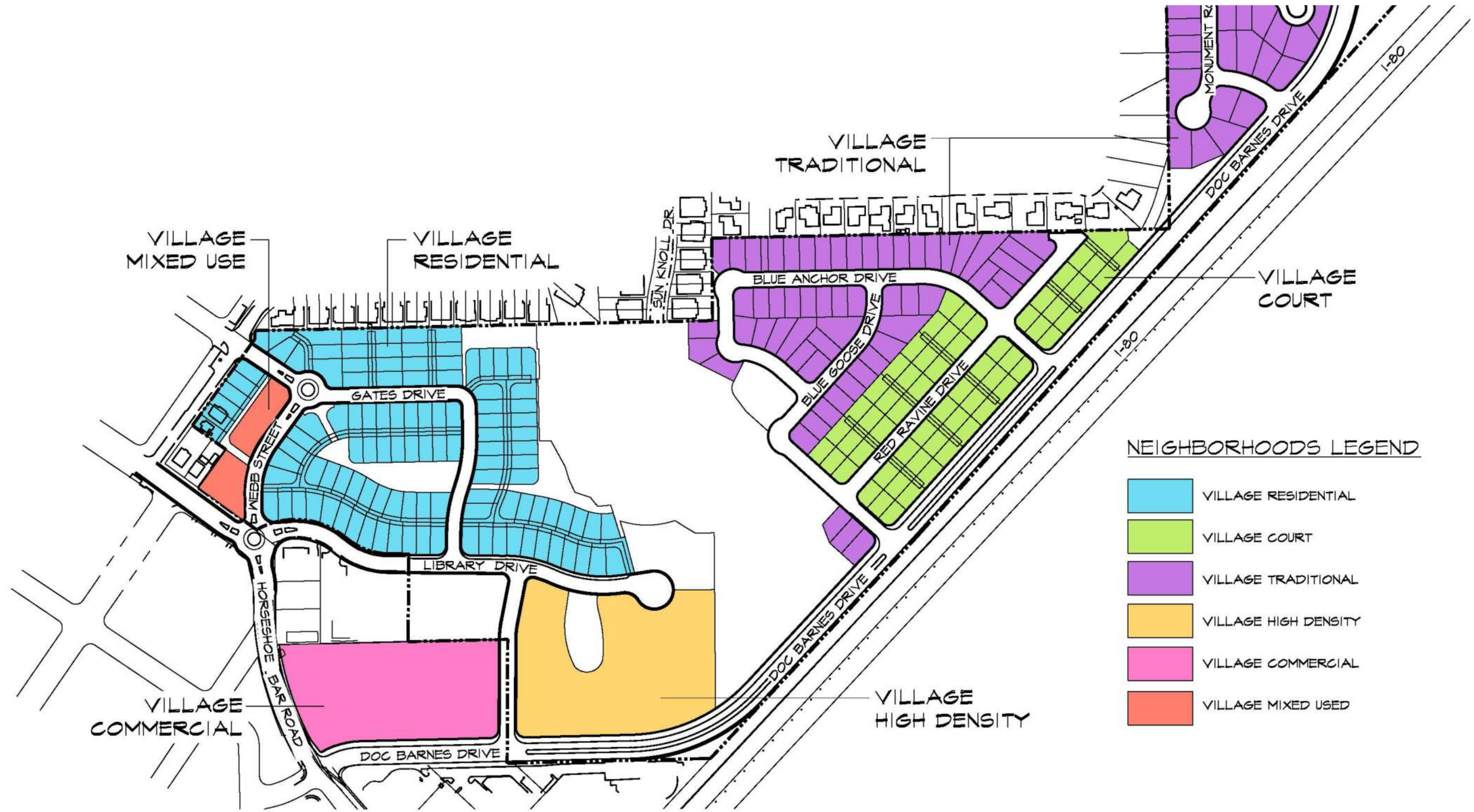
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COMPANIES



Neighborhoods Site Plan



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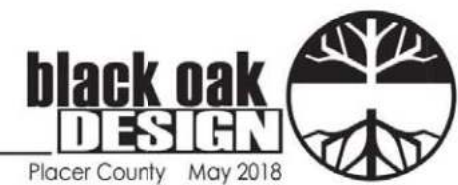
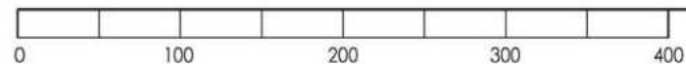
COMPANIES



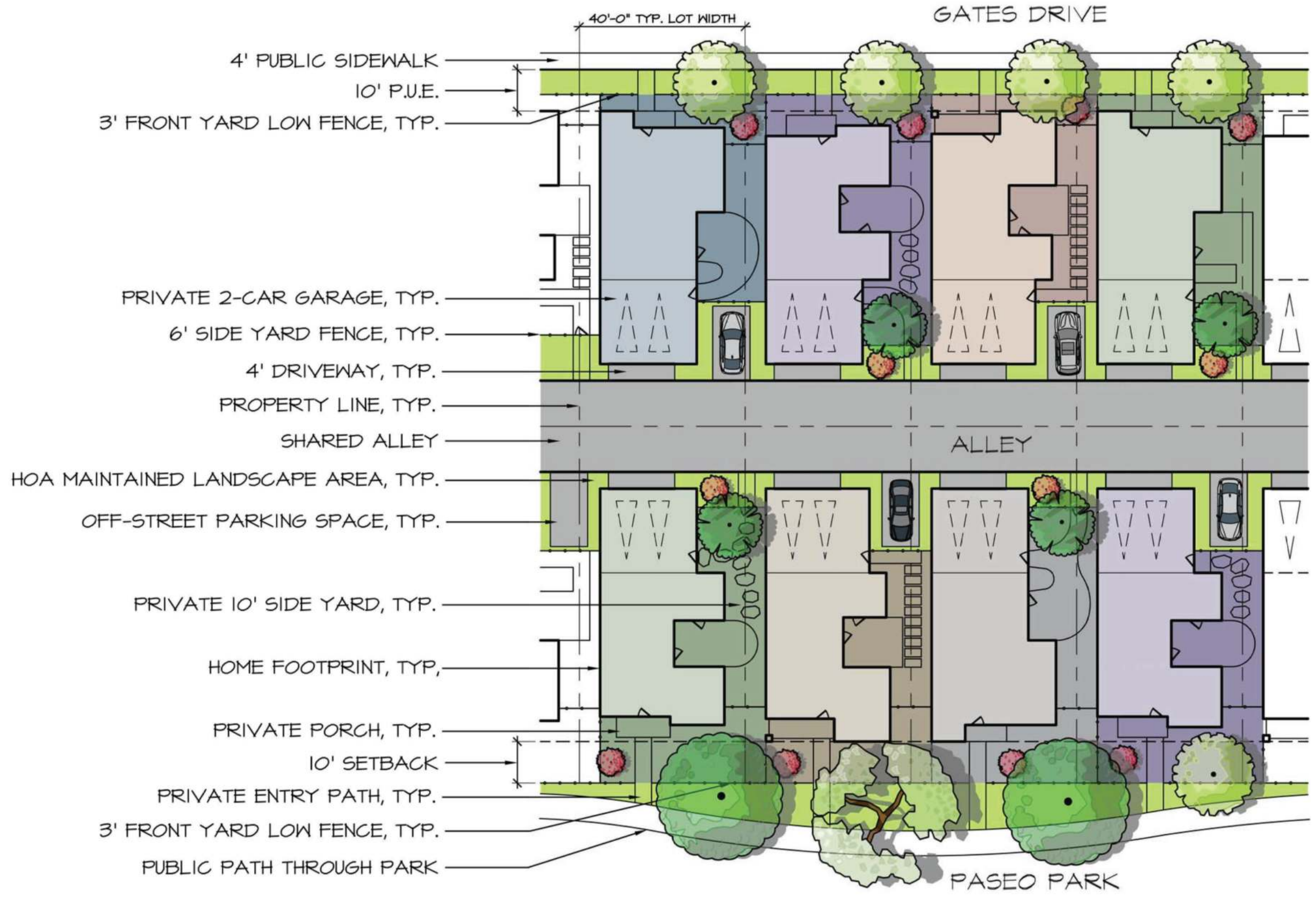
Village Residential District
 Avg. Lot Size: 3,900 sf,
 Min. Lot Size: 3,440 sf.
 No. of Lots: 113



The Village at Loomis



Placer County May 2018



Notes on Use Easement

A Use Easement allows the owner of a lot to use the side yard of the neighboring lot as if it were her/his property. The neighboring owner who granted the easement retains the right to access the easement area to maintain her/his property.

The Use Easement is formalized in the final map and the CC&Rs, so that all owners understand the rights and benefits associated with the Use Easement.

5-Foot Side Yard Setback =
10 Feet Between Sides of Buildings

Village Residential

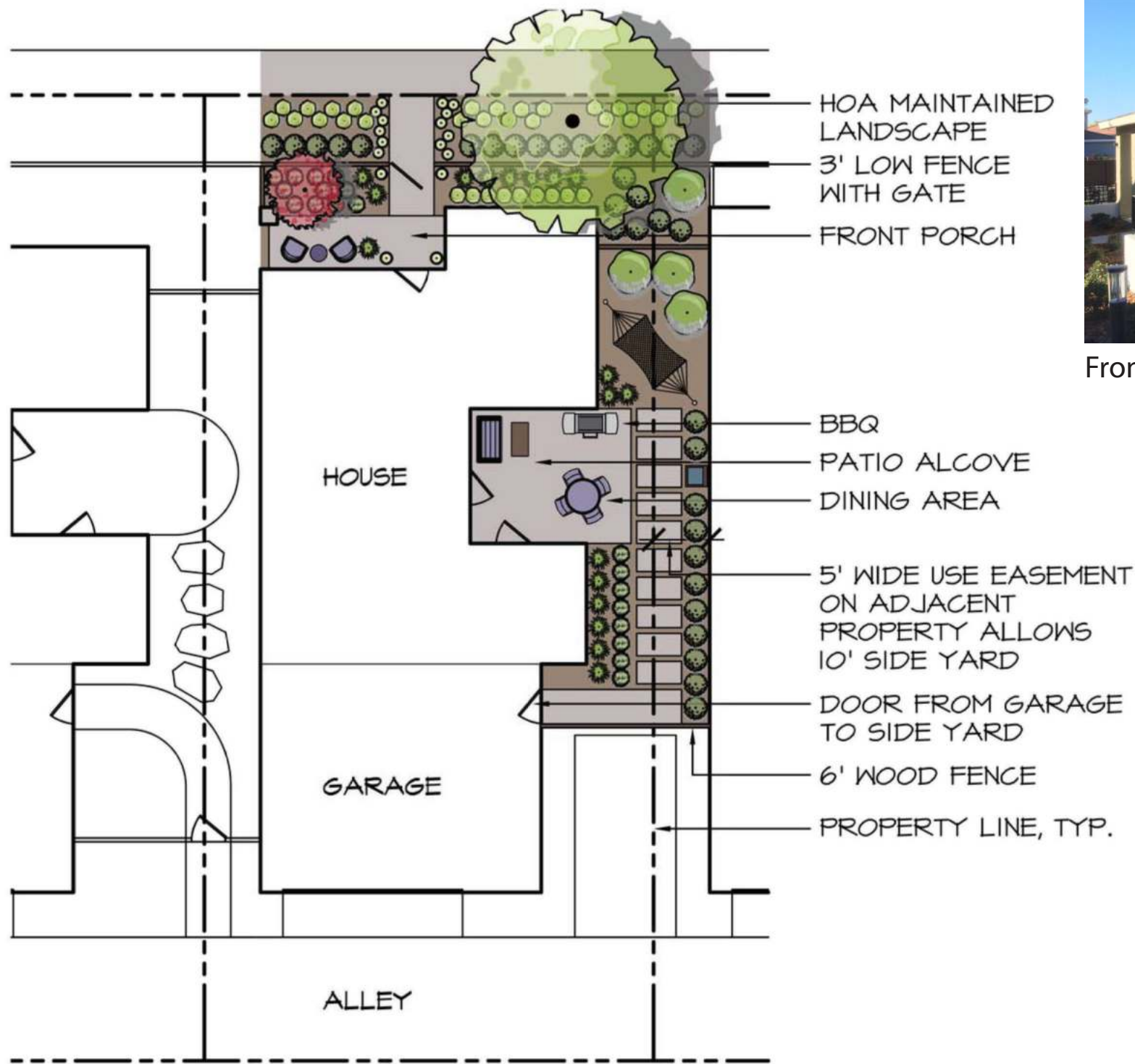


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Typical Yard Space at Village Residential Lot -
 See also notes on Use Easement on previous page



Front Yard Courtyards



View of Covered Patio
 in Private Side Yard



Covered Patio in
 Private Side Yard

Village Residential - Front and Side Yards



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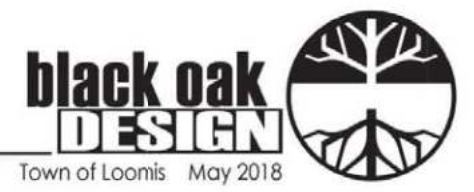
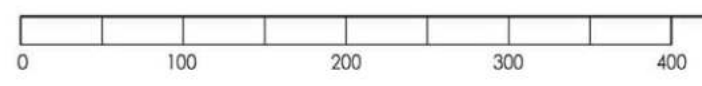
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The Village at Loomis



Town of Loomis May 2018



Village Court



THE VILLAGE AT LOOMIS

Loomis, California

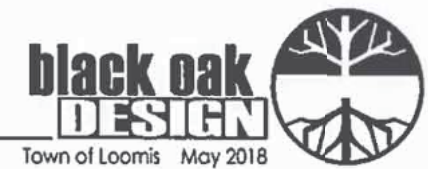
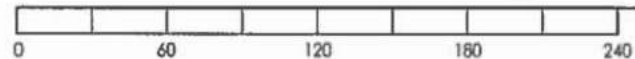
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Village Traditional District
Avg. Lot Size: 5,000 sf,
Min. Lot Size: 4,000 sf.
No. of Lots: 29



The Village at Loomis



Town of Loomis May 2018



SCHEMATIC RENDERING | PERSPECTIVE STREET SCENE



PLAN 1 | FARMHOUSE

Single Story

PLAN 2 | TRANSITIONAL BUNGALOW

Pop-Up

SCALE 3/8" = 1'-0"



LEFT ELEVATION

SCALE 1/4" = 1'-0"

26'-0" ⚡ ----

10'-9" ⚡ ----
9'-4" ⚡ ----



FRONT ELEVATION

SCALE 1/4" = 1'-0"



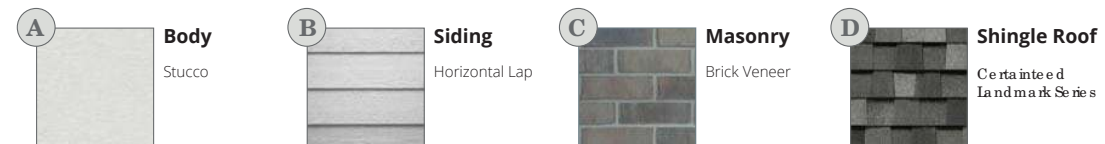
RIGHT ELEVATION

SCALE 1/4" = 1'-0"



REAR ELEVATION

SCALE 1/4" = 1'-0"



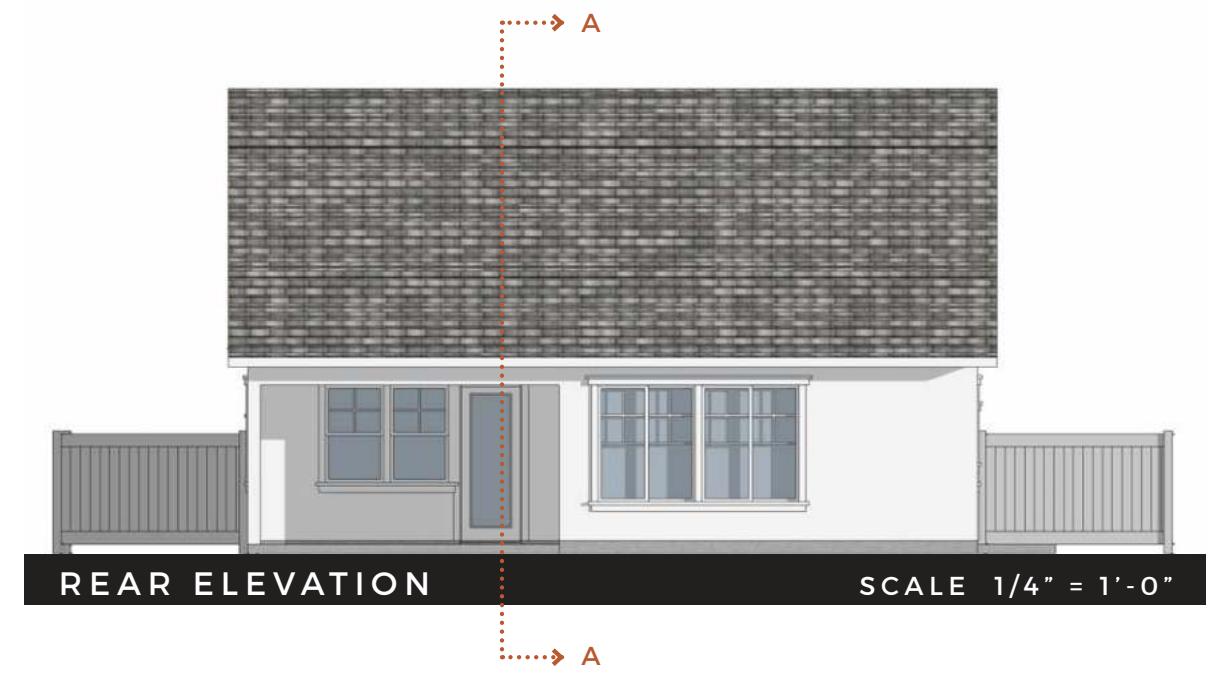
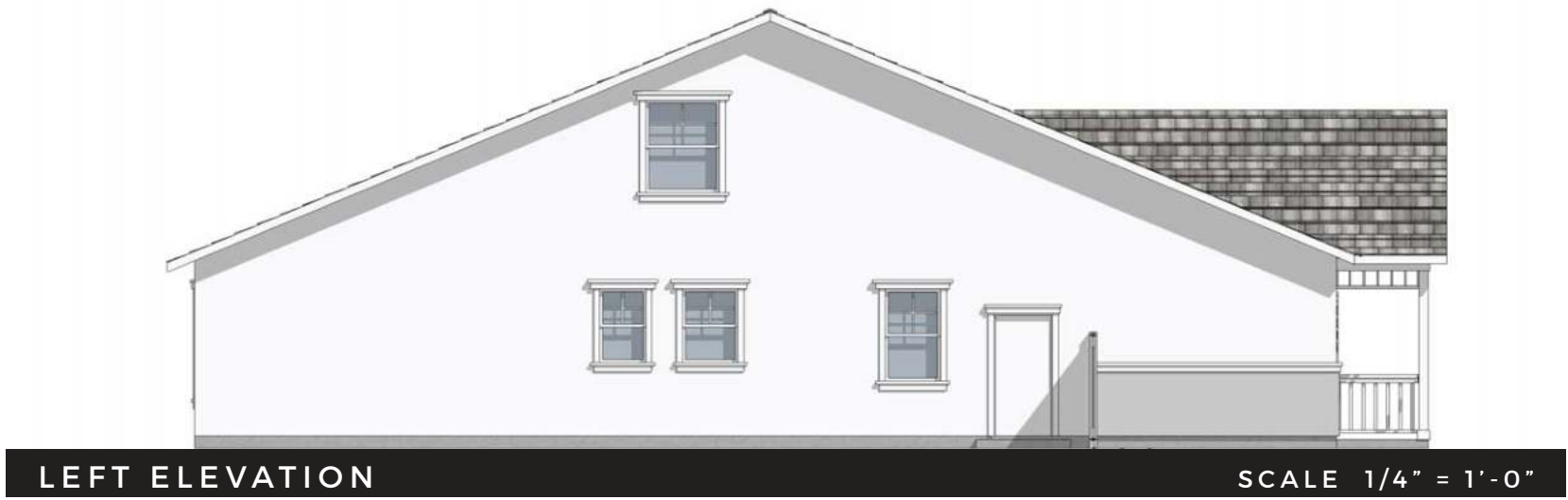
SCHEMATIC ELEVATIONS | PLAN 2 | TRANSITIONAL BUNGALOW



VILLAGE AT LOOMIS
County of Placer, California

JD+A PROJECT NUMBER: 14043 | DATE: 03.14.2016 | © JEFFREY DEMURE + ASSOCIATES ARCHITECTS PLANNERS, INC.





Pop-Up Plan

SCHEMATIC ELEVATIONS | PLAN 3 | FOLK VICTORIAN