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October 25, 2018

Sean Rabe
Town Manager
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

Re: Village at Loomis: Revisions per Town Council Direction

Dear Mr. Rabe:

Pursuant to the direction we received by the Town Council at its Study Session on July 31, 2018, we are pleased to submit this reduced density version of the project. The Town Council directed that we increase the lot sizes of the single-family districts to a minimum of 3,500 SF and 5,000 SF and requested confirmation that the proposed park plan meets the Town's requirement of 5 acres/1,000 population. We have met both.

The revisions consist of:

- 1) Increasing lot sizes to a minimum, not average, of 3,500 SF for the Village Residential and Village Court districts and 5,000 SF for the Village Traditional district;
- 2) A reduction in the number of single-family lots to 251 from 261 presented on July 31st. This is a total overall reduction of 52 lots from the project application in July 2014;
- 3) As we represented at this Study Session, single-story restrictions for the lots adjoining Sun Knoll Drive, David Avenue and Silver Ranch Avenue. Additionally, these lots will have 20-foot rear setbacks to match the rear setback requirements for the existing, adjoining lots;
- 4) Increase of off-street parking in the Village Residential district by requiring each lot to include an on-site parking space, in addition to the two-car garage. Previously and in compliance with Town parking standards, the additional space was included with each four-bedroom home. This is an increase of more than 60 additional parking spaces, which exceeds the Town's standard; and
- 5) Confirmation from Town staff that the proposed park plan meets and actually exceeds the Town's requirements. As reduced, the project is required to provide 5.51 acres of parks per Town requirement. Town staff has calculated that the project provides 5.69 acres of park.

With these and earlier revisions, we also meet the Planning Commission's recommendations of: 1) minimum lot sizes of 3,000 SF for Village Residential and Village Court and 4,000 SF for Village Traditional; 2) wider side setbacks; 3) single-story restriction along David Avenue; and 4) increasing park acreage to meet Town standards.

The project still proposes to construct the Town's Circulation Element improvements, which improvements consist of:

- Doc Barnes Drive, from King Road to Horseshoe Bar Road, including traffic signals at each intersection;
- Extension of Webb Street from its terminus at Laird Street to a new intersection of Horseshoe Bar Road/Library Drive/Webb Street;
- Roundabout at the new Horseshoe Bar Road/Library Drive/Webb Street intersection; and
- Traffic signal at Taylor Road and Webb Street.

We have also entered into an agreement with the Loomis Union School District to fund improvements to school district facilities, if this project is approved. This agreement provides significantly more funding to the District than it would receive from development fees.

Enclosed are the following project application documents, all of which reflect the revisions directed by the Town Council and the Planning Commission's recommendations: Tentative Map; Planning Documents (Preliminary Development Plan and Specific Development Plan); and Development Agreement. Fifteen (15) copies of each are provided.

We are excited to bring this project forward for approval by the Town Council. It is the implementation of decades of planning efforts by generations of the community and Loomis's leaders, which plans include:

Town Center Master Plan
Loomis General Plan
Town Center Implementation Plan
Trails Master Plan
Bicycle Transportation Plan
Circulation Element and
Housing Element.

Sean Rabe
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We look forward to bringing this to hearing.

My best regards,

A handwritten signature in blue ink, appearing to read "Todd R. Lowell". The signature is fluid and cursive, with a large initial "T" and "L".

Todd R. Lowell

enclosures

Tentative Map

Planning Documents: Preliminary Development Plan and Specific Development Plan

Development Agreement

Email from Bob King, Sept. 18, 2018, with attachment