

TO: TOWN COUNCIL

FROM: PLANNING DIRECTOR

RE: POSSIBLE GRANT FROM SACRAMENTO REGION AIR QUALITY AND INFILL STREAMLINING PROGRAM FOR FORM-BASED CODE FOR NORTHERLY TOWN CENTER AREA (Vacant and Underdeveloped Lands behind Raley's)

ISSUE

Does the Council wish Staff to file an application for Technical Assistance for up to \$100,000 to create form-based codes for the Northerly Town Center Area through the Sacramento Regional Air Quality and Streamlining Program?

RECOMMENDATION

Discuss and authorize application.

**CEQA**

There are no CEQA issues at this time however there could be depending on how the Council wishes to proceed. Staff believes that the environmental work for this project could be incorporated with no additional cost into the project description of the EIR being done for The Villages at Loomis project.

MONEY

The application proposes that up to ½ of a planner's time would be spent on this project in addition to the Town providing meeting places, food if desired for the meetings, and printing costs.

DISCUSSION

Staff submitted two initial concept applications in December 2010 to the Local Government Commission(LGC) requesting possible grants through the Sacramento Region Air Quality and Infill Streamlining Program (ISP). This a grant program to assist the Sacramento Region in meeting federal air quality standards and the requirements of California's Sustainable Communities and Climate Protection Act of 2008 (SB 375) that would be administered by the LGC. In addition to administering the grant monies, the LGC would assist jurisdictions with obtaining and contracting with technical help to complete a proposed project, thereby keeping track of the air quality benefits. The staff proposal to request technical assistance to create a form-based code for the Villages project (and surrounding smaller properties that would be developed in conjunction with it) received a positive response from the LGC, with an invitation to the Town to put in a second, formal application. The LGC and air quality district staffs determined that creating a form-based code for the Villages area would provide the greatest air quality benefits. This means that the form-based code that the town would create would need to include provisions that will provide air quality benefits (such as mixed use, density, proximity to a transit station, pedestrian and bicycling amenities, etc.- see application attached for air quality concepts to be included.)

The formal application requires an expanded project description, a scope of work, a list of resources required and resources available for project implementation, and a description of existing community support for this project. Specifically it says: "Describe existing support for the project among community stakeholders including residents, community associations, elected officials and business owners. Document any community participation in the project proposal's inception. Include as attachments letters of support from relevant community stakeholders, possibly including community associations, elected officials, business owners and neighborhood association representatives." The property owner, Todd Lowell, has indicated his support for the project. We have also been contacting the other property owners prior to any application. We have reached out to several business owners and the Chamber- and are discussing other strategies to solicit support. However, it has all been done with the statement that the formal decision to submit the application on February 11th would only be done if the Council approved it.

Staff contacted the Planning Director in Hercules to talk about their experience with form-based codes since they were one of the first communities to adopt them. He made three strong points: 1) insure that the town wants to have a traditional downtown in the area that is being considered because that is what form-based codes were generally meant to create (In Hercules it appears that form-based codes project were placed adjacent to standard tract subdivisions, which created a somewhat illogical appearance, made worse by the fact that the city did not enforce the regulations consistently); 2) plan to consistently enforce the codes in the area that you choose so that the design of the area will look attractive; and 3) include technical and building types in the original review so that you do not end up with ADA-non-compliant commercial (or otherwise) structures.

Staff continues to work on the application but it requires your support before it is submitted. Attached is a draft of the current application. Staff will provide copies prior to the meeting of any updates to this application.

Attachments:

Attachment C- DRAFT Project Scope of Work

Includes Aerial and Zoning Map of Project Area showing ¼ and ½ mile radii

Includes one map from the application materials for the Village at Loomis (more is available at town hall

(Application materials will include slides from the Village at Loomis power point in 2007 that shows current Loomis architecture, Loomis blue print and AIA meeting materials; proposed types of designs currently considered by Village application- available at Town Hall)

Attachment D - DRAFT Air Quality Benefits Determination for application

Form-based code hand-outs are available if requested

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The Sacramento Region Air Quality and Infill Streamlining Program

Air Quality Benefits Determination – Attachment D

Project Title	Loomis Village Area Form Based Code Request			
Applicant Agency	Town of Loomis			
Project Location	End of Library Drive, Northerly Quadrant of Horseshoe Bar and I 80 intersection			
Project Site Acreage	70 Acres	Project Site Zip Code	95650	
Project Site Data: Existing Conditions				
% Households within ¼ mile of a transit stop with headways of 15 minutes or less:	<input type="radio"/> 100-90%	<input type="radio"/> 90-75%	<input type="radio"/> <75%	<input checked="" type="radio"/> N/A
Sidewalk Completion:	<input type="radio"/> 100-95%	<input type="radio"/> 80-60%	<input type="radio"/> 40-20%	<input checked="" type="radio"/> N/A
	<input type="radio"/> 95-80%	<input type="radio"/> 60-40%	<input type="radio"/> <20%	
Avg. Block Size:	<input type="radio"/> <2 acres	<input type="radio"/> 2-4 acres	<input type="radio"/> >4 acres	<input checked="" type="radio"/> N/A
Commercial and Office Floor Area Ratio:	<input type="radio"/> >1.0	<input checked="" type="radio"/> 1.0-0.5	<input type="radio"/> <0.5	<input type="radio"/> N/A
Residential Density (Dwelling Units / Acre):	<input type="radio"/> >15	<input type="radio"/> 15-10	<input checked="" type="radio"/> <10	<input type="radio"/> N/A
Parking Ratios per 1000 Square Feet of Commercial Space:	<input type="radio"/> <3	<input type="radio"/> 3-4	<input checked="" type="radio"/> ≥4	<input type="radio"/> N/A
Parking Ratio per Dwelling Unit:	<input type="radio"/> ≤1	<input type="radio"/> 1-2	<input checked="" type="radio"/> ≥2	<input type="radio"/> N/A
Maximum Building Height:	<input type="radio"/> ≥4	<input type="radio"/> 4-2	<input type="radio"/> <2	<input type="radio"/> N/A
% Zoning Designation Categories in Project Site:	Residential ___% Office ___% Industrial ___% Mixed Use ___%			
	Retail ___% Public ___% Other ___% Specify Other _____			
Project Site Data: Proposed Conditions				
% Households within ¼ mile of a transit stop with headways of 15 minutes or less:	<input type="radio"/> 100-90%	<input type="radio"/> 90-75%	<input checked="" type="radio"/> <75%	<input type="radio"/> N/A
Sidewalk Completion:	<input checked="" type="radio"/> 100-95%	<input type="radio"/> 95-80%	<input type="radio"/> <80%	
Avg. Block Size:	<input type="radio"/> <2 acres	<input checked="" type="radio"/> 2-4 acres	<input type="radio"/> >4 acres	
Commercial and Office Floor Area Ratio:	<input type="radio"/> >1.0	<input checked="" type="radio"/> 1.0-0.5	<input type="radio"/> <0.5	<input type="radio"/> N/A
Residential Density (Dwelling Units / Acre):	<input checked="" type="radio"/> >15	<input type="radio"/> 15-10	<input type="radio"/> <10	<input type="radio"/> N/A
Parking Ratios per 1000 Square Feet of Commercial Space:	<input type="radio"/> <3 max	<input checked="" type="radio"/> 3-4 max	<input type="radio"/> ≥4	<input type="radio"/> N/A
Parking Ratio per Dwelling Unit:	<input type="radio"/> <1	<input checked="" type="radio"/> 1-2	<input type="radio"/> ≥2	<input type="radio"/> N/A
Maximum Building Height:	<input type="radio"/> ≥4	<input checked="" type="radio"/> 4-2	<input type="radio"/> <2	
% Zoning Designation Categories in Project Site:	Residential <u>31</u> % Office <u>15</u> % Industrial <u>14</u> % Mixed Use ___%			
	Retail <u>13</u> % Public <u>13</u> % Other <u>15</u> % Specify Other <u>Roads</u>			
% Proposed Uses w/in Mixed Use Designation (if applicable):	Residential ___% Office ___% Industrial ___% Other ___%			
	Retail ___% Public ___% Specify Other _____			

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Air Quality Benefits Determination
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Instructions for Air Quality Benefits Determination Submission

Submit a PDF copy of the Air Quality Benefits Determination form and a PDF copy of a map showing the project site with parcel-based boundaries * by 4 p.m. Friday, February 11, 2011 to:

Molly Wright, Planning Specialist
Local Government Commission
mwright@lgc.org

Submissions must be provided attached to e-mail from the jurisdiction's authorized signatory, with a signature block including the signatory's name, title, agency and contact information. Please do not provide hard copy submissions. Attachments should be provided with document sizes of no more than 11 x 17 inches. If multiple attachments are included, provide a list of all attachments, and label attachments corresponding to the list.

* Preferably submit a digital Geographic Information Systems shapefile showing the project site boundary, meeting the following specifications:

- The shapefile must be in the Geographic NAD83 coordinate system.
- The shapefile must be zipped with a program such as WinZip.
- The zip file should include the .shp, .shx and .dbf for the shapefile.

Submission of a shapefile, or lack of submission, will not affect the final ranking and selection process.

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Explanation of Requested Data

Data requests for proposed conditions are for conditions that the applicant may be willing to commit to as part of the proposed planning project. Following are explanations for each data request.

Project Site Data: Existing Conditions

Provide data for the geographic area where the project is located, as it currently exists, as follows:

% Households within ¼ mile of a transit stop with headways of 15 minutes or less: Estimate the number of housing units in the project planning area that are within ¼ mile of a transit stop with regular service of at least one stop per fifteen minutes from 6 a.m. to 9 p.m. Compare this number to the estimated total for housing units in the project site. Check the corresponding box for the percentage of housing units in the project site that are within ¼ mile of a transit stop that meets the criteria. If no housing currently exists onsite, check "N/A" for not applicable.

Sidewalk Completion: Sidewalk completion is when all roadways, including thoroughfares, arterials, collectors and local streets, have sidewalks of at least 5 feet in width on both sides. A roadway with a sidewalk on one side could be considered to have partial sidewalk completion. Estimate the portion of roadways in the project site that have sidewalk completion and check the corresponding box. Check "N/A" for not applicable if no development currently exists onsite.

Average Block Size: Estimate the average block size for the project site and check the corresponding box. Average block size might be determined by dividing the project site acreage by the number of blocks in the project site, or by some other means. Check "N/A" for not applicable if no development currently exists onsite.

Commercial and Office Floor Area Ratio (FAR): Check the box that corresponds to the FAR as designated by existing zoning for the project site. If existing zoning does not designate commercial uses, check "N/A."

Residential Density: Check the box that corresponds to the average net residential density as designated by existing zoning for the project site. If existing zoning does not designate residential uses, check "N/A."

Parking Ratios per 1000 Square Feet of Commercial Space: Check the box that corresponds to the average required parking ratios as designated by existing zoning for the project site. If existing zoning does not designate this, check "N/A."

Parking Ratio per Dwelling Unit: Check the box that corresponds to the average required parking ratios as designated by existing zoning for the project site. If existing zoning does not designate this, check "N/A."

Maximum Building Height: Check the box corresponding to the maximum building height for any use as designated by existing zoning for the project site. Check "N/A" for not applicable if no development currently exists onsite.

% Zoning Designation Categories in Project Site: For each land use field provided, indicate the percentage of land in the project site that is designated for that use, according to existing zoning. For example, if 20% of the land in the project site is designated residential of any density in the jurisdiction's general or other plan, mark "20" in the corresponding "Residential _____%" field. Park space is categorized as "Other." If "Mixed Use" is checked, please be prepared to answer follow-up questions via telephone on the estimated or designated proportions of land uses such as residential, retail or office, within that designation.

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Project Site Data: Proposed Conditions

Proposed conditions are conditions that the applicant may be willing to commit to as part of the proposed planning project. Provide proposed data for the geographic area where the project is located, as follows:

% Households within ¼ mile of a transit stop with headways of fifteen minutes or less: Determine the number of housing units in the project planning area that are proposed to locate within ¼ mile of a major transit route with potential for regular service of at least one stop per fifteen minutes from 6 a.m. to 9 p.m. Compare this number to the total number of housing units targeted for project site. Check the corresponding box for the percentage of housing units in the project site that are proposed to locate within ¼ mile of a transit route that meets the criteria. If housing is not proposed, check "N/A."

Sidewalk Completion: Check the box corresponding to the portion of roadways in the project site that are proposed for sidewalk completion (using previously provided definition).

Average Block Size: Check the box corresponding to the average block size proposed for the project site.

Commercial and Office Floor Area Ratio (FAR): Check the box that corresponds to the proposed FAR. If commercial space is not proposed, check "N/A."

Residential Density: Check the box that corresponds to the proposed average net residential density. If housing is not proposed, check "N/A."

Parking Ratios per 1000 Square Feet of Commercial Space: Check the box that corresponds to the average required parking ratios. If this parking is not proposed, check "N/A."

Parking Ratio per Dwelling Unit: Check the box that corresponds to the average required parking ratios. If this parking is not proposed, check "N/A."

Maximum Building Height: Check the box corresponding to the maximum building height for any use proposed for the project site.

% Zoning Designation Categories in Project Site: For each land use field provided, indicate the percentage of land in the project site that would be designated for that use under the proposed project.

% Proposed Uses w/in Mixed Use Designation (if applicable): If "Mixed Use" is checked above, indicate the proposed proportions of land uses such as residential, retail or office, targeted for that designation.

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The Sacramento Region Air Quality and Infill Streamlining Program

Project Scope of Work for Application for Technical Assistance – Attachment C

Project Title	Form-Based Code for the Loomis Northern Town Center area
Applicant Agency	Town of Loomis
Expanded Project Description	
<p>(Provide a summary description of the project, including parameters such as geographic area, or population and employment demographics as relevant. Specifically describe the technical assistance requested under the ISP. Include existing and proposed physical and economic conditions and regulatory framework. Provide attachments including aerial or other scaled maps of the project area, photos of existing conditions or visual representations of economic and demographic conditions, such as tables or graphs, as necessary.)</p> <p>Consultant, with Town staff assistance, to create a form-based code for 9 underdeveloped and undeveloped infill parcels, on approximately 70 acres, near I-80 and Horseshoe Bar Road at the end of Library Drive and behind the Raley's shopping center.</p> <p>This area is designated as the Loomis NorthernTown Center area of Loomis (see GIS Map attached). Most of the site is part of an application for development by Todd Lowell as The Villages at Loomis (proposed re-zoning and project map attached). Most of the site is vacant, with a creek running through the middle of the site, several rock outcroppings and significant oaks. This project proposes 204 attached single family/live work units; 7 acres of commercial and office, 77 units of multi-family residential and 148 units of single family homes. This project is on hold by the developer awaiting better economic conditions with 2/3 of the administrative draft EIR completed. Much of the area, to be zoned for higher density, is within 1/4 mile of the Loomis Train Depot, multi-purpose park and ride, and the Taylor Road bus route.</p> <p>The Town Center area has been designated for higher density development since the Town's first General Plan. The current General Plan calls for focusing "more intensive land uses near the downtown and freeway interchange, while maintaining ... the rural character of Loomis outside the core area." The concept that the Town Center area be developed to be very walkable, bikable and a traditional downtown space permeates people's thoughts for this area. The Loomis Town Center Master Plan by Peter Calthorpe, approved in 1992 was the earliest written document (concept pages attached). In the 2001 General Plan, The Villages at Loomis site, is to be developed as "a gradual transition of intensity between development adjacent to I-80 and existing commercial, and the neighboring residential areas... The west General Commercial site should be developed with a mixture of land uses consisting of three tiers; general commercial and/or office uses...; low profile office structures after the commercial uses; and medium-to medium-high density residential should be located adjacent to the exiting residential areas to the north.... The project area is to be an extension of the downtown area of Loomis with the density and height to be close to the existing downtown and Horseshoe Bar Road and away from the existing residential areas."</p> <p>In addition to the properties proposed for development as The Villages at Loomis, the Town has requested that three additional parcels be included in the environmental review. These parcels are considered intrinsic to the development of the site, as they are adjacent and are part of the proposed street connection between Horseshoe Bar and King Roads that will take traffic off of Taylor Road, thereby improving the intersection at Taylor and King and Horseshoe Bar Roads.</p> <p>Paul Crawford was the consultant for the Town on it's current 2001 General Plan and 2003 Zoning Ordinance. At that time, the concept of form-based codes was in its beginning stages, and the town chose the traditional route. Since then, the Council and Planning Commission have become more interested in form-based codes and have indicated a willingness to accept the newly required and proposed densities. After adoption of this General Plan, the Town Center site was zoned General Commercial (GC), Single Family Residential - RS-5 (one unit per 5,000 square feet), Central Commercial (CC) and Office Commercial (CO). (see map_). In 2004, this site was one of the areas that was reviewed during the Loomis SACOG Blueprint community meeting- at which time, the concept of a higher density extension of downtown Loomis was part of each tables scenarios. The Village at Loomis project application requires General Plan changes and zoning changes for the densities proposed (20 and 25 units per acre) but follows the concepts proposed in the General Plan. At the time of Vilege at Loomis application, the Town Council formally stated that they were willing to consider the General Plan changes and have staff work on the project review. In 2010, the Town Council also conceptually approved that a portion of the Town Center area in the Housing Element be designated for the Town's "fair share" housing units at the HCD default requirement of 20 units per acre for 165 units.</p> <p>The major issues for the public, other than traffic, will be the design of the project (craftsman and other similar architectural styles allowing for some variety continuing the design elements found in the existing downtown) and insuring windows do not view over existing homes' yards. Staff believes that creation, by the Town, of its own form-based code for the area, through a well-done focused public process, would add certainty for both the Townspeople and assist the Town officials to permit the HCD-required and requested higher densities (since they will then be compatible from the public viewing frame) and thus reduce significant air quality impacts within the area. However, like other jurisdictions, the Town does not have the monies to do the necessary public outreach for the creation of a form-based code with standards and uses that would best fit Loomis.</p> <p>Acknowledging and support for the existing downtown merchants and temporary provision for cars (until the increased densities allow for an increase in the 2 hour transit headways along Taylor Road) will need to be taken into consideration.</p>	

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Scope of Work for Application for Technical Assistance
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Scope of Work

Approach and Work Program

Task 1: Kickoff and PDT formation, role and function – Form Project Development Team (PDT) to oversee project, including Town of Loomis staff (planning, public works, and manager), a Chamber representative, three property owners (including one downtown property owner and one nearby homeowner), major developer, Council member, Planning Commission and PROSC member. Consultant help facilitate up to 6 PDT meetings in Loomis.

These meetings will include: (1) an initial meeting to refine and fine tune the public process, establish ideas for marketing workshop events and public engagement, and further define work products, (2-4) several progress meetings as data is gathered and analyzed and as charrette activities are planned and coordinated, and (5-6) draft and final review meetings as work products are further refined and completed.

We further recommend that an advisory team be created that involves other stakeholders, who will help us with marketing charrette events. These participants may include local retailers, major property owners and business leaders, student leaders, and neighborhood leaders.

We also recommend and encourage that this team remain assembled followed the completion of this contract to oversee implementation, funding and other steps needed to bring the achieved vision to fruition. The consultant will remain accessible to the team, post contract, on an advisory basis.

Task 2: Public Participation – Up to eight workshops, walking audit and training events will be combined into one week-long charrette. As detailed in Task 1 (above) the PDT will help decide which participation and marketing methods are most effective. Further detail on our proposed process appears as follows:

Day One

Advance team and key team members arrive, walk through, drive and otherwise become oriented to the study area and Town, PDT, advisory team and other key players. Initial photography and mapping begin. Final materials, plan reviews and preparations are completed. Key Team preparation staff and PDT and advisory team committee members have already gathered together, working base maps, raw data on many topics, historic photos, regional trends, policies and issues, and other aids. Project documents are presented to the charrette team.

Day Two

Event One. Focus Group Sessions. Team facilitators conduct five, hour-long focus group sessions, starting at 9:00 am and ending at 4:00 pm. Topics are kept general, helping team members hear key issues and needs in the study area.

Event Two. Community Consensus Session (Visual Images Survey). Informal groups of 4-6 people will congregate in a meeting hall, church annex or other public place to allow citizens to give their input on favorite images of key development building blocks. Citizens will walk around tables and score their top priorities for up to 60 street, plaza, building, streetscape, sidewalk, bike facility, connectors/links and other design elements. Citizens are asked to discuss and achieve consensus in their groups on why one image is better than another. Examples of topics include, land use, building types, housing types, park places, intersections, street widths, sidewalk widths, tree canopy, etc. This event helps build excitement and engagement, and it helps promote subsequent events and activities. It allows the public easy investment in the project.

Event Three. Lunch. (optional) If the PDT chooses, the Team will oversee a lunch where special guests of the community, including top political leadership - key county and town leaders, and project property owners are invited for a special briefing and chance to express their interest and commitment to implementing change. It is recommended that a local sponsor be found for funding this lunch.

Event Four. Evening Workshop. The public at large is invited to take part in a one- to two-hour evening session that includes Town introduction, brainstorming and priority setting. Participants leave knowing that they have contributed greatly. They have a sense of being part of a great happening, and they know they achieved community consensus in expressing their dreams, values, issues and preferred design elements.

Day Three

Event Five. 10:00 am. Design Training. People will be trained in solutions to key issues raised in the evening brainstorming and priority setting session. Stakeholders and other players are trained in the design of space, street-making principles, etc. This highly interactive training session finds local people contributing and reacting to many visual examples of building design, street making, etc.

Event Six. 1:15 pm. Design Tables. Stakeholders are assembled around design worktables. These groups have an even distribution of talent. Given simple instructions to work on large maps and tracing paper, folks pull together designs for each significant area. Designs are based on accommodating the ten top-priority issues of the community, identified in the evening (see attached page 2a for continuation)

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brainstorming and priority setting session. At the end of this session, table presenters deliver their table designs to the entire gathering of folks. Presentations are recorded and summarized.

Days Four – Five

Team Design. The professional design team assimilates the design concepts worked out at the tables. The team compresses, expands and otherwise prepares conceptual, renderings, perspectives and other highly visual work products. From these work products, the draft form based code report and other building blocks for the concept plan and presentation are built. Later, these tools will be relied upon heavily to form the Loomis Town Center Form Based Code.

Event Seven. Team Presentations. The first presentation to community stakeholders, staff and others allows further feedback and refinement in the draft form based code report. From this feedback, the design team continues its work, returning for coordination meetings with the PDT.

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Community Support

(Describe existing support for the project among community stakeholders including residents, community associations, elected officials and business owners. Document any community participation in the project proposal's inception. Include as attachments letters of support from relevant community stakeholders, possibly including community associations, elected officials, business owners and neighborhood association representatives.)

Letters of support from:

Todd Lowell, Project Proponent for The Villages at Loomis (53 acres of project area)
Planning Commission
Randy Elder, Heritage Foundation

Chamber of Commerce - requested

Council Resolution

(Staff has been seeking other letters of recommendation)

Previous Community Participation on Site

Loomis Town Center Master Plan - adopted December 5, 1992 - over 2 years of meetings and multiple mailings to all property owners

Town of Loomis General Plan - adopted July 31, 2001 - over 3 years of meetings, a survey and multiple mailings to all property owners

Walking Tour with Dan Burton- October 9, 2003

SACOG Blueprint Workshop - May 27, 2003

Town of Loomis Workshop with AIA on future of lands behind Raley's - April 17, 2004

Workshop of Town Council in August 2007 on The Village at Loomis and Marketplace

Notice of Preparation of EIR on Village at Loomis - November, 2007

Village at Loomis Scoping Meeting - March 16, 2009

Planning Commission meeting - Business Item on agenda- January 18, 2011

Town Council meeting - Business Item on agenda - February 2, 2011

Chamber of Commerce Board Agenda -

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Resources Required for Project Implementation

(Describe all resources that will be necessary to implement the project, outside of ISP assistance. Specifically list the following: (1) Financial resources required, including dollar amount; (2) Public hearing body support for approval required for ultimate project implementation; and (3) Infrastructure or physical conditions required, especially including any property or right-of-way acquisition required.)

The project will require environmental review requiring additional monies. Staff believes that this should be included in the EIR being done by the developer for the project without increased additional costs since the project included the form-based code concept and that is currently one of the incomplete items on the application. Staff time to assist with this project will be provided by the town within its currently budgeted staff. Printing costs, etc. will also be assumed by the Town.

The project, as a zoning code amendment, will need to be recommended by the Planning Commission at a public hearing- and adopted at one regular public hearing, and second reading at the continued public hearing. An environmental review of the code will be required prior to its adoption.

However, the densities, the Housing Element density component and the specific construction project will require review at the Parks, Recreation, and Open Space Committee; and public hearing recommendation at the Planning Commission and approval at the Town Council on the General Plan changes and their environmental review (density change, zoning changes) and approval of the project at Planning Commission public hearings..

Water and sewer are reasonably available to the site(s). The through road (between Horseshoe Bar and King Roads) will require some negotiation of monies between the Town and adjacent property owners.

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Resources Available for Project Implementation

(Describe the applicant's ability to provide for all resources that will be necessary to implement the project, outside of ISP assistance, as described above. Public hearing body support for potential approval may include the adoption of policies or programmatic documents supportive to the project.)

Council Resolution

Town is prepared to include up to 1/2 of a planner's time.

Town will provide meeting places and any food or coffee, etc. needed for the meetings.

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Direct Funding Request

(List any direct funding requested; and list any tasks for which ISP direct funding is requested, along with the funding requested for each task.)

Financial resources required: the project scope listed above has been set at \$75,000.

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Scope of Work for Application for Technical Assistance
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Instructions for Scope of Work Submission:

Submit a PDF copy of the Scope of Work form and all attachments by 4 p.m. Friday, February 11, 2011 to

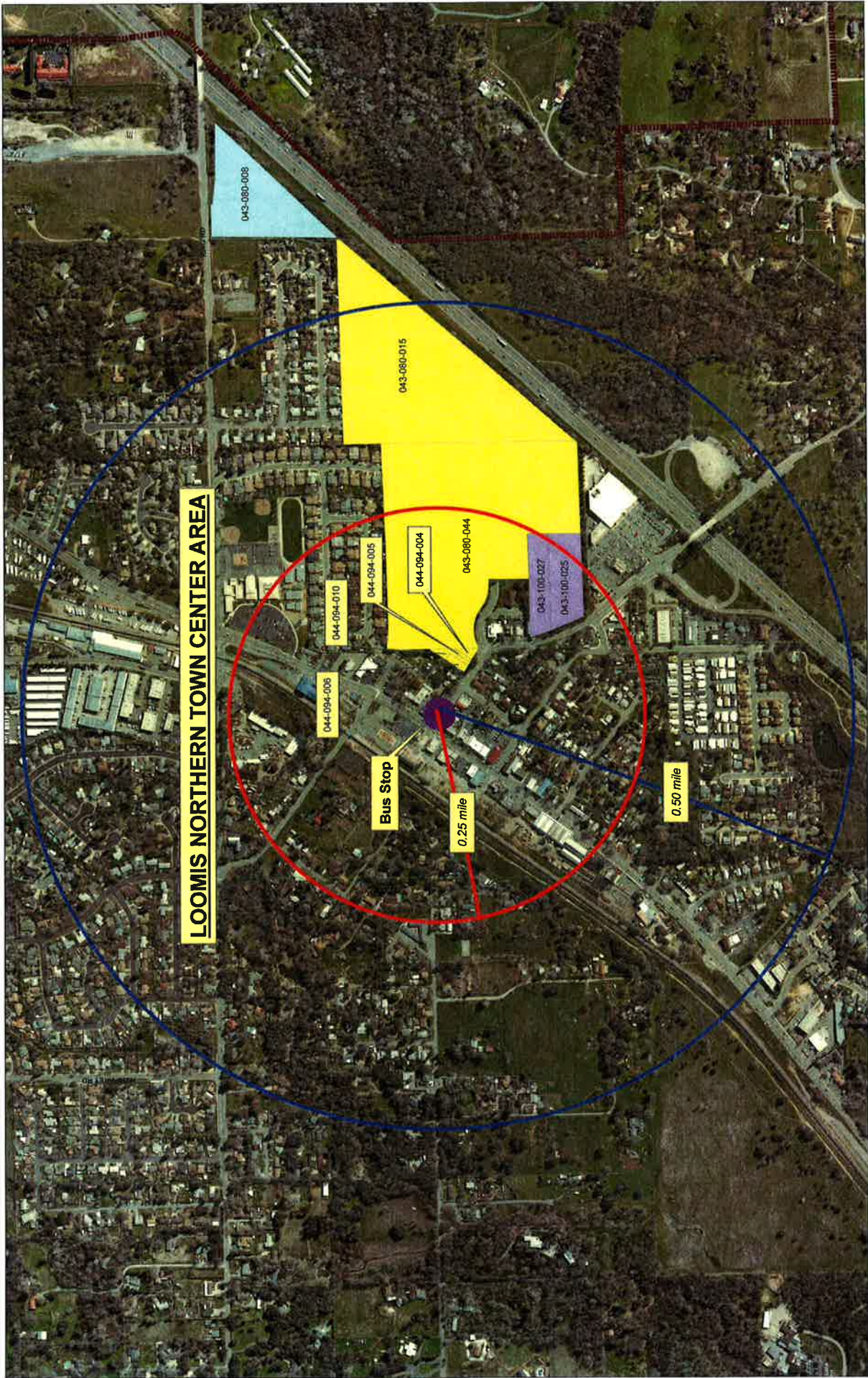
Molly Wright, Planning Specialist
Local Government Commission
mwright@lgc.org

Submissions must be provided attached to e-mail from the jurisdiction's authorized signatory, with a signature block including the signatory's name, title, agency and contact information. Please limit responses for each field (i.e., "Expanded Project Description," "Scope of Work," etc.) to 500 words each. Responses may be provided as an attachment to the form, if necessary.

There is text in parentheses within each field of this Adobe Acrobat form. This text is only for the purpose of providing further explanation on the type of information requested for the field. This text may be deleted when completing the form.

Attachments should be provided with document sizes of no more than 11 x 17 inches. If multiple attachments are included, provide a list of all attachments, and label attachments corresponding to the list. Attachments may include letters of support and graphic materials such as maps, photos or visual data representations such as tables, charts and graphs. Please do not provide hard copy submissions.

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LEGEND

Town Boundary

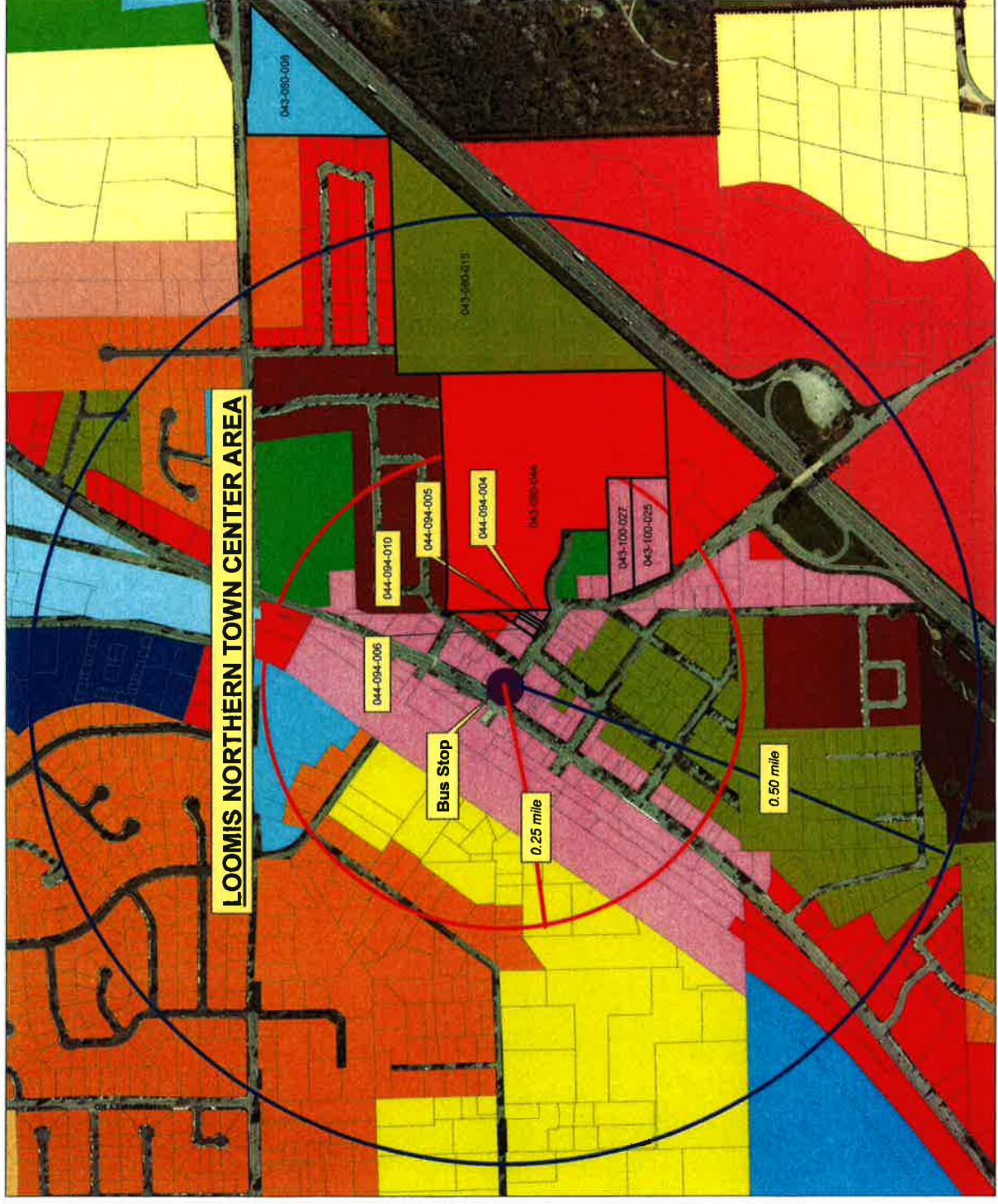
Residential Zoning Districts

- RA - Residential /Agricultural
- RE - Residential Estate
- RR - Rural Residential
- RS-20 - Single Family Residential
- RS-10 - Single Family Residential
- RS-10a - Single Family Residential
- RS-7 - Single Family Residential
- RS-5 - Single Family Residential
- RM-3.5 - Medium Density Residential
- RM-5 - Medium Density Residential
- RH - High Density Residential

Commercial Zoning Districts

- CO - Office Commercial
- CG - General Commercial
- CC - Central Commercial
- CT - Tourist/Destination Commercial
- BP - Industrial Business Park
- ILT - Limited Industrial
- IL - Light Industrial
- PI - Public/Institutional

LOOMIS NORTHERN TOWN CENTER AREA



THE VILLAGE AT LOOMIS TOWN OF LOOMIS, CALIFORNIA



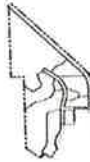
Parks & Open Space



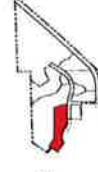
Street Enhancements



Live/Work District



Village Commercial District



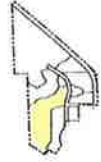
Village Office District



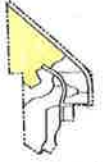
Village Office / Civic



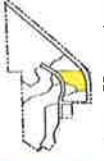
Village Residential District



Single Family District



Multi-family & Senior Housing



Village Monumentation

