

**ATTACHMENT “A”**  
**HIDDEN GROVE APPLICATION REQUEST AND PROJECT DESCRIPTION**

**1.1 PROJECT LOCATION**

As illustrated by **Figure 1**, the Project site is located within the Town of Loomis, northwest of the Interstate 80 (I-80)/Horseshoe Bar Road interchange. The project site is bound by Laird Street and the Silver Ranch neighborhood on the north, the Sun Knoll and Day Avenue neighborhoods to the east, I-80 on the south, and Horseshoe Bar Road to the west.

The project site is composed of 9 parcels, identified as Placer County Assessor’s Parcel Numbers (APNs) 043-080-007, 043-080-008, 043-080-015, 043-080-044, 044-094-001, 044-094-004, 044-094-005, 044-094-006, and 044-094-010. All parcels are under common ownership of the project applicant.

**1.2 PROJECT SIZE, EXISTING GENERAL PLAN DESIGNATIONS AND REQUESTED ENTITLEMENTS**

The project consists of approximately 61.7± acres. Current Loomis General Plan designations for the project site are as follows:

1. TC (Town Center Commercial)
2. P (Public/Quasi Public)
3. RH (Residential High Density)
4. RMH (Residential Medium High Density)
5. RM (Residential Medium Density)

The project is consistent in all ways with these general plan designations. The applicant seeks only to obtain tentative map approval for the overall project. No rezone requests are necessary.

**1.3 PROJECT OBJECTIVES**

The project applicant sets forth the following objectives for the proposed project:

1. To implement the existing General Plan designations and densities for the project site in order to help the Town of Loomis provide an adequate supply of new housing.
2. To use this infill location and its proximity to Downtown Loomis to improve the jobs/housing balance within the Town of Loomis.
3. To provide a mixture of housing types which lead to greater housing choices in Loomis.
4. To support the enrollment needs of local schools by providing housing opportunities for families with children.
5. To create a pedestrian-friendly, walkable neighborhood that includes access to open space, adjacent neighborhoods and schools.
6. To provide for the development of housing types that respect and complement the surrounding neighborhoods consistent with the site’s physical and environmental conditions.

7. To provide park and open space areas which are accessible to residents and the overall Loomis community.
8. To establish roadway and pedestrian systems that minimize unnecessarily large urban roadways while still providing safe circulation patterns.
9. To successfully implement a fiscally viable project and project amenities.

## **1.4 PROJECT DESCRIPTION**

The project consists of six alternatives labeled Alternative A-1, Alternative A-2, Alternative B-1, Alternative B-2, Alternative C-1 and Alternative C-2. The applicant requests that all six alternatives receive “equal weight” environmental analysis so that CEQA compliant environment review exists for each of them. The applicant will ultimately select one of the six analyzed alternatives as its “preferred project,” doing so at the conclusion of the environmental review process. The applicant may withdraw any of the six alternatives from consideration at any time.

The six proposed alternatives are described below. In describing them, the applicant has provided a complete description for Alternative A-1 and then indicated how the other alternatives differ from that alternative. The result is that Alternative A-1 serves for descriptive purposes as the base project. Despite this fact, each of the six alternatives should, nonetheless, also be viewed as standing separate and apart from the others.

### **1. Alternative A-1**

Alternative A-1 includes a mixture of residential, town center commercial, and open space/recreational uses, all of which together are intended to create an inviting community. These proposed uses are all consistent with the existing General Plan. The proposed project also includes a set of common massing standards as well as architectural styles which will ensure that the Plan Area builds out in a manner that features high quality architecture and densities which are consistent with the General Plan.

#### **Residential**

The residential component of Alternative A-1 is comprised of five residential villages of varying densities. The residential land uses account for a total of approximately 76% of the Plan Area and are intended to provide for a variety of housing types. The five residential villages are as follows:

- Unit A. 97 residential units with an overall average density of 7.3± units/acre and an allowable density range of 6-10 units/acre.
- Unit B. 35 residential units with an overall average density of 3.7± units/acre and an allowable density range of 2-6 units/acre.
- Unit C. 50 residential units with an overall average density of 8.1± units/acre and an allowable density range of 6-10 units/acre.
- Unit D. 19 residential units with an overall average density of 3.7± units/acre and an allowable density range of 2-6 units/acre.
- Unit E. Approximately 89 residential units with an allowable density range of 10-15 units/acre.

The requested tentative map provides for the subdivision of homesites within Villages A-D as well as for the creation of the Unit E Parcel. It is anticipated that a subsequent application will be filed for a tentative map and/or buildings to be constructed on Unit E. That application will then be processed concurrently with this application or subsequent to the approval of the overall project.

### Town Center Commercial

A 1.1± acre Town Center Commercial parcel is proposed along Horseshoe Bar Road. Access to this parcel will come from Horseshoe Bar Road as well as from within the Project. Future uses are anticipated to include commercial and possibly multi-family residential land uses, both of which are consistent with the Town Center Commercial (TC) General Plan Designation.

### Open Space and Park Uses

A 12.4± acre open space area and three park sites totaling 2.6± acres are proposed within the project. Section 14.60 of the Loomis Municipal Code indicates the size of open space and park facilities shall be calculated as follows:

$D \times F = A$  where

D = The number of dwelling units

F = A “factor” described (Single Family (.0298) and Multi-Family (.0176)

A = The buildable acres or open space acres to be dedicated

Dedication of the identified areas exceeds these standards. Please note the additional discussion regarding park and open space dedication requirements found in the Hidden Grove Consistency Matrix attached to the formal application package.

### Circulation

Alternative A-1 provides a comprehensive pedestrian and vehicular circulation system designed for the safe and efficient movement by multiple travel modes. The project, furthermore, proposes to connect to multiple existing roadways including Library Drive, the intersection of Laird Street and Webb Street, along with pedestrian and Emergency Vehicle Access (EVA) at Day Avenue. In addition, Unit D will have direct access to King Road. To facilitate a connection from Horseshoe Bar Road to King Road, the project offers an approximately 5.7± acre reservation for the extension of Boyington Road. This reservation will provide the Town of Loomis the necessary right-of-way so that it may ultimately build the Boyington Road extension.

## **2. Alternative A-2**

Alternative A-2 is identical to Alternative A-1 except that affordable housing would be developed on Unit E at 20-25 units per acre instead of market rate housing at 10-15 units per acre. Affordability would be ensured by a covenant recorded against Unit E requiring that a certain number of the residences built on that site be rented to households of certain qualifying incomes. The covenant would further specify that the number of restricted units must be calculated so that, as a percentage of all units within the Hidden Grove project, either (a) 24% are for lower income families and 15% are for very low-income families; or (b) 30% are for moderate income households. The purpose of that deed restriction is to comply with Cal. Gov't. Code section 65915(d)(2)(C) which affords the Hidden Grove project three mandatory concessions as allowed under the California Density Bonus Law. Those three concessions are as follows:

1. Modified Internal Roadway Standards, if necessary, as depicted on the Alternative A-2 tentative map and as reproduced on **Figure 2**.
2. A waiver of tree mitigation requirements as described in Chapter 13.54 of the Municipal Code.
3. A waiver, if necessary, of General Plan policy mandating specified traffic service levels (LOS).

Should any of these enumerated concessions be determined to be unnecessary, applicant retains the right to advance alternative concessions. In addition to these concessions, the applicant proposes an allowed reduction in parking requirements as provided under the California Density Bonus Law. Parking requirements would be as follows:

Maximum Parking Requirements (inclusive of parking for persons with disabilities)

|           |            |
|-----------|------------|
| Studio    | 1 Space    |
| 1 Bedroom | 1 Space    |
| 2 Bedroom | 1.5 Spaces |
| 3 Bedroom | 1.5 Spaces |
| 4 Bedroom | 2.5 Spaces |

### 3. Alternative B-1

This alternative differs from Alternative A-1 by deleting the Boyington Drive reservation and substituting an extension of Library Drive from Horseshoe Bar Road to King Road. The intent behind this proposal, which will require Town funding participation for a portion of Library Drive and the associated improvements as depicted on **Figure 3**, is to provide an alternative route of travel between Horseshoe Bar Road and King Road. Alternative B-1 further results in Unit C changing from 50 units at a density of 6-10 units to 58 units at a density of 6-10 units per acre. Other than these changes, Alternative B-1 remains identical to Alternative A-1.

### 4. Alternative B-2

Alternative B-2 is identical to Alternative B-1 except that affordable housing would be developed on Unit E at 20-25 units per acre instead of market rate housing at 10-15 units per acre. Affordability would be ensured by a covenant recorded against Unit E requiring that a certain number of the residences built on that site be rented to households of certain qualifying incomes. The covenant would further specify that the number of restricted units must be calculated so that, as a percentage of all units within the Hidden Grove project, either (a) 24% are for lower income families and 15% are for very low-income families; or (b) 30% are for moderate income households. The purpose of that deed restriction is to comply with Cal. Gov't. Code section 65915(d)(2)(C) which affords the Hidden Grove project three mandatory concessions as allowed under the California Density Bonus Law. Those three concessions are as follows:

1. Modified Internal Roadway Standards, if necessary, as depicted on the Alternative B-2 tentative map and as reproduced on **Figure 2**.
2. A waiver of tree mitigation requirements as described in Chapter 13.54 of the Municipal Code.
3. A waiver, if necessary, of General Plan policy mandating specified traffic service levels (LOS).

Should any of these enumerated concessions be determined to be unnecessary, applicant retains the right to advance alternative concessions. In addition to these concessions, the applicant proposes an allowed reduction in parking requirements as provided under the California Density Bonus Law. Parking requirements would be as follows:

Maximum Parking Requirements (inclusive of parking for persons with disabilities)

|           |         |
|-----------|---------|
| Studio    | 1 Space |
| 1 Bedroom | 1 Space |

|           |            |
|-----------|------------|
| 2 Bedroom | 1.5 Spaces |
| 3 Bedroom | 1.5 Spaces |
| 4 Bedroom | 2.5 Spaces |

### 5. Alternative C-1

This alternative differs from Alternative A-1 by deleting the Boyington Drive reservation and then substituting an alternative extension of Library Drive from Horseshoe Bar to King Road. It differs slightly, however, from the alignment depicted in Alternative B-1 and Alternative B-2 in that it skirts the perimeter of Unit C and then runs along the frontage of Interstate 80. As with Alternative B-1 and Alternative B-2, the intent of the alignment, which will require Town funding participation for a portion of Library Drive and the associated improvements as depicted on **Figure 4**, is to provide an alternative route between Horseshoe Bar Road and King Road. Other than these changes, Alternative C-1 remains identical to Alternative A-1.

### 6. Alternative C-2

Alternative C-2 is identical to Alternative C-1 except that affordable housing would be developed on Unit E at 20-25 units per acre instead of market rate housing at 10-15 units per acre. Affordability would be ensured by a covenant recorded against Unit E requiring that a certain number of the residences built on that site be rented to households of certain qualifying incomes. The covenant would further specify that the number of restricted units must be calculated so that, as a percentage of all units within the Hidden Grove project, either (a) 24% are for lower income families and 15% are for very low-income families; or (b) 30% are for moderate income households. The purpose of that deed restriction is to comply with Cal. Gov't. Code section 65915(d)(2)(C) which affords the Hidden Grove project three mandatory concessions as allowed under the California Density Bonus Law. Those three concessions are as follows:

1. Modified Internal Roadway Standards, if necessary, as depicted on the Alternative C-2 tentative map and as reproduced on **Figure 2**.
2. A waiver of tree mitigation requirements as described in Chapter 13.54 of the Municipal Code.
3. A waiver, if necessary, of General Plan policy mandating specified traffic service levels (LOS).

Should any of these enumerated concessions be determined to be unnecessary, applicant retains the right to advance alternative concessions. In addition to these concessions, the applicant proposes an allowed reduction in parking requirements as provided under the California Density Bonus Law. Parking requirements would be as follows:

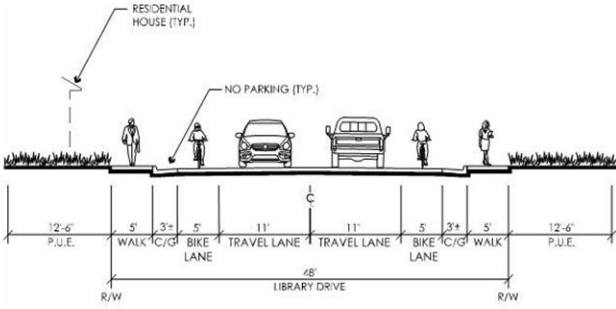
#### Maximum Parking Requirements (inclusive of parking for persons with disabilities)

|           |            |
|-----------|------------|
| Studio    | 1 Space    |
| 1 Bedroom | 1 Space    |
| 2 Bedroom | 1.5 Spaces |
| 3 Bedroom | 1.5 Spaces |
| 4 Bedroom | 2.6 Spaces |

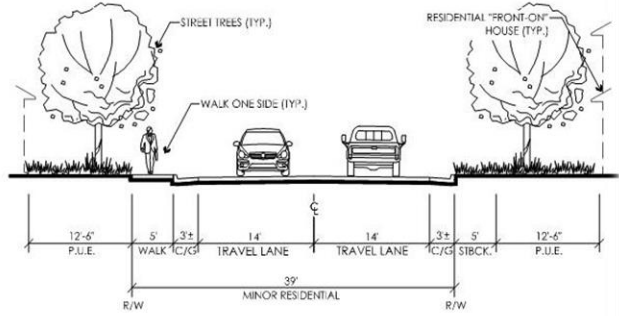
**Figure 1 (Project Site)**



**Figure 2 (Modified Street Sections)**

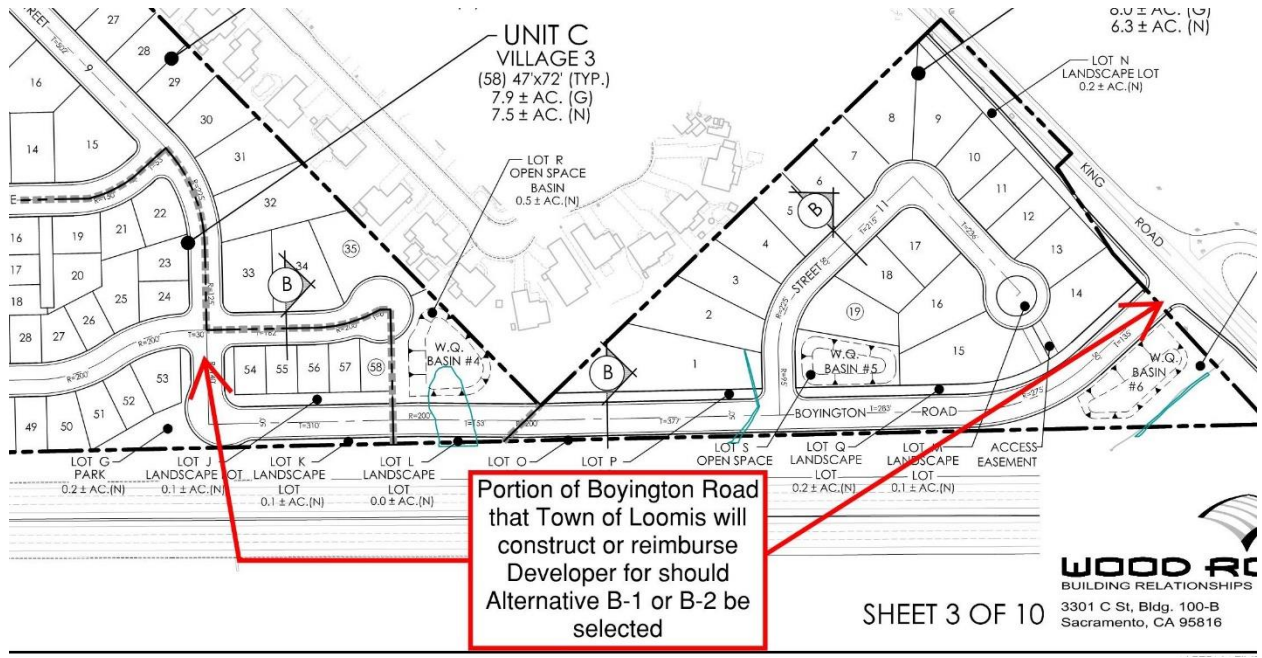


**A** LIBRARY DRIVE TO HDR (STND.)  
48' STREET SECTION  
SCALE: 1"=15'



**B** RESIDENTIAL STREET  
39' STREET SECTION  
SCALE: 1"=15'

**Figure 3 (Town Roadway Obligation for Alternatives B-1 & B-2)**





**Figure 4 (Town Roadway Obligation for Alternatives C-1 & C-2)**

