

## **EXHIBIT C**

### **HIDDEN GROVE PROJECT DESCRIPTION**

#### **1.1 PROJECT LOCATION**

The Hidden Grove project is located within the Town of Loomis, northeast 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 proposed project includes a mixture of residential, town center commercial, park 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 proposed phasing, massing standards & 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 units of varying densities. The residential land uses account for a total of approximately 75% of the Plan Area and are intended to provide for a variety of housing types. The five residential units are as followed:

- 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. 39 residential units with an overall density of 4.3± units/acre and an allowable density range of 2-6 units/acre.
- Unit C. 50 residential units with an overall density of 8.3± units/acre and an allowable density range of 6-10 units/acre.
- Unit D. 18 residential units with an overall density of 3.8± units/acre and an allowable density range of 2-6 units/acre.
- Unit E. Approximately 140 residential units with an allowable density range of 20-25 units/acre.

The requested tentative map provides for the subdivision of homesites within Units A-D as well as for the creation of the Unit E Parcel. It is anticipated that a subsequent application will be filed for buildings to be constructed on Unit E at the time the property is ready to be developed for multi-family housing. That application will then be processed concurrently with this application or subsequent to the approval of the Hidden Grove project.

The project will provide affordable units in the following manner: either (a) 24% of the project's total units will be rented to low-income households; *or* (b) 15% of the project's total units will be rented to very low-income households. Applying these ratios, the minimum number of affordable units developed on Unit E will be within the numbers specified in the table below, while the actual number of units will be dependent on the density at which Unit E ultimately develops. The affordability of these units will be guaranteed through various means.<sup>1</sup>

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<sup>1</sup> In order to guarantee that the affordable units are developed and rented to households of the required income levels, the Project will contain certain conditions of approval. Those conditions will accomplish the following: (a) The first final map must create the affordable lot; (b) Development on the affordable lot will be restricted so that it must contain at least the number of affordable housing units needed to achieve either of the ratios specified above; and (c) Development on the affordable lot will be required to provide appropriate restrictions (such as a deed restriction) whereby the level of affordability is ensured for at least 55 years as required by Gov. Code § 65915(c)(1)(A). As contemplated by that section, the ultimate form of any such restriction will be determined at the time of development and is dependent on funding sources utilized for the development of the multifamily housing complex.

Project Component	Net Acres	Residential Unit Count	
		Unit E @ 20 du/ac	Unit E @ 25 du/ac
Unit A	13.2	97	97
Unit B	9	39	39
Unit C	6	50	50
Unit D	4.8	18	18
Unit E	5.6	112	140
Lot D	0.6	9	9
<b>Total</b>	<b>39.2</b>	<b>325</b>	<b>353</b>
Minimum Number of Low Income Units		78	85
or			
Minimum Number of Very Low Income Units		49	53

The inclusion of these affordable units entitles the project to a 50% density bonus, three incentives and concessions, unlimited reductions of or waivers from development standards, and prescribed parking ratios under the Density Bonus Law. These mandated components are summarized as follows:

*Density Bonus*

The project is entitled to a 50% density bonus, which permits a maximum of 50 additional residential units to be placed on either Unit D or Unit E.

*Incentives and Concessions*

A concession or incentive is any reduction in site development standards, modification of other regulatory requirements, or some other proposal by a developer which results in “identifiable and actual cost reductions to provide for affordable housing costs[.]” (Gov. Code § 65915(k).) The following concessions and incentives will result in actual and identifiable cost reductions for the project, which collectively will render the proposed affordable units more financially feasible.<sup>2</sup>

- A concession of the mitigation requirements for the removal of trees which are contained in Chapter 13.54 of the Municipal Code.
- A concession, if necessary, of General Plan policies mandating maintenance of specified levels of service (LOS) on roadways and intersections (i.e. General Plan policies requiring a minimum level of service shall be waived for all roads and intersections impacted by the project).
- A concession, if necessary, of any open space and park land dedication requirements contained in Chapter 14.60.030 of the Municipal Code and any other Town regulatory requirement which seeks to require a project applicant to dedicate land for open space and/or park purposes.

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<sup>2</sup> Courts have consistently concluded that “[t]he applicant is not required to prove the requested incentives will lead to cost reductions; the incentive is presumed to result in cost reductions and the city bears the burden to demonstrate otherwise if it intends to deny the incentive.” (*Bankers Hill 150 v. City of San Diego*, 74 Cal. App. 5<sup>th</sup> (4th Dist. 2022); see also *Schreiber v. City of Los Angeles*, 69 Cal. App. 5<sup>th</sup> 549, 555 (2021) explaining, with respect to concessions, that “[t]he applicant, however, is not required to establish that cost reductions will result.”)

*Waivers or Reductions of Development Standards*

The applicant seeks the following waivers and/or reductions in development standards that physically preclude the project as designed.<sup>3</sup>

- A waiver of the height limitation for Unit E.
- A waiver of the two-story limitation for Lot 1 in Unit A.
- A waiver of setback requirements for Unit E.
- A waiver of side yard setback requirements for Unit B lots.
- A waiver of certain roadway standards.
- A waiver of driveway distance from street corners requirements.

*Prescribed Parking Ratios*

The maximum parking ratios that may be imposed on qualifying projects are as follows:

<b>Unit Type</b>	<b>Spaces Required</b>
<b>Studio</b>	1 Space
<b>1 Bedroom</b>	1 Space
<b>2 Bedroom</b>	1.5 Spaces
<b>3 Bedroom</b>	1.5 Spaces
<b>4 Bedroom</b>	2.5 Spaces

Town Center Commercial

Lot D is a .8± acre Town Center Commercial parcel proposed along Horseshoe Bar Road. Access to this parcel will come from Horseshoe Bar Road as well as from internal roads within the Project. Future uses are anticipated to include commercial/professional services as well as mutli-family residential land uses, both of which are consistent with the Town Center Commercial (TC) General Plan Designation.

Open Spaces and Park Uses

The project includes 12.1± acres of open space and recreation, 2 acres of open space/detention basins and three park sites totaling 2.7± gross acres. 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 (0.298) and Multi-Family (.0176)

A = The buildable acres or open space to be dedicated

Dedication of the identified areas exceeds these standards.

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<sup>3</sup> Courts liberally construe all provisions of the Density Bonus Law in favor of allowing a housing development (§ 65915(r)), and in so interpreting the subdivision allowing waivers, courts have consistently concluded “so long as a proposed housing development project meets the criteria of the Density Bonus Law by including the necessary affordable units, a city may not apply any development standard that would physically preclude construction of that project as designed[.]” (*Bankers Hill 150 v. City of San Diego*, 74 Cal. App. 5th 755, 775, 289 Cal. Rptr. 3d 268, 282 (4th dist. 2022) (emphasis added), see also *Wollmer v. City of Berkeley*, 193 Cal.App.4th 1329, 1347 (1st dist. 2011) explaining “Standards may be waived that physically preclude construction of a housing development meeting the requirements for a density bonus, period.”)

### Circulation

The proposed project 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. Should the Town of Loomis desire a future 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 construct a Boyington Road extension once the Town of Loomis has secured the financing to do so.