

# loomis town center

IMPLEMENTATION PLAN, PHASE 1



volume two



# Loomis Town Center

IMPLEMENTATION PLAN, PHASE 1

Volume Two

*April 2010*

Moore Iacofano Goltsman, Inc.

TLA Engineering & Planning, Inc.

KD Anderson

Economic & Planning Systems



VOLUME TWO

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**TOWN OF LOOMIS**  
**TOWN CENTER IMPLEMENTATION PROGRAM**

**EXISTING CONDITIONS ANALYSIS**

January 27, 2010

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## **EXECUTIVE SUMMARY**

The Town of Loomis is proposing the development of its acquired surplus railroad right-of-way along the easterly side of the railroad tracks near downtown (Project area) as part of phase one of the implementation program for the Loomis Town Center Master Plan. The Town of Loomis would like to continue the theme of their existing park and ride facility and Depot building with this expansion. This report summarizes the existing infrastructure of the roadways, water, sanitary sewer, storm drainage, gas, electric, telephone and cable systems that will service the Project area.

TLA contacted and met with local agencies to gather information on the existing infrastructure that would service the Project area. Local agencies included Placer County Water Agency (PCWA), South Placer Municipal Utility District (SPMUD), Town of Loomis, Pacific Gas & Electric, AT&T and Wave Broadband. See exhibits 1-5 for the existing infrastructure as provided from each of these agencies that show size and general location of their facilities. In meetings with PCWA and SPMUD, both agencies concluded that there may be capacity issues depending on what type of development is proposed in the Project area.

PCWA supplies the Project area with a 24-inch transmission main. PCWA stated that the 24-inch transmission main has no capacity for development with large water demands. However, PCWA is in the process of improving their water system to free up more capacity in this line which is dependent on a proposed commercial development at the Sierra College Blvd./ Interstate 80 interchange. When development concepts are formulated, PCWA recommended providing them the concepts so they may perform engineering analysis for their ability to serve the Project area. The Town of Loomis will have to pay PCWA if they choose PCWA to run this analysis.

In meeting with SPMUD, TLA discussed a study that was previously conducted in the Project area to determine available capacity. It was determined during the meeting that the study, which was performed by SPMUD in 2007, was still applicable for the Project area. The conclusion of the study was that at worse case scenario (wet weather conditions), the existing system that serves the Project area has capacity of 100 additional equivalent dwelling units (EDU's). However, SPMUD will allocate those 100 EDU's on a first come first serve basis.

The Town of Loomis provided TLA with the Loomis Drainage Master Plan Update prepared by West Yost Associates in August of 2008. In the study, two primary drainage systems were document as being located within the Project area. Both of the systems are located near Webb Street and convey runoff west of the railroad tracks. Per the study, the drainage system serving this area does not adequately convey storm drain water runoff. The Master Plan calls for the construction of an underground drainage system in Taylor Road from King Road to Sierra College Blvd.

A field visit was conducted to measure existing pavement widths, traffic lanes, bike lanes, curb, gutter, sidewalks, and parking stalls of the existing roadways in the Project area. These roadways included Taylor Road, Webb Street, Walnut Street, and Horseshoe Bar Road. Right-of-way widths for the Project streets was determined through research and review of existing vesting deeds, record maps, and field reconnaissance to recover existing property corners and monumentation. See Exhibit 6, A thru X for cross sections of these roadways including dimensioned widths of the items listed above.

## INTRODUCTION

The purpose of this report is to analyze the existing conditions of the utilities and streets near downtown Loomis to serve phase one of the implementation program for the Loomis Town Center Master Plan.

The Town of Loomis acquired surplus railroad right-of-way along the easterly side of the railroad tracks near downtown. The property is narrow, nominally 150-foot wide and runs from King Road on the north to approximately 940-feet southerly of Circle Drive; the total length, excluding the area at the Depot building and the existing multi-modal parking lot, is approximately 3,570-feet. The acquired property totals roughly 9.6 acres and is defined in this report as the Project area.



(Project Area)

Loomis is proposing the development of the Project area as an expansion and theme continuation of their existing park and ride facility and Depot building. Potential elements of the Project development may include additional parking facilities, landscape features, downtown park with water feature, commercial buildings and bike and pedestrian pathways through the site. Existing infrastructure to service the Project includes utilities (water, sanitary sewer, storm drainage, gas, electric, telephone and cable) and streets (Taylor Road, Horseshoe Bar Road, Webb Street and Walnut Street).

This report has two sections: Section One identifies the location and size of the existing utilities listed above and confirms their capacity to serve the Project. Section Two is an inventory of the streets listed above which measures the pavement width, records the presence/absence of curb, gutter, and sidewalks and the number of traffic lanes.

As implementation program concepts are developed later in the Project's planning process, the existing infrastructure presented in this report will be evaluated for providing service to the Project area. The Project will be served by utility connections, extensions and/or relocations, as well as streetscape improvements to the servicing road.

## **SECTION ONE: EXISTING UTILITIES**

The Project area is served by several agencies which provide the water, sanitary sewer, storm drainage, gas, electric, telephone and cable systems that would be affected by new development. TLA contacted these agencies and requested their existing system information within the Project area. Exhibits were created to depict the existing facilities servicing the area. Please refer to Exhibits 1-5 for locations and size of facilities.

### **WATER**

TLA obtained facility maps from Placer County Water Agency (PCWA) which show the general location and size of the domestic water system that serves the Project area, see Exhibit 1 prepared by TLA. PCWA serves the Project area through a combination of a transmission main and several distribution mains.

#### **WATER SYSTEM**

##### **TRANSMISSION MAIN**

PCWA supplies Loomis and parts of Rocklin from a transmission main served by a water storage tank in Penryn. The transmission main comes into Loomis from Penryn (located in Taylor Road) as a 24-inch diameter pipe (24-inch). Southwest of King Road, the 24-inch crosses to the northwest side of the railroad and continues to Webb Street. At Webb Street the diameter reduces to 20-inch. The 20-inch main continues on the northwest side of the railroad tracks to approximately across from Circle Drive where it again crosses the railroad tracks and goes back into Taylor Road; from there it continues down to Sierra College Blvd to serve Rocklin.

##### **DISTRIBUTION MAINS**

For the properties along Taylor Road, PCWA serves the project area with several distribution mains that vary in size from 6, 8, and 12-inches. Along Horseshoe Bar Road, the distribution mains consist of a 12-inch from Taylor Road that reduces in size to 6-inch where it crosses Interstate 80. Webb Street is served by parallel 4 and 8-inch mains.

#### **SERVICE CAPABILITY**

Mr. Tony Firenzi, PCWA, said the 24-inch has little to no capacity for development with large water demands. He said that PCWA is in the process of improving their water system to free up

capacity in the 24-inch (see Appendix A for an exhibit of PCWA's proposed system improvements). The timing of their system improvements is linked to the proposed commercial development at the Sierra College Blvd./Interstate 80 interchange in the City of Rocklin.

Mr. Firenzi recommended that as development concepts are formulated for the Project area they should be presented to PCWA for engineering analysis of PCWA's ability to meet the Project's demand. PCWA charges for their engineering analysis. If Loomis requests PCWA to perform the analysis, Loomis will need to pay for the water agency's staff to do the engineering analysis.

Because of PCWA's limited ability to serve new high water usage development in the Project area (without system improvements as noted above), the Project's development concepts should use water conservation strategies such as drought tolerant landscaping and low flow fixtures.

## **SANITARY SEWER**

TLA contacted South Placer Municipal Utility District (SPMUD) to acquire information on their existing sanitary sewer system in the Project area. SPMUD provided their facility maps which included pipe size, manhole locations, and direction of flow. TLA prepared an exhibit which isolates the existing sanitary sewer system that serves the proposed Project (See Exhibit 2).

## **SANITARY SEWER SYSTEM**

In general, sanitary sewer from the Project area flows north to south, via a sewer main located within Taylor Road. Sewer from the Blue Goose travels by way of a 6 inch diameter pipe (6-inch). At the intersection of Horseshoe Bar Road, the main turns northwest to the Town Depot, runs south along the back alley of the businesses, turns southeast on Walnut Street and continues south down Taylor Road. Right before the intersection of Taylor Road with Oak Street, the sewer main increases in size to an 8-inch. At the intersection of Taylor Road and Circle Drive, the sewer main turns down Circle Drive and runs through residential subdivisions and increases in size to a 10-inch until it merges with an 8-inch sewer main near the intersection of Taylor Road and Sierra College Blvd. The 8-inch sewer main begins in Taylor Road near the Lorenzo's Mexican Restaurant and continues southwest to the connection with the 10-inch sewer main at Sierra College Blvd.

## **SERVICE CAPABILITY**

In a study performed by SPMUD in 2007, the district concluded that the existing sanitary sewer system servicing the downtown Loomis area has a theoretical capacity for 100 additional equivalent dwelling units (EDU's) at wet weather conditions (worst case). In SPMUD's study, 100 EDU's is equivalent to 23,500 gallons per day average daily wet weather flow. TLA met with SPMUD to confirm that this study was still valid and there is capacity for the proposed Project. In a meeting held on June 8, 2009, TLA met with Richard Stein and Dari Burbano of SPMUD to discuss the study. It was confirmed in the meeting that there is adequate capacity for development within the proposed Project limits as long as it does not exceed 100 EDU's, however, SPMUD will allocate those 100 EDU's on a first come (payment of connection fee) first serve basis. See Appendix B for a copy of the SPMUD study calculations.

## **STORM DRAIN**

The Town of Loomis provided TLA with the Loomis Drainage Master Plan Update prepared by West Yost Associates in August of 2008. Currently the Project drains north to south. Storm drain facilities include drainage inlets, manholes, pipes, and some culverts. Per the Drainage Master Plan, the existing facilities do not adequately convey storm water runoff. Refer to Exhibit 3 prepared by TLA that shows the existing facilities within the Project area.

According to the study, flooding occurs along Taylor Road from King Road to near Horseshoe Bar Road where there is no curb or gutter to direct drainage. Due to the lack of curb and/or poor condition of existing curb, drainage is allowed to pond on the westerly side of Taylor Road.

## **STORM DRAIN SYSTEM**

Two existing storm drain systems were identified in the study, both near the intersection of Webb Street. The first system located north of Webb Street includes two drainage inlets in Taylor Road which discharge into a detention system located under the Blue Goose building. This drainage is discharged west past the railroad tracks. The second system is located south of Webb Street. Three drainage inlets capture runoff from Webb Street and Taylor Road and discharge the runoff west through an existing parking lot towards the railroad tracks.

## **SERVICE CAPABILITY**

The study recommended installation of a storm drain system along Taylor Road, from King Road to Sierra College Blvd., which would help alleviate the current problems in the Project area. The ultimate solution would discharge storm water into Secret Ravine. Construction included the addition of curb, gutter, sidewalks, drainage inlets, pipes, and manholes. Due to the high cost of the proposed improvements, the study recommended the construction be performed in three phases. See Appendix C for Figure 5-4 from the Drainage Master Plan which shows the recommended Taylor Road storm drain system phases.

## **GAS, ELECTRIC, TELEPHONE AND CABLE**

TLA contacted PG&E, AT&T and Wave Broadband to obtain copies of their facility maps within the Project area. TLA created exhibits showing the general location of the existing gas, electric, telephone and cable systems (See Exhibits 4 and 5).

In general, two parallel underground gas pipes run along Taylor Road and serve the businesses located near Taylor Road. One gas pipe is located within Horseshoe Bar Road to Interstate 80.

The electric system is visible throughout downtown Loomis as overhead high voltage (12KV) power lines and poles. Power lines run down the entire length of Taylor Road and local residents and business are served off of these lines. From the intersection of King Road, the power lines are located on the northwest side of Taylor Road until they cross to the southeast side between Oak Street and Circle Drive. The power lines continue the remainder of Taylor Road on the southeast side to beyond Sierra College Blvd.

The telephone and cable systems are also an overhead system that parallels the electric system on Taylor Road. The telephone and cable poles and lines are located on the opposite side of Taylor Road from the electric system. There are existing underground cable facilities in Horseshoe Bar Road.

## **SECTION TWO: STREET INVENTORY**

The purpose of this analysis is to provide a street inventory of existing pavement widths, the presence/absence of curb, gutter, and sidewalk and the number of traffic lanes for the following streets servicing the Project area:

- a. Taylor Road from King Road to Sierra College Blvd.
- b. Webb Street from the railroad tracks to Laird Street
- c. Walnut Street from just east of Taylor Road into the acquired property
- d. Horseshoe Bar Road from Taylor Road to Interstate 80

TLA field verified the existing street conditions using a field tape to measure pavement, gutter, and sidewalk widths. The results of the street inventory can be found in Exhibits 6, A thru X which depict locations of field measurements along with pictures and cross sections of the existing conditions. Cross sections include widths of landscaping, sidewalks, curb and gutters, bike lanes, travel lanes, and on street parking stalls.

Due to the length and different characteristics of Taylor Road from King Road to Sierra College Blvd., Taylor Road has been broken out into three different sections. These three sections are described as the Taylor Road - Downtown Area, Taylor Road - North of Downtown Area, and Taylor Road - South of Downtown Area. Further clarification of the limits of each section is described below.

### **TAYLOR ROAD - DOWNTOWN AREA**

The Downtown Area as categorized in this report encompasses the portion of Taylor Road between the intersections of Oak Street and Webb Street.



(Overview of Downtown Area)

Taylor Road from Oak Street to Walnut Street has a right-of-way width of 80 feet. At the intersection of Oak Street, Taylor Road increases from a two lane roadway to a three lane roadway where the center lane is a two-way turn lane. This center turn lane is carried throughout the remainder of the downtown area to allow access to side streets and businesses without impeding the flow of thru traffic. This stretch of Taylor Road begins to have vertical curb, gutter, and sidewalk on both sides near the intersection of Walnut Street. Before the intersection with Walnut Street, there is no sidewalk on the northwest side and a short length elevated sidewalk fronts some of the commercial businesses located on the southeastern side. There is both parallel and commercial frontage parking stalls along with bike lanes delineated on either side and commercial frontage parking stalls along with bike lanes delineated on either side of the roadway. Bike lane widths are included with the parking stalls as there is no delineation to separate the two.

Moving north along Taylor Road to the section of roadway from Walnut Street to Horseshoe Bar Road, the right-of-way remains 80 feet wide. This width includes three traffic lanes (one which is the two-way turn lane), parallel parking on either side of the roadway, curb, gutter, and sidewalk. There is vertical curb and gutter located on the southeastern portion of the street while the northwest side has a vertical curb with no gutter. The sidewalks are 8-foot wide on the south side and 10-foot wide on the north side. Within the sidewalks on either side of Taylor Road are two to three foot wide square planter areas which contain trees. These planter areas continue along Taylor Road and are spaced evenly. There is a signalized intersection at Taylor Road and Horseshoe Bar Road, which is a four-way intersection.



(Taylor Road - Downtown Area looking north to the Horseshoe Bar Road Intersection)

To the north of the intersection with Horseshoe Bar Road, Taylor Road up to the intersection with Webb Street has a right-of-way width varies from 80 feet to 90 feet. The width includes three traffic lanes (one which is a two-way turn lane), bike lanes, curb, gutter, and sidewalk. This stretch of Taylor Road has limited vertical curb, gutter, and sidewalk that terminate halfway between Horseshoe Bar Road and Webb Street. From this point on, parking lots and other miscellaneous lots are located on both sides of the roadway. There is a “no parking” red curb on both sides of the street where curb is present. Bike lanes are delineated through this area.

Refer to Exhibit 6, Sections I-K and N-O for pictures and cross sections of this area.

### **TAYLOR ROAD - SOUTH OF DOWNTOWN AREA**

The South of Downtown Area as categorized in this report will encompass Taylor Road between the Sierra College Blvd. and Oak Street intersections.

Taylor Road at the intersection of Sierra College Blvd. has five traffic lanes with a striped median and a right of way width of 90 feet. From this intersection north to Lorenzo’s Mexican Restaurant, Taylor Road becomes a two lane roadway with bike. There is no curb, gutter, or sidewalk along this length. On the north side of the roadway there is an existing railroad spur which is fenced within the Taylor Road right-of-way.

Taylor Road from Lorenzo’s Mexican Restaurant north to Shawn Way begins to widen in order to add a third lane, which is used as a two-way turn lane. This allows drivers heading southbound the ability to turn left into existing streets and driveways along this section of roadway. The right-of-way increases to 100 feet and contains curb, gutter, sidewalk, and parallel parking on the southeast side of Taylor Road. Vertical curb, gutter, and sidewalk begin on the southern portion of Taylor Road at Lorenzo’s Mexican restaurant and run continuously to Shawn Way. Bike lanes are striped on both sides of the roadway.

From the Shawn Way intersection, Taylor Road begins to decrease its right-of-way width down to 80 feet at the Oak Street intersection. The decrease in right-or-way is gradual between these two intersections. Near Circle Drive, Taylor Road begins to lose the two-way turn lane and becomes a two lane road beginning near High Hand Nursery. Taylor Road stays a two lane road until it nears the intersection of Oak Street, where it begins to expand to add the two-way turn lane again. The curb, gutter, and sidewalk do not run continuously from Shawn Way to Oak Street on the southeast side of Taylor Road. There are breaks at empty lots and frontage of single family residential lots. Along the northern side of Taylor Road, vertical curb, gutter, and sidewalk begin at the High Hand Nursery and continue along the frontage of the business to the adjacent parking lot. From this point, the sidewalk becomes an elevated walkway attached to the High Hand buildings. Bike lanes are found on either side of the roadway, which are clearly marked for use. Some sections of the bike lane are combined with parallel parking.



(Taylor Road - South Downtown Area looking west to High Hand business with elevated sidewalks)

See Exhibit 6, Sections A-H for pictures and cross sections of this area.

### **TAYLOR ROAD - NORTH OF DOWNTOWN AREA**

The North of Downtown Area as categorized in this report will encompass Taylor Road from Webb Street to King Road.

Taylor Road at the intersection of Webb Street has three traffic lanes, one which is a two-way left turn lane. The right-of-way at this intersection is 80 feet, which increases to 96 feet as Taylor Road nears the intersection of King Road. At King Road, Taylor Road has five traffic lanes, one median, and one turn out for school bus parking. Vertical curb, gutter, and sidewalk run the entire length on the southern side of the roadway. There is no vertical curb, gutter, or sidewalk on the northern side; however, a paved shoulder was constructed that serves the parking area in front of the Blue Goose buildings. Bike lanes are marked on either side of the roadway and are combined with parallel parking.



(Taylor Road - North Downtown Area looking northeast at King Road/Taylor Road Intersection)

Refer to Exhibit 6, Sections R-S for pictures and cross sections of this area.

## **WEBB STREET**

Webb Street is located off of Taylor Road and is categorized as being within the Taylor Road - North of Downtown Area as described above. Webb Street was inventoried in this report from the railroad tracks to Laird Street. Webb Street is a two lane road with a right-of-way width of 50 feet. Vertical curb is located on the western portion of Webb Street only on the south side near the Town's existing multi-modal parking. The vertical curbs encompass the planter areas for the parking lot. There is curb, gutter, and sidewalk on the eastern portion after crossing Taylor Road (near Laird Street). The curb, gutter, and sidewalk are located on the northern section only. There is parallel and perpendicular parking on the eastern portion of Webb Street. Parallel parking is on the northern section of Webb Street and perpendicular parking is in front of the business on the south side. There is not a striped bike lane along Webb Street.



(Webb Street)

Refer to Exhibit 6, Section P-Q for pictures and cross sections of this area.

## **WALNUT STREET**

Walnut Street intersects Taylor Road and is categorized as being within the Taylor Road - Downtown Area as described above. Walnut Street was inventoried from the end of the businesses on the northwest side to Magnolia Street to the southeast. Walnut Street is primarily used as a parking lot northwest of Taylor Road but can serve as access to the Project. Walnut Street is and a two lane street southwest of Taylor Road. The right-of-way width for Walnut Street is 80 feet.

On the northwest side, there is vertical curb, gutter, and sidewalk on the southern section next to the US Bank. On the northern side, an elevated walkway was constructed for the business. The north and south sides of the street have parking, angled and parallel respectively.

On the southeast side, there is no vertical curb, gutter, or sidewalk. Commercial frontage parking lines both sides of the street. There is not a striped bike lane on Walnut Street.



(Walnut Street)

Refer to Exhibit 6, Sections L-M for pictures and cross sections of this area.

## **HORSESHOE BAR ROAD**

Horseshoe Bar Road is a major roadway that connects the Project to Interstate 80. Horseshoe Bar Road is a two lane roadway with right-of-way width of 80 feet starting at the Taylor Road intersection, then decreases to 58.5 feet near Callison Street, and increases to over near 100 plus feet as it nears the west bound on-ramp for Interstate 80. There is vertical curb, gutter, and sidewalk located along different sections of Horseshoe Bar. Horseshoe Bar Road uses a concrete bridge to span Interstate 80, with an edge of concrete width of 28-feet. The northeast side of the bridge has a 5-foot wide sidewalk while the other side is inaccessible to pedestrians. There are no bike lanes striped on the bridge.

Horseshoe Bar Road has an asphalt sidewalk on the northern side of the roadway that is only broken by driveways or street intersections. The sidewalk from the intersection at Taylor Road is disconnected, or separated, from Horseshoe Bar Road by landscaping up until the intersection of Library Drive. An existing cross walk on Horseshoe Bar Road near Library Drive has advance warning signs for motorists. From Library Drive, the sidewalk is connected to Horseshoe Bar Road and terminates after the bridge crossing over Interstate 80.

The southern portion has a continuous sidewalk from the Taylor Road intersection until Callison Street. At this point, Horseshoe Bar Road narrows down and the sidewalk on the southern half of the roadway is replaced by a guardrail. This guardrail is approximately 100-feet long and terminates at the next driveway entrance on the south side of Horseshoe Bar Road. Sidewalk starts again at the intersection of

Doc Barnes Road and continues until the end of the commercial businesses right before the west bound on-ramp of Interstate 80.

After the intersection of Doc Barnes Road heading southeast to Interstate 80, Horseshoe Bar Road widens to accommodate two travel lanes, center turn lane, and two right hand turn lanes. The widening of the road is needed for access to the adjacent business and Raley's Shopping Center. There is a signalized intersection which controls traffic for the west bound Interstate 80 on/off ramp, the Raley's Shopping Center, and Horseshoe Bar Road.

The majority of Horseshoe Bar Road has bike lanes on both sides of the roadway. Bike lanes terminate at the intersection of Taylor Road and at the bridge over Interstate 80.



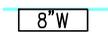
(Horseshoe Bar Road looking toward signalized intersection at Interstate 80.)

Refer to Exhibit 6, Sections T-X for pictures and cross sections of this area.

# FIGURES

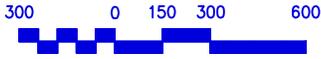
LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
**EXHIBIT 1**  
**WATER SYSTEM MAP**

**LEGEND**

-  EXISTING WATER LINE WITH SIZE
-  EXISTING FIRE HYDRANT
-  TOWN OWNED PROPERTY



SCALE: 1"= 600'











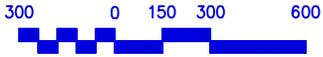
LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION INDEX MAP

LEGEND

 SECTION LOCATION  
 & ID LETTER



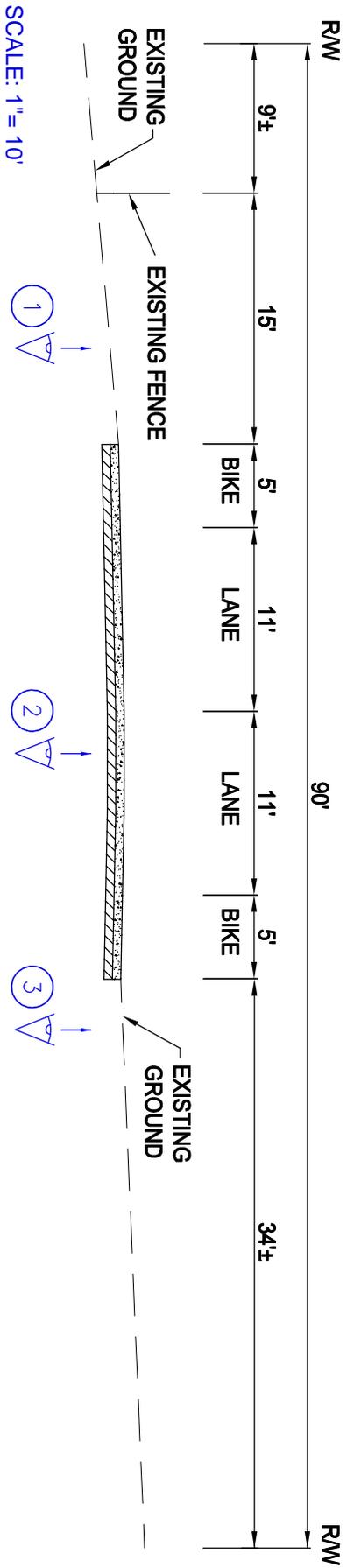
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KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION A - TAYLOR ROAD



1

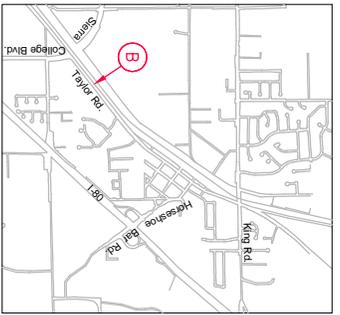


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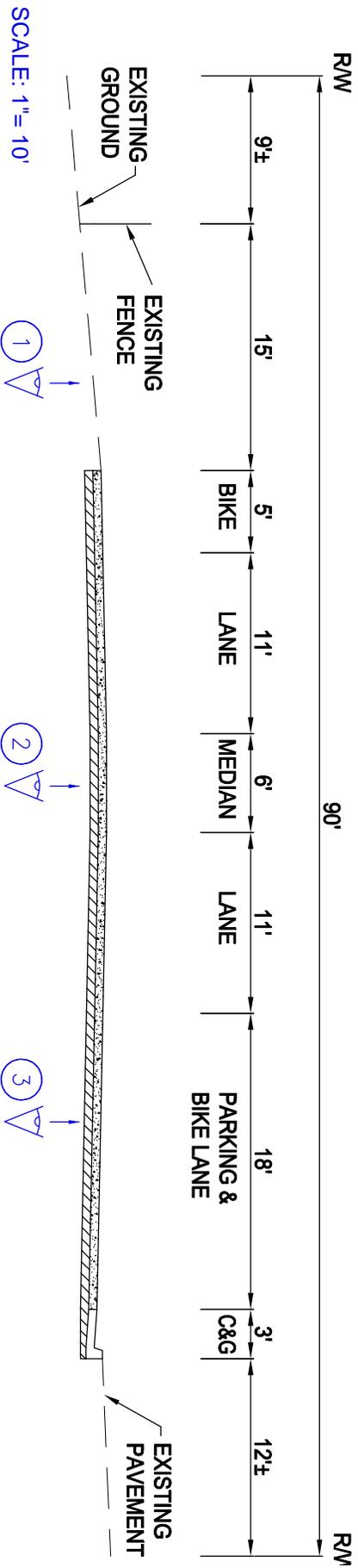
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**LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION B - TAYLOR ROAD**

KEY MAP



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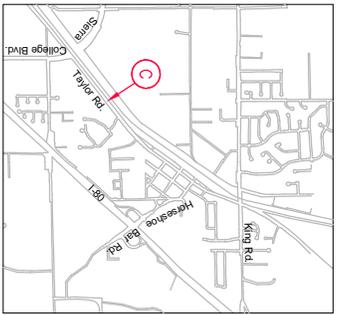


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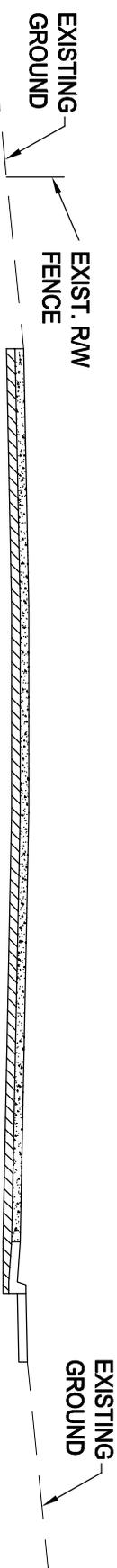
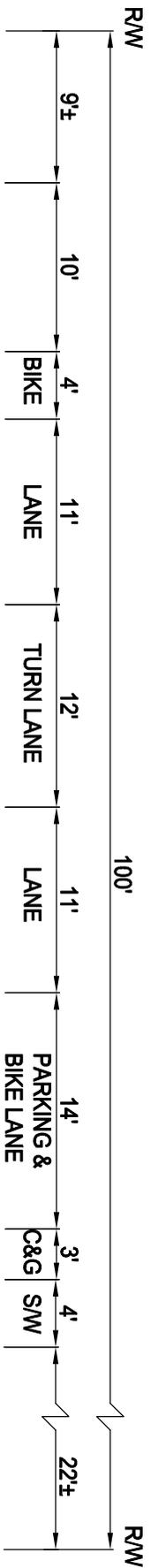
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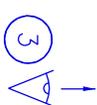
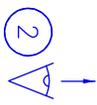
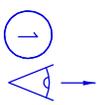


KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION C - TAYLOR ROAD



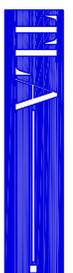
SCALE: 1" = 10'



1

2

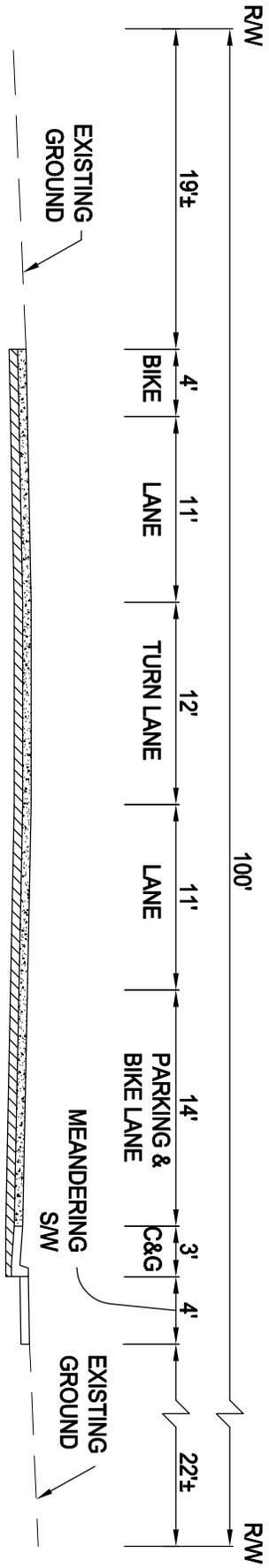
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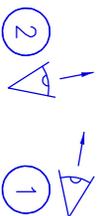


KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION D - TAYLOR ROAD



SCALE: 1" = 10'

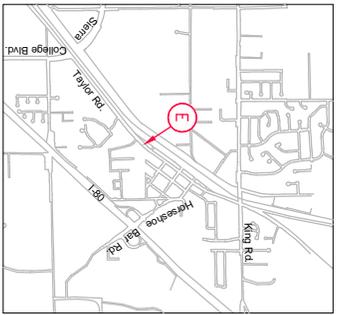


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2

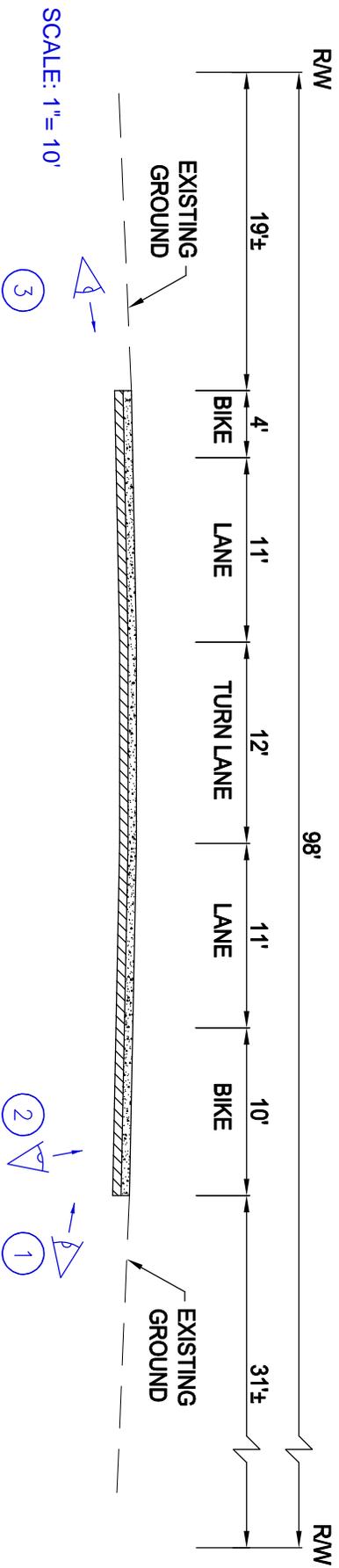
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KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION E - TAYLOR ROAD



1



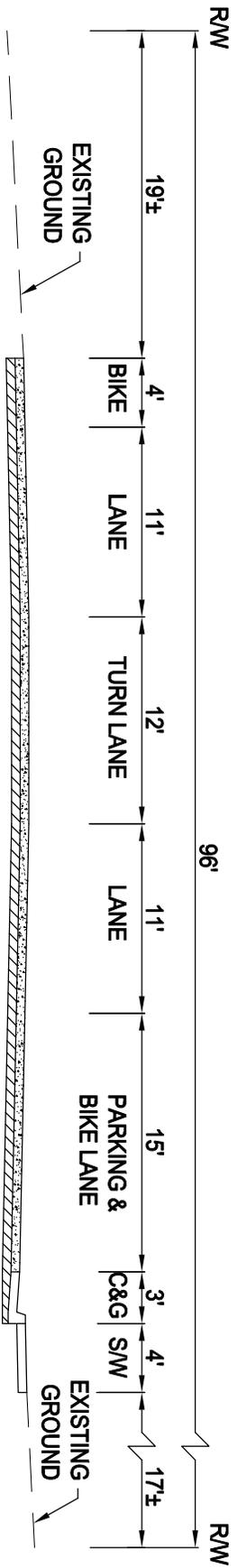
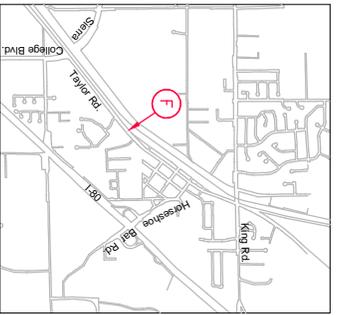
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3



LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION F - TAYLOR ROAD



SCALE: 1" = 10'



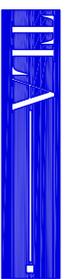
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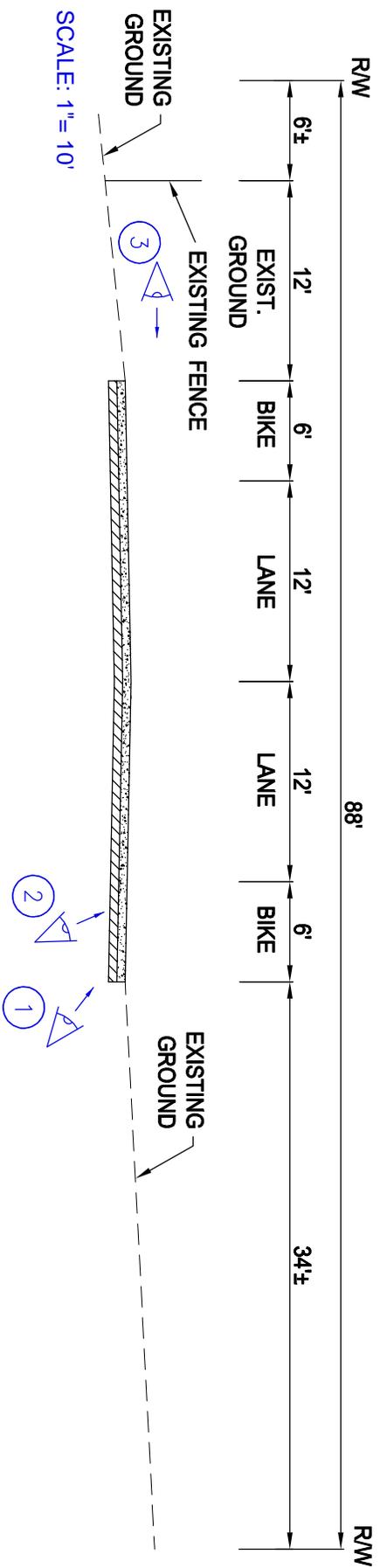
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KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION G - TAYLOR ROAD



1

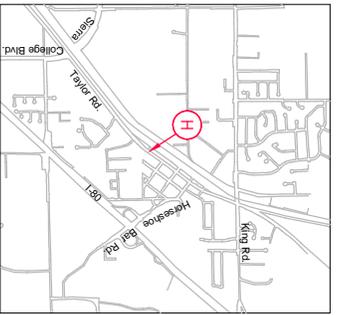


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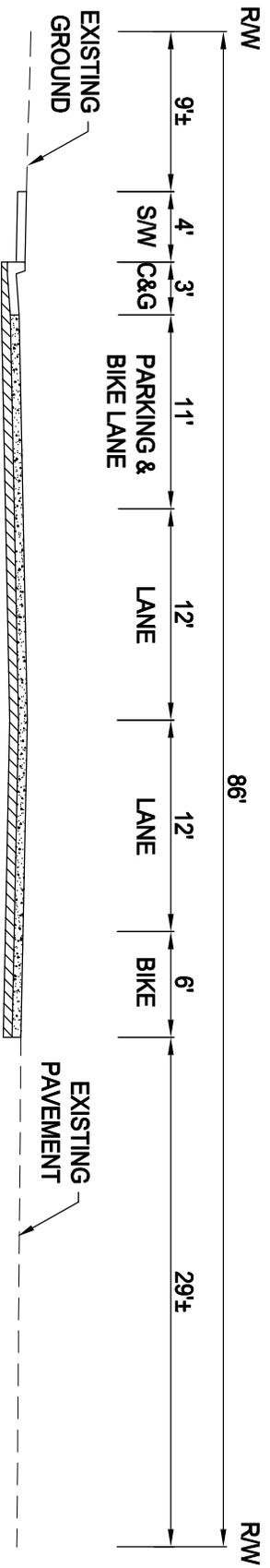
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KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION H - TAYLOR ROAD



SCALE: 1" = 10'



1



2

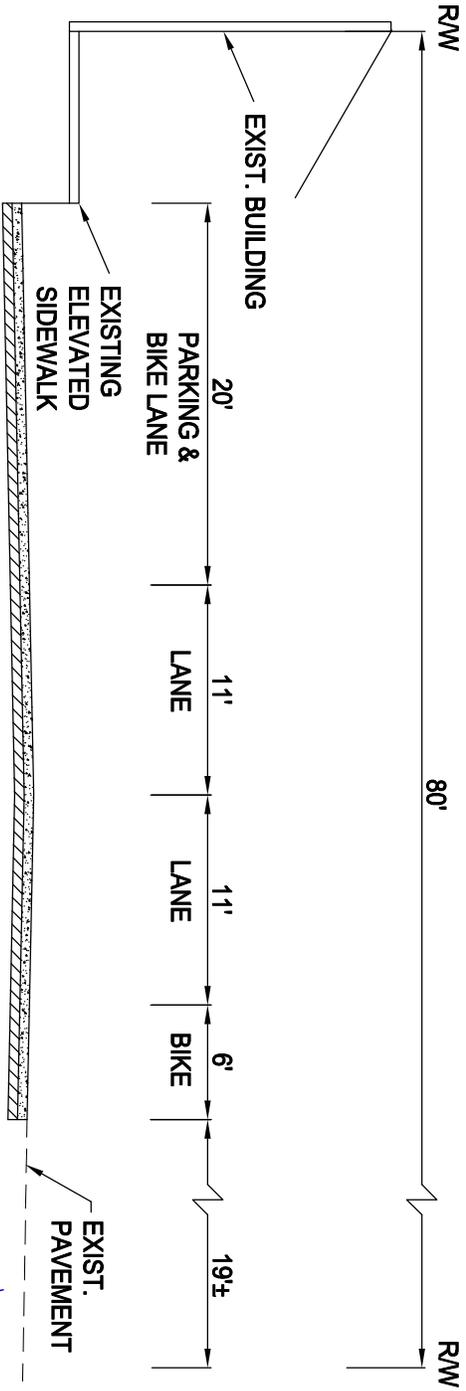


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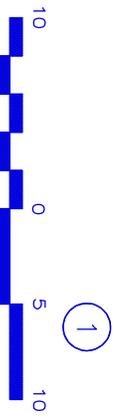




LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION I - TAYLOR ROAD



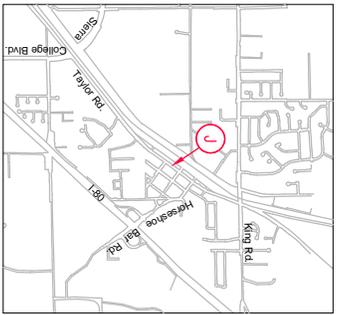
SCALE: 1" = 10'



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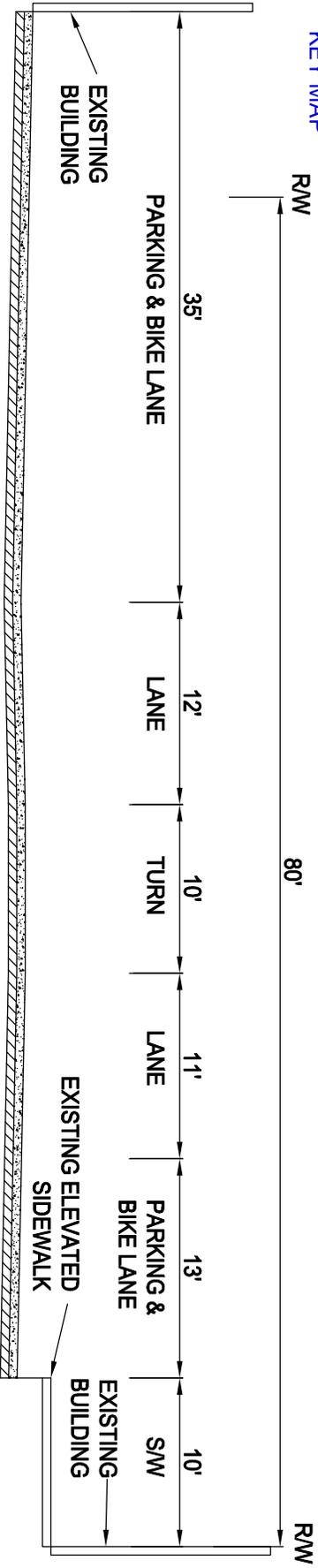
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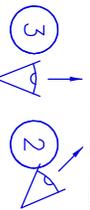


KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION J - TAYLOR ROAD



SCALE: 1" = 10'



1

2

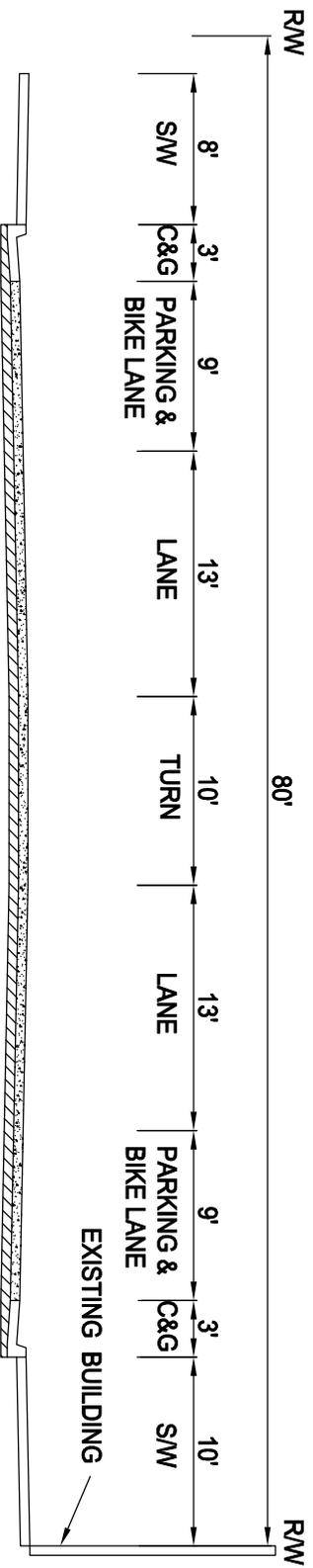
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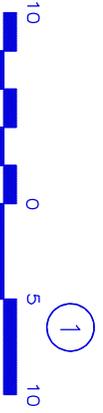
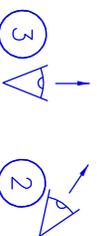


KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION K - TAYLOR ROAD



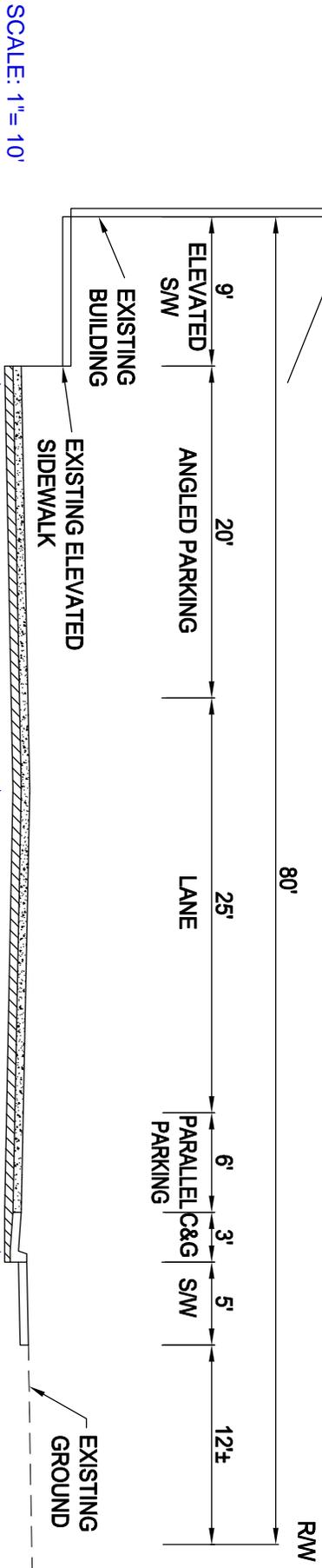
SCALE: 1" = 10'





KEY MAP  
RW

LOOMIS - TOWN CENTER  
IMPLEMENTATION PROGRAM PHASE 1  
EXHIBIT 6  
SECTION L - WALNUT STREET



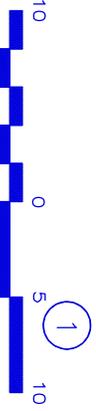
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2



3



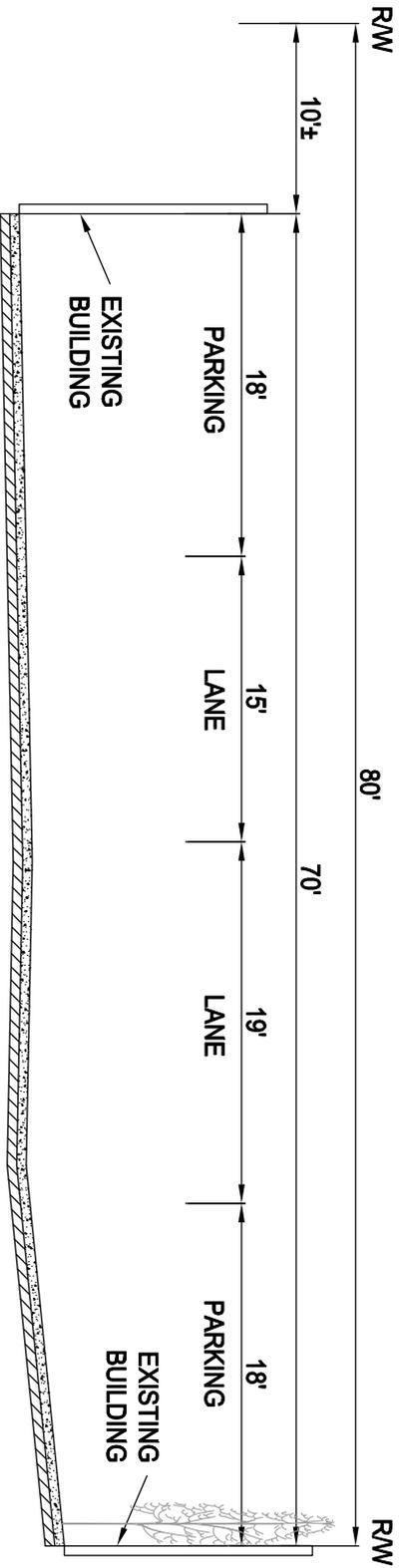
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3

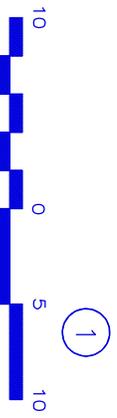




LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION M - WALNUT STREET



SCALE: 1" = 10'

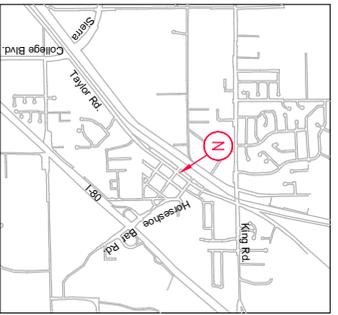


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2

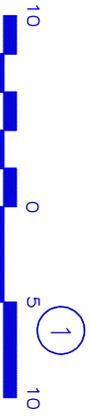
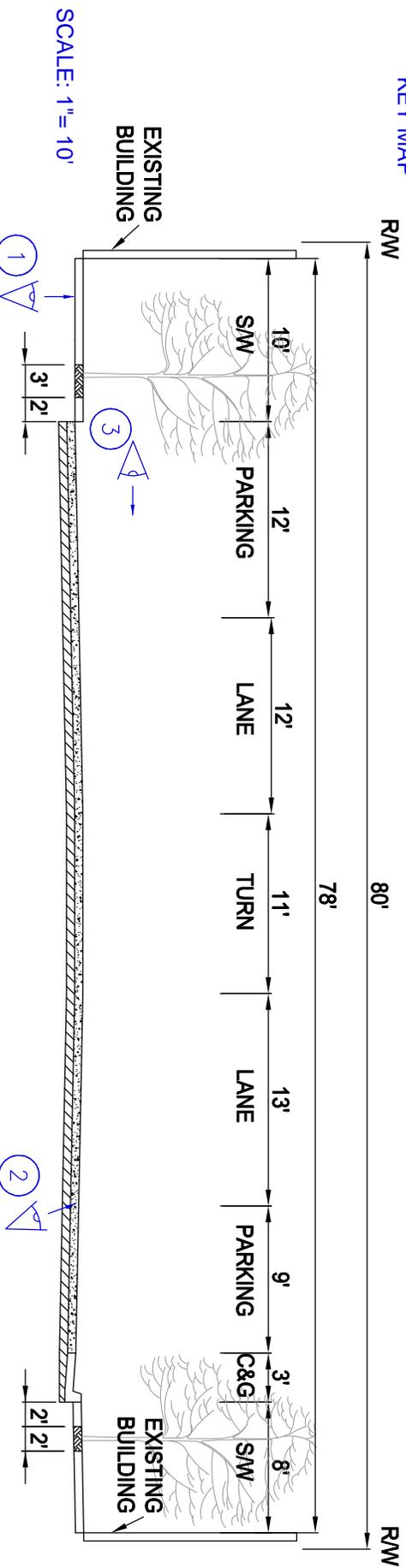
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KEY MAP

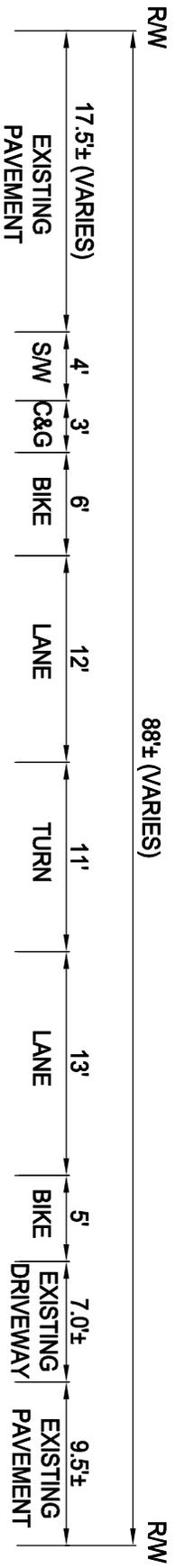
LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION N - TAYLOR ROAD



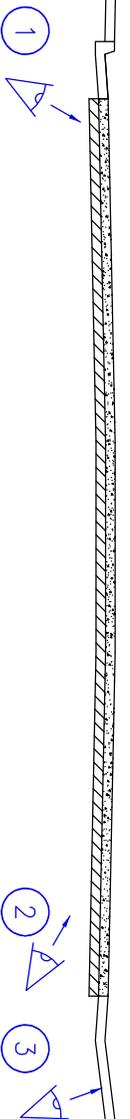


KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION O - TAYLOR ROAD



SCALE: 1" = 10'



1

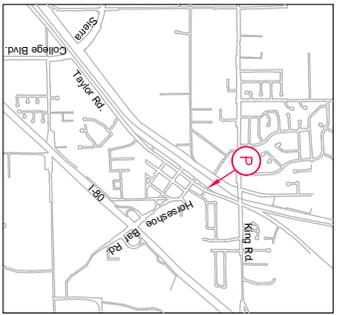


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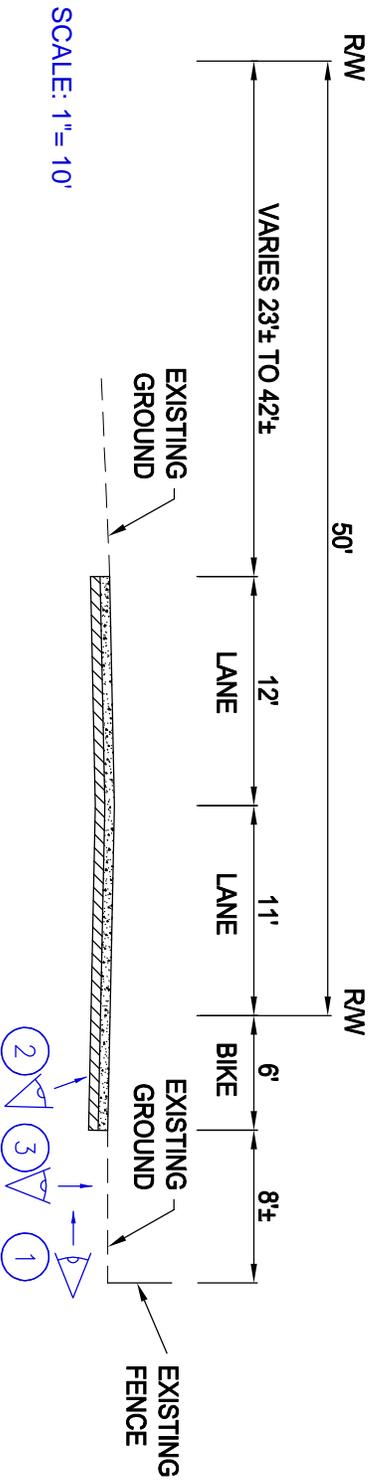
3





KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION P - WEBB STREET



SCALE: 1" = 10'



1



2



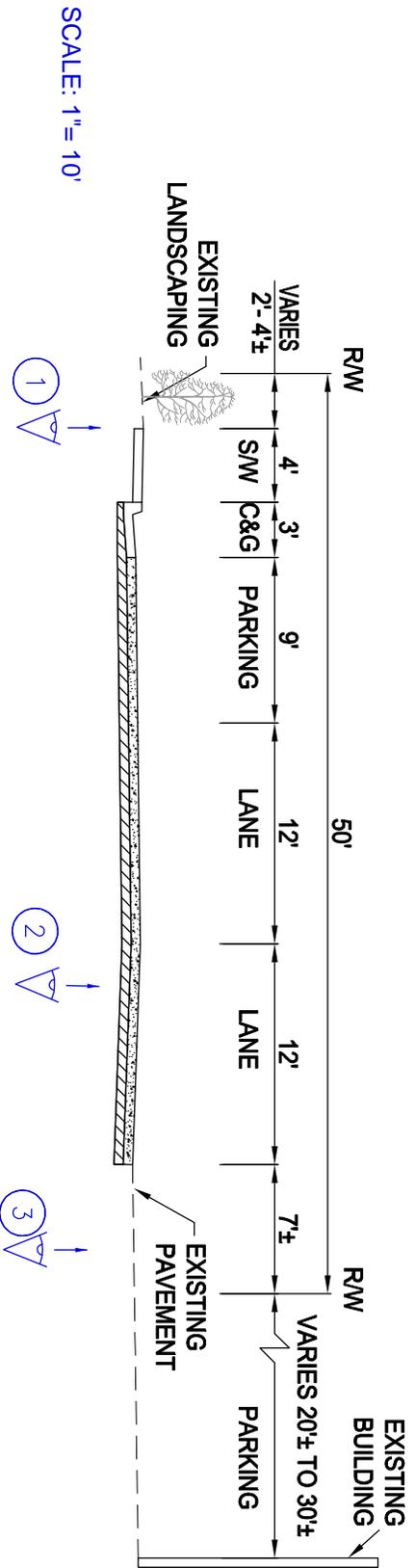
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KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION Q - WEBB STREET



1

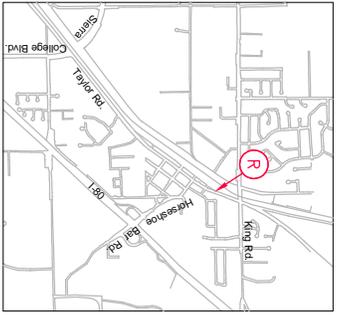


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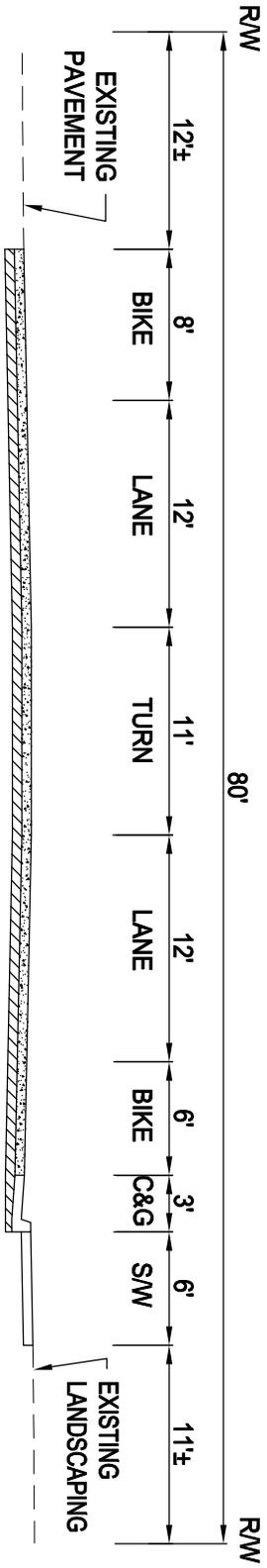
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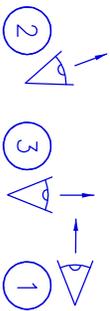


KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION R - TAYLOR ROAD



SCALE: 1" = 10'



1

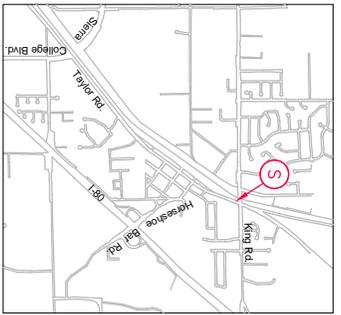


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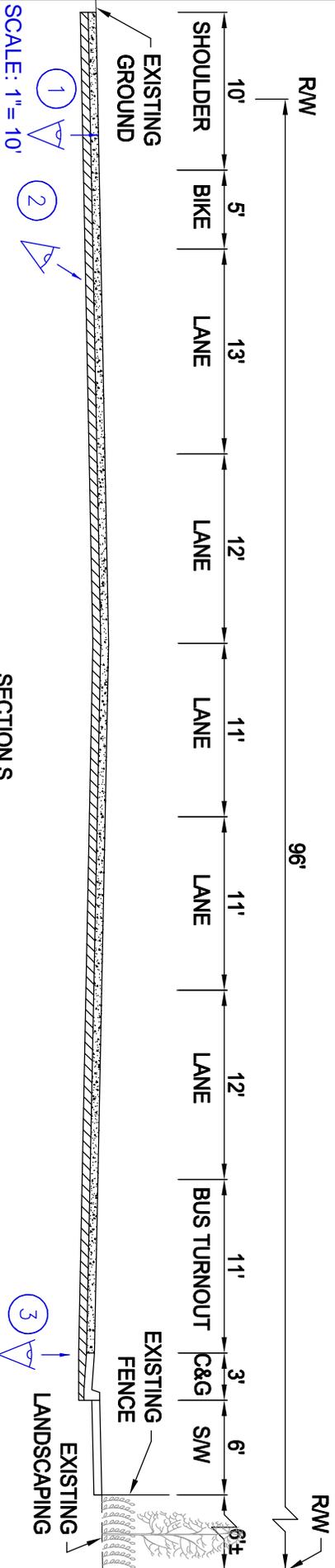
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KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION S - TAYLOR ROAD



SCALE: 1" = 10'



1



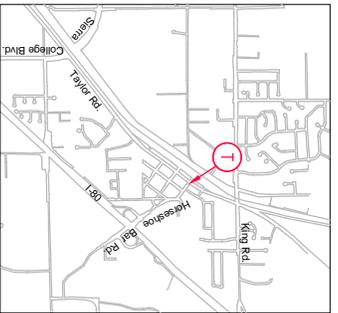
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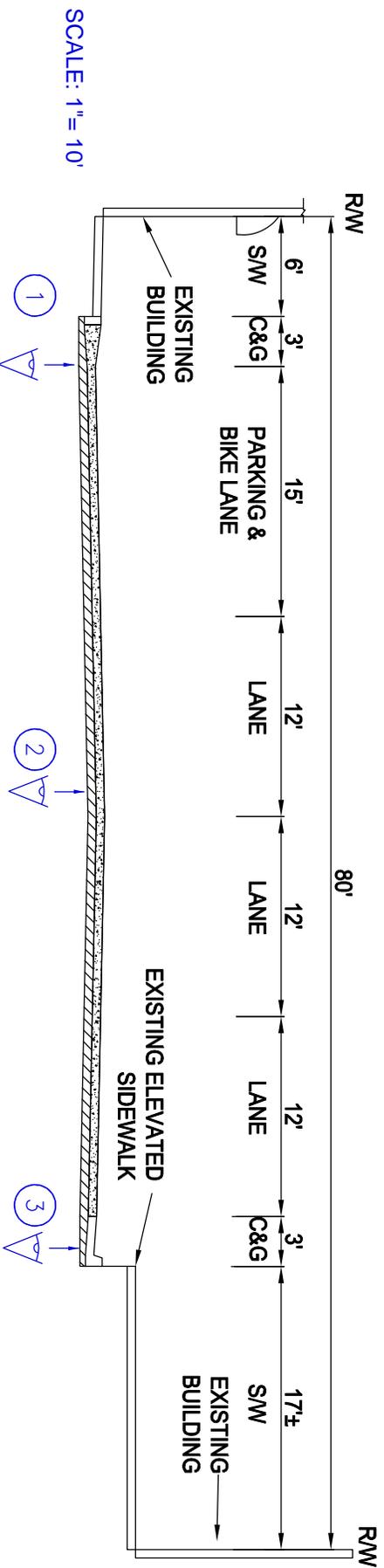
SECTION S





KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION T - HORSESHOE BAR ROAD



SCALE: 1" = 10'



1



2



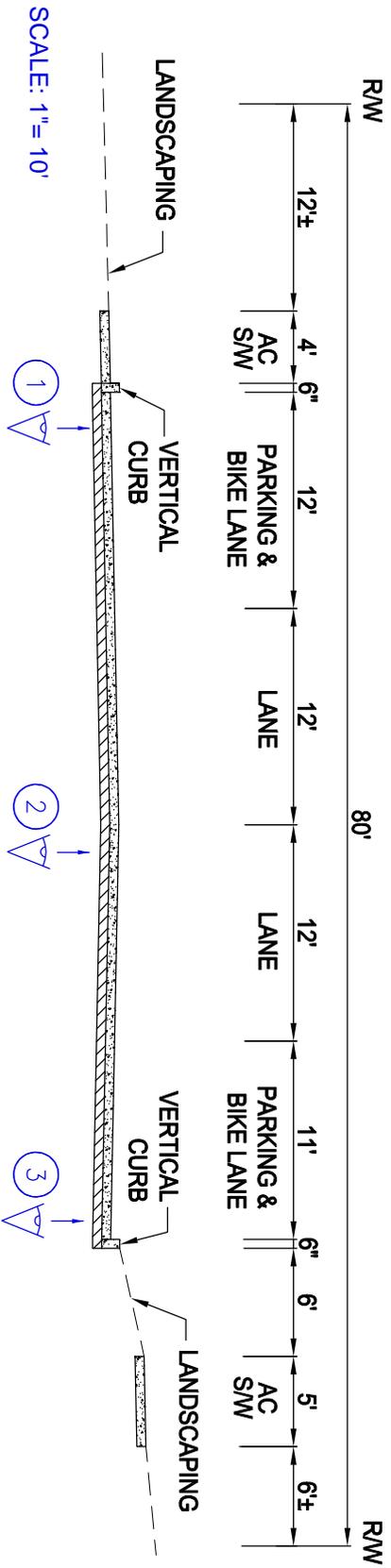
3





KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
**EXHIBIT 6**  
**SECTION U - HORSESHOE BAR ROAD**



1



2



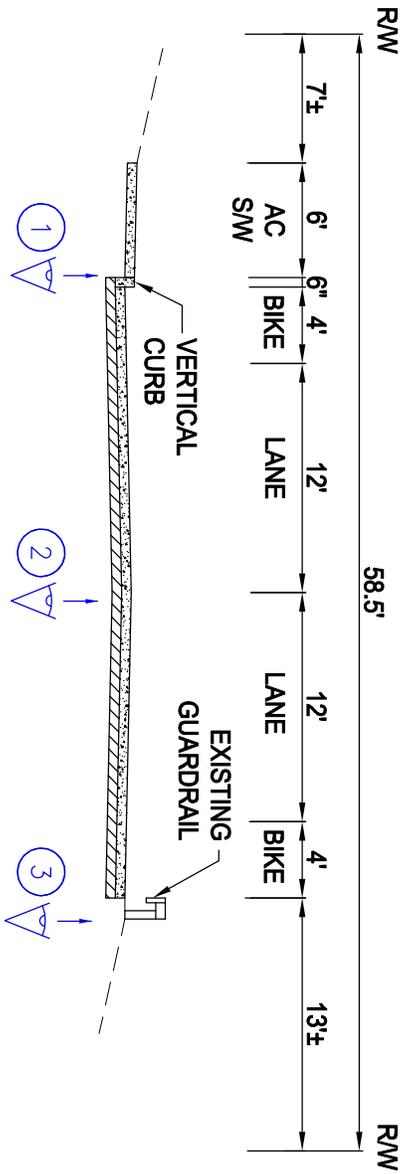
3





KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
 EXHIBIT 6  
 SECTION V - HORSESHOE BAR ROAD



1

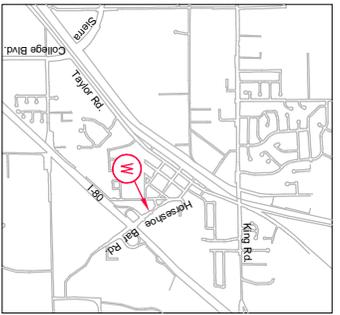


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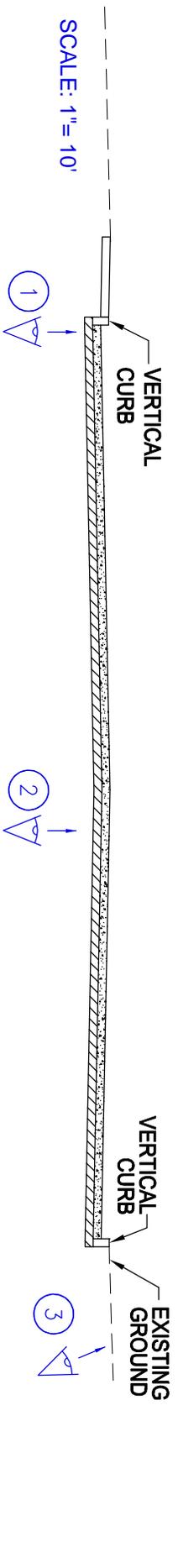
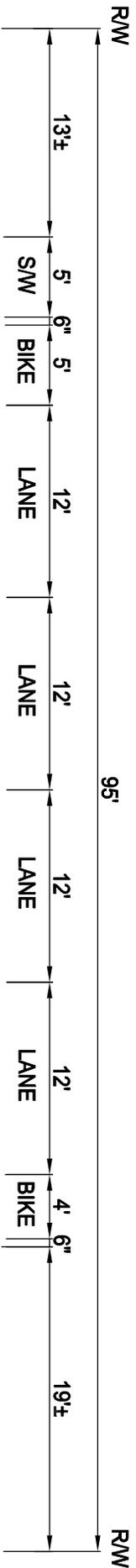
3





KEY MAP

LOOMIS - TOWN CENTER  
 IMPLEMENTATION PROGRAM PHASE 1  
**EXHIBIT 6**  
**SECTION W - HORSESHOE BAR ROAD**



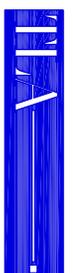
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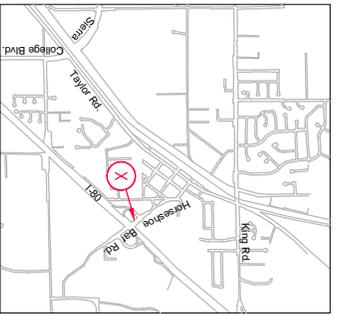


1

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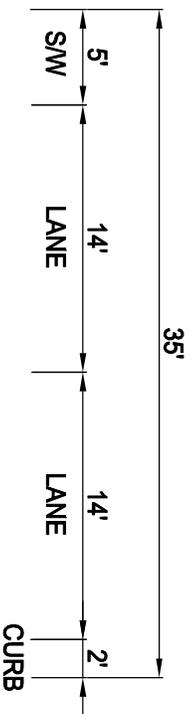




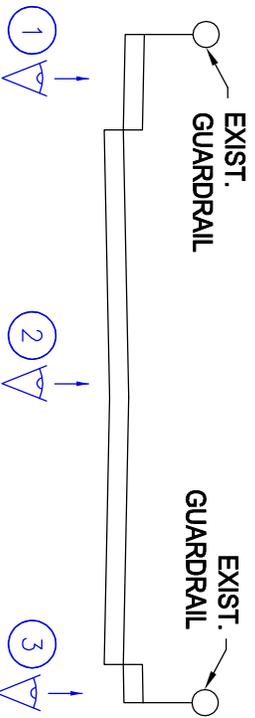
KEY MAP

LOOMIS - TOWN CENTER  
IMPLEMENTATION PROGRAM PHASE 1  
EXHIBIT 6

SECTION X - HORSESHOE BAR ROAD



SCALE: 1" = 10'



1

2

3



# **APPENDIX A**

**LEGEND**

- TOWN OF LOOMIS
- CITY OF ROCKLIN
- CITY BOUNDARY LIMITS
- SIERRA COLLEGE (POP)
- SIERRA COLLEGE (PRO)
- PENRYN TANK
- EXISTING PIPELINES
- PROPOSED PIPELINES

**PENRYN TANK**

**INTERSTATE 80**

**TOWN OF LOOMIS**

**TAYLOR RD.**

**24" PIPELINE**

**24" PIPELINE**

**VAL VERDE RD.**

**12" PIPELINE**

**12" PIPELINE**

**12" PIPELINE**

**20" PIPELINE**

**LOWES**

**ROCKLIN PAVILIONS**

**SIERRA COLLEGE BLVD.**

**ROCKLIN CROSSINGS**

**16" PIPELINE**

**FUTURE 24" PIPE**

**12" PIPELINE**

**BARTON RD.**

**16" PIPELINE**

**12" PIPELINE**

**18" PIPELINE**

**SIERRA COLLEGE**

**20" PIPELINE**

**CITY OF ROCKLIN**

**12" PIPELINE**

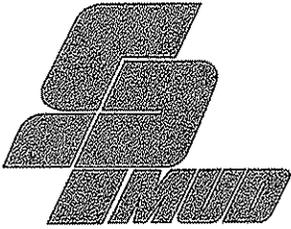
**12" PIPE**

**18" PIPELINE**

**12" PIPELINE**

**8" PIPELINE**

# **APPENDIX B**



**SOUTH PLACER  
MUNICIPAL UTILITY DISTRICT**

October 25, 2007

TLA, Inc.  
1528 Eureka Road, Suite 100  
Roseville, CA 95661

Attention: Patrick Longtin  
Subject: Loomis Sewer Study  
(The Villages at Loomis)

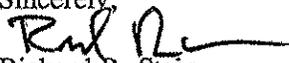
Dear Patrick:

Enclosed is a packet of information relating to the above. The sewer study indicates that the available capacity in the most restrictive section(s) of the Lower Loomis Trunk is sufficient to accommodate approximately 470 more EDU's at dry weather conditions. However, at wet weather conditions the available capacity reduces to somewhat less than approximately 200 EDU's.

The area of the project is intended to be served by SPMUD via a diversion across Interstate 80 to and through the Middle Secret Ravine Trunk Sewer. Although certain components of this sewer system are currently under construction, it is expected to take a few more years before the entire system is constructed to the I-80 diversion. In order that the absence of a completed Middle Secret Ravine Sewer does not unduly influence the timing of (or delay) the entire project to wait until the Secret Ravine system is in place, the Villages at Loomis will be able to initially utilize capacity (wet weather conditions) that is available in the Loomis Trunk.

The District would impose a surcharge of approximately \$500 onto the normal connection fee in order to generate funds to upsize the restricted sections of the Loomis trunk when/if needed to serve buildout of the project. This would mitigate the project's use of the Lower Loomis Trunk.

If you have any questions, or need more information, please feel free to call.

Sincerely,  
  
Richard R. Stein  
Engineering Manager

RRS:jag

Enclosure

JULY 2007

THE VILLAGES AT LOOMIS  
(LOOMIS TRUNK STUDY)  
—OCT 2006—

SET UP = MH L11-23 OCT 5 - OCT 20, 2006

LOOMIS TRUNK LIMIT = 10" @ 0.004 (ONLY AFFECTS ± 3 REACHES @ TOTAL = 150)  
CAPACITY (FULL) = ± 0.97 MGD  
(N = 0.013)

DRY WEATHER STUDY

$$\text{MEAS. FLOW} = \frac{4.355 \text{ M.G.}}{14 \text{ DAYS}} = \frac{0.311 \text{ MGD AVG}}{1173 \text{ EDU'S}} = 265 \text{ GPD/EDU}$$

AVAIL. CAPACITY:

$$10" \text{ DESIGN FULL} = 0.97 \text{ MGD} \\ \frac{\quad}{2.3 \text{ STD. PK. FACTOR}} = 0.422 \text{ MGD AVG FLOW}$$

$$10" \text{ ACTUAL: CAP} = 0.422 \text{ MGD} \\ - (0.311 \text{ MGD}) : \text{CURRENT FLOW} \\ 0.111 \text{ MGD AVAIL}$$

ASSUME NEW EDU'S FLOW AT 235 GPD/EDU:

$$\frac{111,000 \text{ GPD}}{235/\text{EDU}} = \pm 472 \text{ EDU'S} \quad \text{SAY... } \underline{470}$$

AT DRY WEATHER, CURRENT EXCESS CAPACITY AVAIL = 470 EDU

WET WEATHER EQUIVALENT (LACK OF RAIN = NO FLOW SET-UP)

(HISTORICALLY, AVG. "DRY" x 1.3 = AVG. "WET")

$$\text{"DRY" } 0.31 \times 1.3 = 0.40 = \text{AVG. WET} \times 2.3 \text{ STD. PK FACTOR} = 0.92 \text{ MGD}$$

AVAIL. "WET" CAPACITY AT PEAK:

$$10" \text{ DESIGN FULL} = 0.97 \text{ MGD} \\ \text{LESS "WET"} = \underline{0.92 \text{ MGD}} \\ 0.05 \text{ MGD AVAIL.}$$

ASSUME NEW EDU'S FLOW = 235 GPD DRY:

$$\frac{0.05 \text{ MGD}}{2.3 \text{ PK FACTOR}} = \frac{0.022 \text{ G.}}{235/\text{EDU}} = \pm 94 \text{ EDU SAY } \underline{100}$$

AT WET WEATHER, EXCESS CAPACITY AVAIL = 100 EDU\*

\* THEORETICAL AVAILABLE. ACTUAL CAPACITY AVAILABLE MAY ACCOMMODATE UP TO ± 200 TO ± 250 EDUS DEPENDING ON "N" VALUE AND PIPE CONDITION.



LOCATION L11-23

Loomis Town Center  
 C71-01-01  
 ISCO 2150 Meter  
 3945 Taylor Road  
 October 5 to October 20, 2006

Date	Avg Flow (gpm)	Min Flow (gpm)	Max Flow (gpm)	Total Flow (mgd)
05-Oct-06	213.24	84.38	323.14	0.307
06-Oct-06	220.83	86.25	338.42	0.318
07-Oct-06	217.10	97.72	368.11	0.313
08-Oct-06	210.40	98.06	340.45	0.303
09-Oct-06	214.48	85.57	331.99	0.309
10-Oct-06	204.20	83.83	293.54	0.294
11-Oct-06	210.92	103.80	325.04	0.304
12-Oct-06	217.56	90.41	312.85	0.313
13-Oct-06	241.89	115.13	360.85	0.348
14-Oct-06	242.14	129.12	365.60	0.349
15-Oct-06	211.67	135.48	329.00	0.305
16-Oct-06	192.61	84.43	297.42	0.277
17-Oct-06	205.74	79.81	322.82	0.296
18-Oct-06	224.08	90.76	316.12	0.323
19-Oct-06	210.28	98.00	308.94	0.303
20-Oct-06	162.83	100.88	271.69	0.234

14 DAYS  
 4.255 MG

**Statistics**

Total Flow (mg)	Min Flow (gpm)	Max Flow (gpm)
4.896	79.810	368.110

2006/2007

LOWER LOOMIS TRUNK STUDY (RE: THE VILLAGES AT LOOMIS)  
METER PERIOD = OCT. 2006, LOCATION L11-23

EDU COUNT:

<u>AREA</u>	<u>RES</u>	<u>COMM.</u>	<u>TOTAL</u>
± PENRYN	(COMBINED)		203
43-01 (PTN)	—	7	7
43-02	6	8 + (75 = HIGH SCH)	89
43-03	44	17	61
43-08	3	2 + (14 = ELEM. SCH)	19
43-09	69	—	69
43-10	10	66	76
43-12	—	11	11
43-18	104	—	104
43-19	50	—	50
43-20	18	—	18
43-21	23	—	23
43-22	19	—	19
43-23	2	—	2
44-07	—	4	4
44-08	—	—	0
44-09	10	14	24
44-10	22	20	42
44-11	59	3	62
44-12	12	10	22
44-13	8	12	20
44-14	36	15	51
44-15	20	—	20
44-17	76	—	76
44-27	58	—	58
44-32	15	—	15
44-34	27	—	27
44-35	1	—	1

TOTAL = 1173 EDU (EXISTING)

OCT 2007: COST/SURCHARGE ESTIMATE (THE VILLAGES AT LOOMIS)

INCREASE CAPACITY IN LOOMIS TRUNK:

EXIST. RESTRICTED SECTION(S) L11-34 ~ L11-17 =  $\pm 860'$  10" e. 004

UPSIZE  $\pm 860$  L.F. TO  $\pm 12"$  = ESTIMATE = \$ 275,000

CAP. OF "NEW" 12" = 1.4 MGD.

CAP. OF "EX" 10" = 0.97

GAIN = 0.43 MGD (FOR "WET" WEATHER CONDITION)

0.43 MGD  $\div$  1.3 WEATHER FACTOR (WET TO DRY) = 0.33 MGD AVG. "DRY" FLOW PK.

0.33 MGD AVG. DRY PK.  $\div$  2.3 STD. PEAK FACTOR = 0.14 MGD

EXTRA EDU'S:

$\frac{0.14 \text{ MGD}}{235 \text{ g/EDU}} = \pm \underline{595} \text{ EDU}$  INCREASE IN CAPACITY ABOVE EXISTING.

"COST" =  $\pm \$ \frac{275,000}{595} = \pm \$ 462/\text{EDU}$

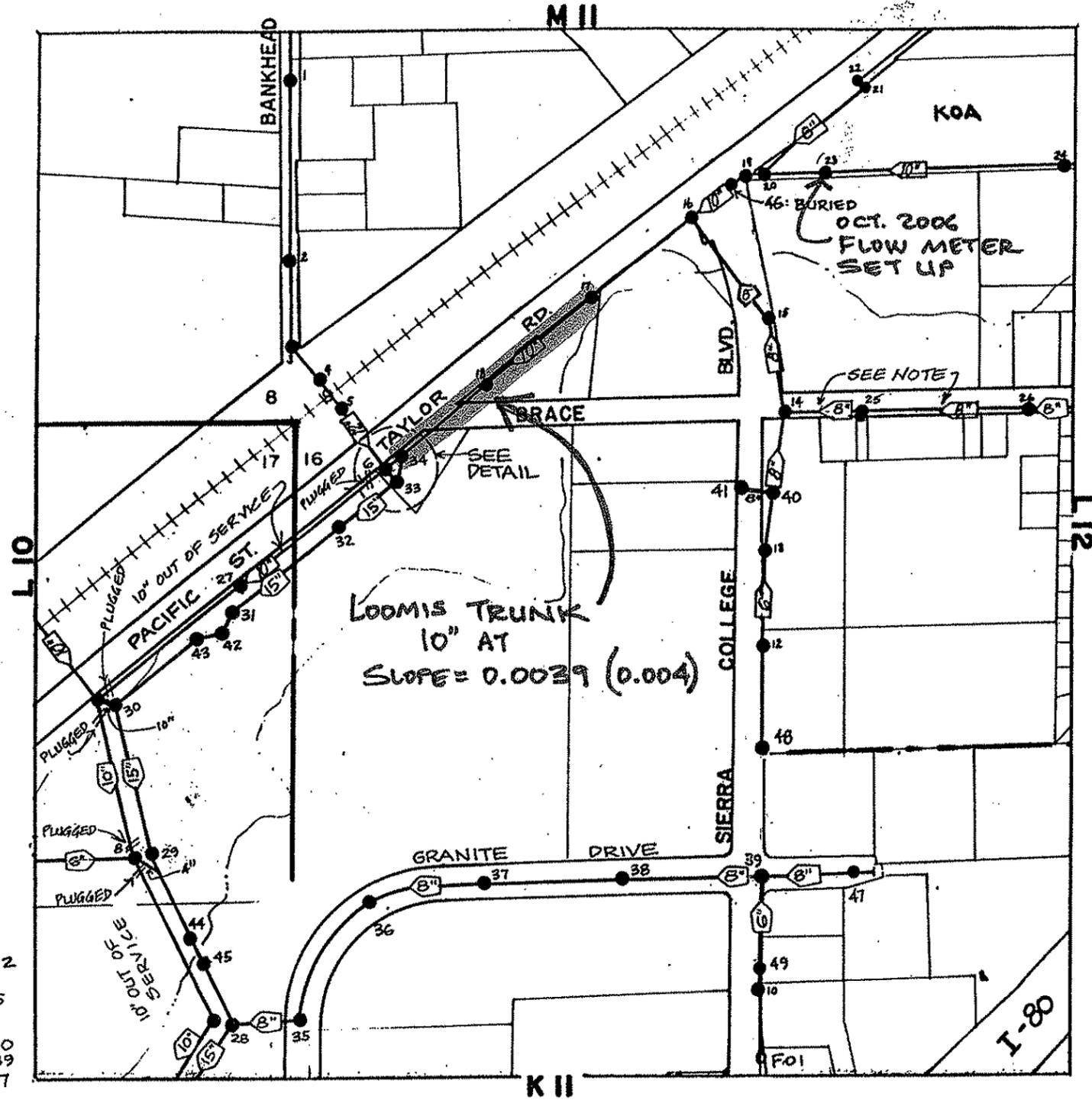
CONNECTION FEE SURCHARGE:

RANGE =  $\pm \$ 450/\text{EDU} \sim \pm \$ 500/\text{EDU}$



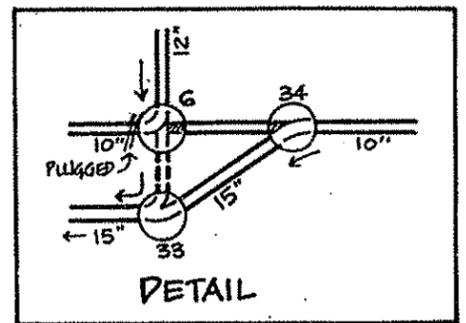
M.H. 49  
F.B. 01

- 7-23-02
- 10-8-97
- 8-15-95
- 5-2-91
- 2-1-90
- 2-13-89
- 12-8-87



SOUTH PLACER M. U. D.  
MAP: LII

NOTE: PRIOR TO ANY SERVICE OR OTHER CONNECTIONS TO THE 8" LINE BETWEEN M.H. 14 & M.H. 26, SEE THE "CEDAR OAKS" FILE & AS BUILTS FOR STATE HEALTH DEPT. REQUIREMENTS



# **APPENDIX C**



Figure 5-4

Town of Loomis  
 Drainage Master Plan  
 TAYLOR ROAD /  
 FRUIT SHED AREA

LEGEND

- NATURAL STREAM
- DRAINAGE DITCH/CHANNEL
- CONCRETE LINED CHANNEL
- POND OR DETENTION BASIN
- DRAINAGE MANHOLE
- DRAINAGE INLET
- CULVERT
- STORM DRAIN PIPE WITH SIZE & DIRECTION
- SIZE UNKNOWN
- PROPOSED STORM DRAIN (PHASE I)
- PROPOSED STORM DRAIN (PHASE II)
- PROPOSED STORM DRAIN (PHASE III)



EXISTING DETENTION STORAGE UNDER FRUITSHED

## Technical Memorandum

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### Loomis Town Center Implementation Program

**Subject:** Infrastructure Analysis of Preferred Implementation Program Concept

**Prepared for:** Amy Mitchell, MIG, Inc.

**Prepared by:** Ed Henderson, P.E.

**Date:** January 27, 2010

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### INTRODUCTION

The Town of Loomis is proposing the development of its acquired surplus railroad right-of-way along the easterly side of the railroad tracks near downtown (Project area) as part of phase one of the implementation program for the Loomis Town Center Master Plan.

The Project has two separate areas, the property south of the existing Depot building and the property surrounding the Blue Goose building. Additionally, the implementation program includes streetscape concepts for Taylor Road (from Sierra College Blvd. to King Road) and Horseshoe Bar Road (from Taylor Road to Interstate-80).

This technical memorandum provides the infrastructure analysis of the Preferred Implementation Program Concept (Preferred Program) prepared by MIG and provided to TLA on November 3, 2009. TLA analyzed the following infrastructure items:

- Sanitary sewer connections
- Domestic water connections
- Irrigation water connections
- Storm water runoff conveyance and water quality treatment
- Dry utility connections (gas, electric, telephone and cable)
- Streetscape improvements

TLA's infrastructure analysis is founded on our Existing Conditions Analysis Report for the Project, dated January 27, 2010.

### SANITARY SEWER CONNECTIONS

The Preferred Program will require two sanitary sewer services, one to the future retail building and one to the restrooms south of the existing Depot Building. The sanitary sewer services will connect to the existing sanitary sewer trunk line located within the Project area. The existing sanitary sewer trunk line runs behind the Nelthorpe's, Wells Fargo and Christensen's buildings from Horseshoe Bar Road to Walnut Street.

## **DOMESTIC WATER CONNECTIONS**

### South of the Depot

The Preferred Program will require domestic water service for the restrooms and water play feature. Due to the restroom's and water play feature's proximity to the existing Depot building, TLA recommends exploring the opportunity to provide water service from the Depot building's water system. This would eliminate the need for a separate water connection and meter from the Placer County Water Agency.

If connection into the existing Depot building's water system is not possible, a new water connection can be made to the existing 12-inch water main at the west end of Horseshoe Bar Road, in front of the Wild Chicken coffee shop.

The future retail building will require an independent domestic water service and meter. TLA recommends deferring the installation of the water service until the building is constructed. To allow for the future water service connection, TLA recommends extending a 12-inch water main in Walnut Street from Taylor Road and installing a fire hydrant near the future retail building.

The fire hydrant will improve fire protection for the Project area and help satisfy building code requirements for the future retail building. The domestic water service for the future retail building will connect into the extended 12-inch water main and avoid damages to the Preferred Program improvements.

### Blue Goose area

The Preferred Program currently does not require domestic water service for the Blue Goose area. If a minor water use element is added to the Program in the future, service may be provided from the existing Blue Goose building.

## **IRRIGATION WATER CONNECTIONS**

### South of the Depot

The Preferred Program will require an irrigation water connection for the proposed landscaping and strolling gardens. The Project area south of the Depot building and the area surrounding the Blue Goose building will need separate irrigation water connections. Landscaping for Taylor Road and Horseshoe Bar Road will require multiple irrigation water connections.

For the Project area south of the Depot, TLA recommends connecting the irrigation service, meter and back flow device to the extended 12-inch water main at the west end of Walnut Street. The west end of Walnut Street is somewhat central to the Project area south of the Depot which will reduce pressure loss in the irrigation system.

### Blue Goose area

Irrigation for the proposed landscaping around the Blue Goose should be connected into the building's existing system.

### Taylor Road and Horseshoe Bar Road

Taylor Road and Horseshoe Bar Road have existing water mains within the right-of-way which will allow for multiple irrigation water connections. The number of connections will depend on the phasing of the streetscape improvements and the limitation of pressure loss over long distances.

## **STORM WATER RUNOFF CONVEYANCE AND WATER QUALITY TREATMENT**

### South of the Depot

The Project area south of the Depot currently drains overland towards the railroad tracks and then south beyond High Hand Nursery, there are no underground drainage facilities. For the Preferred Program, TLA recommends maintaining surface flow for conveying storm water runoff.

Storm water runoff from paved parking areas and drives will flow overland and discharge into lawn areas or meandering drainage swales. Lawn areas and drainage swales will serve as water quality treatment for the runoff. Surface flow conveyance will require the use of valley gutters, sidewalk underdrains, and culverts at trail crossings. Paved areas may include pervious pavers, porous concrete or traditional asphalt concrete pavement.

### Blue Goose area

The Project area around the Blue Goose currently drains to an underground system that flows to a storage basin under the building. The Loomis Drainage Master Plan indicates that the storage basin under the building drains to the west under the railroad tracks. The Master Plan calls for a future storm drain system in Taylor Road from King Road to just south of Circle Drive to eliminate the storage basin under the Blue Goose as well as improve drainage through downtown.

TLA recommends continuing to use the existing underground drainage system at the Blue Goose building for the Preferred Program improvements. Storm water runoff from the proposed parking area and drive south of the Blue Goose will flow to new drain inlets and then underground pipes to tie into the existing drain inlet in front of the building.

### Taylor Road and Horseshoe Bar Road

See the "Streetscape Improvements" section on the next page for Taylor Road and Horseshoe Bar Road's storm water runoff conveyance.

## **DRY UTILITY CONNECTIONS (GAS, ELECTRIC, TELEPHONE AND CABLE)**

### South of the Depot

The Preferred Program will require service connections for gas and electric from PG&E, telephone from AT&T and cable from Wave Broadband for the future retail building, restrooms, multi-use performance space and lighting.

Gas mains exist at the west end of Walnut Street and Horseshoe Bar Road. Connection to the gas main can be deferred until the future retail building is constructed.

Electric, telephone and cable connections are available at the existing PG&E transformer and AT&T telephone vault at the west end of Horseshoe Bar Road, in front of the Wild Chicken coffee shop. These facilities were installed with the Depot project and can be tied into to serve the restrooms, amphitheater and lighting.

### Blue Goose area

The proposed improvement around the Blue Goose building should only require electrical connection for area lighting. There is an existing PG&E transformer near the Blue Goose building that can be tied into to serve the lighting.

## **STREETSCAPE IMPROVEMENTS**

The Preferred Program includes streetscape concepts for Taylor Road and Horseshoe Bar Road. In general, the streetscape concepts involve the incorporation of a ten-foot wide multi-use trail framed by landscaping on either side of the road and landscaped median islands.

The streetscape concepts will consider access accommodations for existing business and residents. Medians will be located and configured to allow left-turn movements for vehicles entering and exiting the roads at cross streets and driveways. Traffic lane transition lengths will allow for safe lateral movement of vehicles at changes in the street cross sections.

Taylor Road's storm water runoff will be conveyed in road side swales integrated into the shoulder landscaping and traditional curb and gutter. In general, Taylor Road south of Circle Drive will utilize road side swales and the downtown area will have curb and gutter. Drain inlets will be spaced along the road side swales and curb and gutter with drain laterals to the proposed storm drain truck line identified in the Loomis Drainage Master Plan.

Horseshoe Bar Road's storm water runoff will be conveyed similar to Taylor Road's with the combination of road side swales and curb and gutter. The swales and gutters will tie into the existing storm drain systems along the road.

**END OF MEMO**

**DRAFT**

**DRAFT TRAFFIC / PARKING IMPACT ANALYSIS**

**FOR THE**

**LOOMIS TOWN CENTER IMPLEMENTATION PLAN**

Loomis, California

Prepared For:

**Moore Iacofano Goltsman, Inc**

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Berkeley, CA 94710

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3853 Taylor Road, Suite G

Loomis, CA 95650

(916) 660-1555

January 29, 2010

Job No. 4681-01

*Loomis Downtown Traffic Parking3.rpt*



**DRAFT TRAFFIC / PARKING IMPACT ANALYSIS**

**FOR THE**

**LOOMIS TOWN CENTER IMPLEMENTATION PLAN**

Loomis, California

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**January 29, 2010**



# DRAFT TRAFFIC / PARKING IMPACT ANALYSIS

## FOR THE

### LOOMIS TOWN CENTER IMPLEMENTATION PLAN

Loomis, California

## INTRODUCTION

This report summarizes **KDAnderson & Associates'** analysis of the impacts associated with implementing the **Loomis Town Center Implementation Plan**. The Implementation Plan study area includes Town owned properties between Taylor Road and the UPRR. The Implementation Plan identifies public uses that will occupy the Town's property, including parks, trails and parking. The plan area also includes Taylor Road and Horseshoe Bar Road, which together are the circulation backbone of the Downtown Loomis area. Under the Implementation Plan, these streets will be narrowed to slow through traffic while directing on-street parking to new off-street facilities. The Implementation Plan also identifies new facilities for pedestrians and bicyclists, including on-street bicycle lanes and separated pedestrian/bicycle trails.

## EXISTING SETTING

### Study Area Streets / Intersections

**Streets.** The text that follows describes the physical characteristics of the streets that serve the Implementation Plan area.

**Interstate 80** is the primary east-west arterial across Placer County and Northern California. In the vicinity of the proposed project, Interstate 80 is a six lane controlled access freeway. Access to the freeway is available for the Town of Loomis at the Horseshoe Bar Road interchange and at the Penryn Road interchange to the east and the Sierra College Blvd interchange to the west.

The California Department of Transportation (Caltrans) provides annual reports of the volume of traffic on the state highway system. The most recent counts available from Caltrans for the year 2008 report an *Annual Average Daily Traffic (AADT)* volume of 95,000 west of the Sierra College Blvd interchange, 91,000 vehicles per day between Sierra College Blvd and Horseshoe Bar Road and 85,000 vehicles per day in the area from Horseshoe Bar Road to Penryn Road.

**Taylor Road.** Taylor Road is a major arterial street that runs parallel to Interstate 80 and links Loomis with the City of Rocklin to the west and with the communities of Penryn and Newcastle to the east. Taylor Road is generally a two-lane road through Loomis, but incremental half section widening has occurred as development has proceeded. In the Implementation Plan area Taylor Road has one travel lane in each direction, and left turn lanes exist at all intersections. On-street parking is permitted at several locations along Taylor Road through downtown Loomis. The speed limit on Taylor Road is 35 mph near Sierra College Blvd and drops to 25 mph at Circle Drive and this limit through the established Town Center area.

New traffic counts conducted in May 2009 for this study reveal that Taylor Road carried an *Average*

*Daily Traffic (ADT)* volume of roughly 10,300 vehicles per day in the area between Sierra College Blvd and Horseshoe Bar Road, with the volume rising to 19,700 ADT between Horseshoe Bar Road and Webb Street and dropping to 16,330 ADT between Webb Street and King Road.

Traffic volumes reported on Taylor Road have been higher in the past. March 2007 traffic counts indicated that Taylor Road carried 21,710 ADT in the area from Horseshoe Bar Road to Webb Street and 17,580 ADT between Webb Street and King Road in the vicinity of the proposed project.

These volumes indicate a drop of 7% to 10% over the last two years.

**Horseshoe Bar Road.** Horseshoe Bar Road is the primary gateway to Loomis from Interstate 80. This arterial street originates at an intersection on Taylor Road in downtown Loomis and continued east across the interchange on Interstate 80. Beyond Interstate 80 Horseshoe Bar Road continues for several miles into the rural area of Placer County near Folsom Lake. Horseshoe Bar Road is a two lane road with auxiliary left turn lanes at major intersections. On-street parking is permitted at a limited number of locations on Horseshoe Bar Road, and the speed limit is 25 mph. New traffic counts made for this study in May 2009 indicated that Horseshoe bar Road carried roughly 14,170 ADT in the area between Library Drive and Taylor Road, with 15,710 ADT counted between Doc Barnes Drive and the Interstate 80 ramps.

**Sierra College Blvd.** Sierra College Blvd is a major arterial street that links Loomis with the City of Lincoln to the north and with Interstate 80 and the City of Rocklin to the south. Today, Sierra College Blvd has one travel lane in each direction from Rocklin Road across Interstate 80 to its northern terminus at SR 193. Incremental widening has occurred to accommodate auxiliary turn lanes at the Taylor Road intersection and the two lane road was recently widened to a multi-lane facility in the area south of Granite Drive near the Interstate 80 interchange. Another improvement project to complete a 4 lane section on Sierra College Blvd south of Taylor Road is being pursued by the City of Rocklin and the South Placer Regional Transportation Agency (SPRTA). According to the City of Rocklin, this project will not alter the Taylor Road / Sierra College Blvd intersection. Year 2007 traffic counts revealed that Sierra College Blvd carries about, 15,724 ADT between Granite Drive and Brace Road and 10,585 ADT north of the Taylor Road intersection.

**King Road.** King Road is an east-west arterial road that provides regional access to Loomis and the rural areas of Placer County surrounding the Town. King Road originates at an intersection on Sierra College Blvd in western Loomis and continues easterly across Taylor Road, over Interstate 80 and ultimately to an intersection on Auburn Folsom Road near Folsom Lake. King Road is a two lane road with auxiliary turn lanes at major intersections. Traffic counts made in 2007 indicated that King Road carried 7,025 ADT between Taylor Road and Boyington Road.

Several local Town streets provide access to the properties in the Town Center area.

**Webb Street.** Webb Street is a local street that links King Road with Horseshoe Bar Road across the UPRR. Webb Street also extends south from Taylor Road to Laird Street and could be extended into the undeveloped area of Loomis in the future as development occurs. On-street parking is permitted on the south leg of Webb Street. The speed limit is 25 mph. New traffic counts made in May 2009 indicated that Webb Street carried 3,760 ADT north of Taylor Road, and the volume south of Taylor Road is estimated at 500 to 1,000 ADT.

**Walnut Street.** Walnut Street is a local street that lies one block west of Horseshoe Bar

Road within the Town Center street “grid”. Walnut Street extends from a stub north of Taylor Road through the established Town Center neighborhood to its current terminus near Interstate 80. The long term plan for Walnut Street contemplates its extension to Brace Road via Stone Road. On-street parking is permitted on Walnut Street, and the speed limits is 25 mph. May 2009 traffic counts indicated that Walnut Street carries 1,300 ADT between Taylor Road and Magnolia Street.

**Oak Street.** Oak Street is a local street that forms the western end of the Town Center street grid. Oak Street extends from an intersection on Taylor Road near the High Hand Nursery to its terminus on Walnut Street. Parking is permitted at various locations along Walnut Street, and the speed limit is 25 mph. New traffic counts made for this study in May 2009 indicated that Oak Street carried 675 ADT per day between Taylor Road and Magnolia Street.

**Circle Drive.** Circle Drive is a local street that provides access to the established residential area between Taylor Road and Interstate 80. Circle Drive extends from an intersection on Taylor Road to South Walnut Street via Becky Drive. On-street parking is permitted, and the speed limit is 25 mph. The daily traffic volume on Circle Drive is estimated at 500 ADT.

**Shawn Way.** Shawn Way is a local Street that provides access to a strip commercial area along Taylor Road and to the Tudor Way residential neighborhood. The speed limit on this road is 25 mph and the daily traffic volume is estimated at 900 ADT near Taylor Road.

**Magnolia Street.** Magnolia Street is a local street that runs parallel and south of Taylor Road through downtown Loomis. Magnolia Street extends from Oaks Street to Horseshoe bar Road and provides access to Loomis’ Town Center public parking lot. On-street parking is permitted on Magnolia Street and the speed limit is 25 mph. The daily traffic volume on Magnolia Street is estimated at 500 to 1,000 ADT.

**Doc Barnes Drive.** Doc Barnes Drive is a local street that links Horseshoe Bar Road and Walnut Street in the area immediately west of the Horseshoe Bar Road / Interstate 80 westbound ramps intersection. The Town General Plan indicates that Doc Barnes Drive will eventually be extended northerly to King Road and link up with Boyington Road. In concert with a future westerly extension of Walnut Street, the Doc Barnes Drive extension will be part of an Interstate 80 frontage road that will extend from Brace Road to Penryn Road. The speed limit on Doc Barnes Drive is 25 mph, and the daily traffic volume on this street is estimated at 2,000 ADT.

**Library Drive.** Library Drive is a local street that provides access to Horseshoe Bar Road for Loomis Memorial Hall and the Loomis Library. Parking is permitted on Library Drive. While today this two lane road terminates at undeveloped property, it is expected that Library Drive will be extended as development occurs. The speed limit on Library Drive is 25 mph, and the daily traffic volume is estimated at 200 ADT.

**Boyington Road.** Boyington Road is a collector street that runs parallel to Interstate 80 in the area from the Penryn Road / Interstate 80 interchange to King Road. Boyington Road provides access to commercial uses along the freeway and also provides access to the rear parking lot at Del Oro High School.

**Intersections.** In urban areas the overall flow of traffic is often governed by the operation of key

intersections. Information has been assembled regarding the operation of the following ten intersections that are located on the routes that serve the Implementation Plan area.

1. Taylor Road / Sierra College Blvd (signalized)
2. Taylor Road / Shawn Way (northbound stop)
3. Taylor Road / Circle Drive (northbound stop)
4. Taylor Road / Oak Street (northbound stop)
5. Taylor Road / Walnut Street (northbound – southbound stop)
6. Taylor Road / Horseshoe Bar Road (Signalized)
7. Taylor Road / Webb Street (northbound –southbound stop)
8. Taylor Road / King Road (signalized)
9. Horseshoe Bar Road / Library Drive (westbound stop)
10. Horseshoe Bar Road / Doc Barnes Road (eastbound stop)

The **Taylor Road / Sierra College Blvd intersection** is controlled by an actuated traffic signal. Left turn lanes and right turn lanes exist on each approach. Pedestrian indications and crosswalks are available on each leg of the intersection. Sierra College Blvd crosses the Union Pacific Railroad (UPRR) tracks that run parallel and north of Taylor Road. This crossing is equipped with crossing arms and warning signals and the gates are linked to the operation of the Taylor Road / Sierra College Blvd traffic signal.

The **Taylor Road / Shawn Way intersection** is a “tee” controlled by a stop sign on the Shawn Way approach. The south side of Taylor Road has been widened to its ultimate width in this area, and a continuous two-way left turn lane extends through this strip commercial area from west of Shawn Way to Circle Drive. There are no crosswalks at this intersection.

The **Taylor Road / Circle Drive intersection** is controlled by a stop sign on the Circle Drive approach. The south side of Taylor Road has been widened to its ultimate width in this area, and a continuous two-way left turn lane extends from west of Shawn Way to Circle Drive. There are no crosswalks at this “tee” intersection. Parking is permitted on the southwest corner of the intersection and vehicles leaving this parking area back into the intersection. There are no crosswalks at this intersection.

The **Taylor Road / Oak Street intersection** is a “tee” controlled by a stop sign on the Walnut Street approach. There is a left turn lane on Taylor Road, but the Walnut Street approach is a single lane. A crosswalk has been striped across Taylor Road west of the intersection. There is no curb on the southwest corner of the intersection, and as a result, the limits of the travel lanes in this area are undefined. The Town has installed a speed monitoring sign on Taylor Road that reports the speed of eastbound motorists entering the intersection.

The **Taylor Road / Walnut Street intersection** is controlled by stop signs on both Walnut Street approaches. There are left turn lanes on both Taylor Road approaches. Crosswalks are striped across Taylor Road east of the intersection and across Walnut Street north of the intersection.

The **Taylor Road / Horseshoe Bar Road Intersection** in downtown Loomis is controlled by a traffic signal. Auxiliary left turn lanes exist on the Taylor Road approaches, and a right turn lane is available on westbound Horseshoe Bar Road. The traffic signal phasing permits right turns from Horseshoe Bar Road and westbound left turns on Taylor Road to proceed concurrently (i.e., “overlap”). Crosswalks exist on each leg of the intersection.

The **Taylor Road / Webb Street Intersection** has left turn lanes on the Taylor Road approaches, but the Webb Street approaches are single lanes. Traffic is controlled by stop signs on the Webb Street approaches. A crosswalk exists across Taylor Road west of the intersection and across Webb Street south of the intersection. A utility pole on the southwest corner of the intersection constrains truck turns. The intersection is signed to prohibit left turns from Webb Street onto eastbound Taylor Road in the morning peak hours. Webb Street crosses the UPRR approximately 250 feet north of the intersection, and this location is controlled by a gated crossing.

The **Taylor Road / King Road intersection** is a signalized intersection with auxiliary turn lanes on each approach. Crosswalks are marked on each leg of the intersection. Loomis Elementary School is located on the southeast corner of the intersection. King Road crosses the UPRR approximately 100 feet west of the intersection. This crossing is gated, and its operation is inter-connected with the traffic signal.

The **Taylor Road / Library Drive Intersection** is a “tee” intersection located on a curve on Horseshoe Bar Road. There are no auxiliary turn lanes at the intersection, and traffic is controlled by a stop sign on Library Drive. A crosswalk exists across Library Drive, and there is a mid-block crosswalk on Horseshoe Bar Road south of the intersection.

The **Horseshoe Bar Road / Doc Barnes Drive Intersection** is a “tee” intersection controlled by a stop sign on the Doc Barnes Drive approach. A short left turn lane exists on Taylor Road approaching the intersection. There are no crosswalks at this intersection. The long term plan for this location includes a traffic signal when the road is extended to King Road.

### **Non-Automotive Facilities**

Downtown Loomis is served by facilities for pedestrians, bicycles and transit vehicles.

**Bus Service.** Public bus service is provided to the Loomis area by Placer County Transit. The *Taylor Road Shuttle* links Loomis, Penryn, Auburn and Sierra College in Rocklin. This route stops within Loomis at the Town Center multi-modal center and will stop on demand at the following marked locations:

- North side of Taylor Road just west of Shawn Way intersection
- North side of Taylor Road between Oak Street and Walnut Street
- Intermodal Center at Horseshoe Bar Road
- North side of Taylor Road between Webb Street and King Road

An enclosed waiting area is available at each of these locations.

Bus service is provided on weekdays between 6:30 a.m. and 7:15 p.m. Monday –Friday with seven stops per day. Saturday service runs from 8:35 a.m. to 5:55 p.m. Loomis is also served by *Placer Commuter Express*, which runs during commute hours and links the community with downtown Sacramento. The area is also served by *Placer County Transit Dial-a-Ride* from 6:00 a.m. to 8:00 p.m.

**Bicycle Facilities.** The Town of Loomis recently prepared a 2009 update to its Bicycle Transportation Plan (BTP). That document catalogued existing bicycle facilities and identified plans for future improvements.

The BTP identified existing bicycle facilities in the Implementation Plan study area. The BTP indicated that Class II Bike paths exist continually along Taylor Road from the north to south Town limits, although bike lanes are not striped through the commercial area (i.e., Oak Street to Webb Street). The BTP indicates that class II bike lanes are available on Horseshoe Bar Road from Taylor Road to the I-80 interchange.

While this facility inventory is generally correct, it is important to note that in many locations the physical dimensions of bike lanes and parking that is permitted do not meet adopted standards, nor are bike lanes signed / marked.

**Pedestrian Facilities.** Because much of downtown Loomis was developed as a rural community prior to incorporation, sidewalks are old and intermittent. Sidewalks are provided today at the following locations:

- South side of Taylor Road where development has proceeded adjoining Shawn Way and Circle Drive
- North side of Taylor Road adjoining High Hand Nursery west of Oak Street
- Both sides of Taylor Road between Walnut Street and Horseshoe Bar Road
- South side of Taylor Road between Webb Street and King Road
- Both sides of Horseshoe Bar Road north of Taylor Road to Multi-modal center
- East side of Horseshoe Bar Road between Taylor Road and Laird Street
- West side of Walnut Street north of Taylor Road

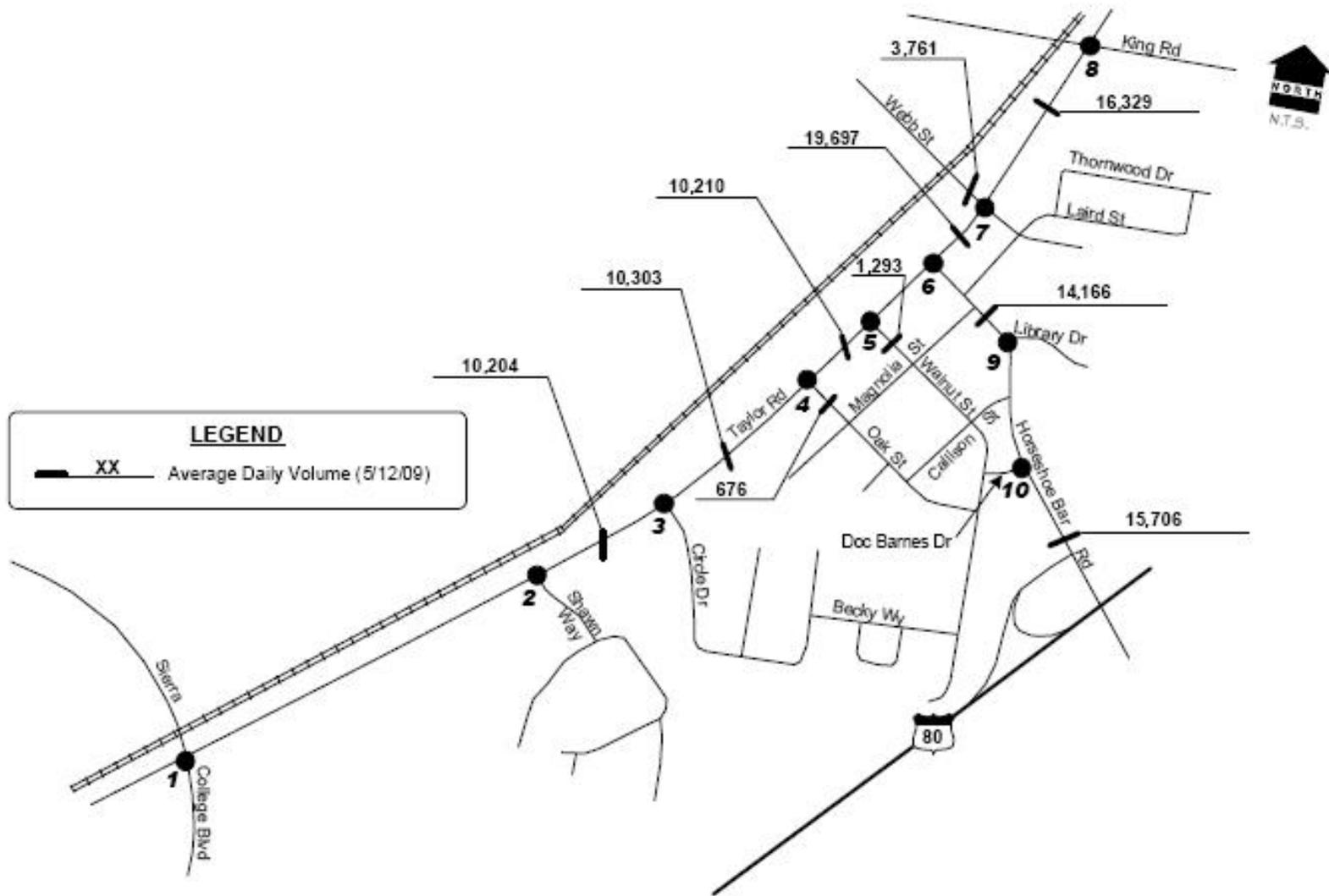
However, much of the sidewalk system in Loomis is discontinuous and was constructed in a manner that fails to meet Americans with Disabilities Act (ADA) requirements for grades.

There is also an asphalt path along the east side of Horseshoe Bar Road between Taylor Road and the Raley Shopping Center and on portions of the south side of Taylor Road.

There are no sidewalks on other portions of Oak Street, Walnut Street or Magnolia Street.

### **Existing Traffic Volumes / Levels of Service**

**Traffic Volumes.** Weekday a.m. and p.m. peak hour traffic counts were conducted in May 2009 when area schools were in session. Figure 1 and 2 display these existing traffic volumes along with the daily traffic volumes discussed earlier.



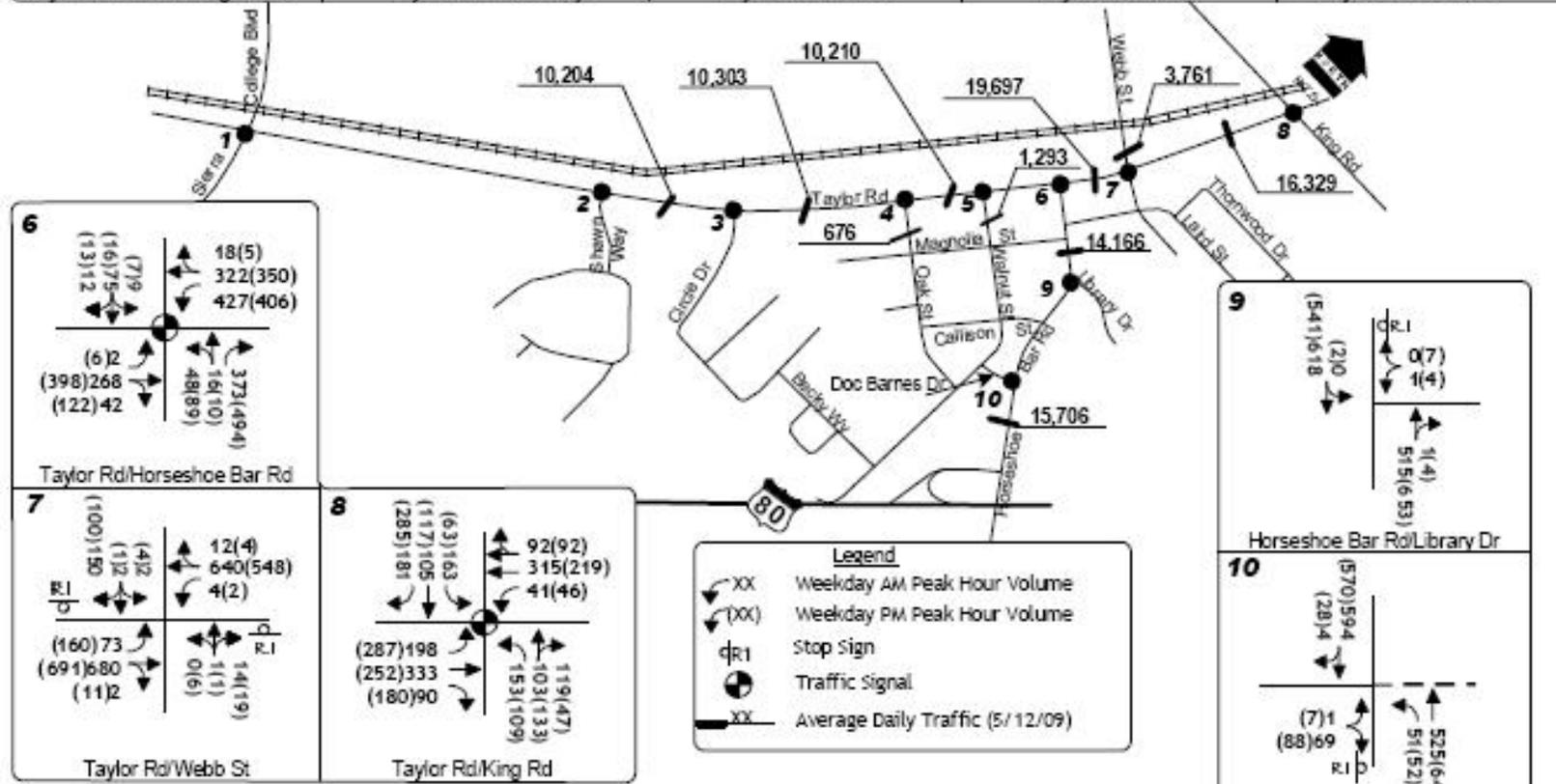
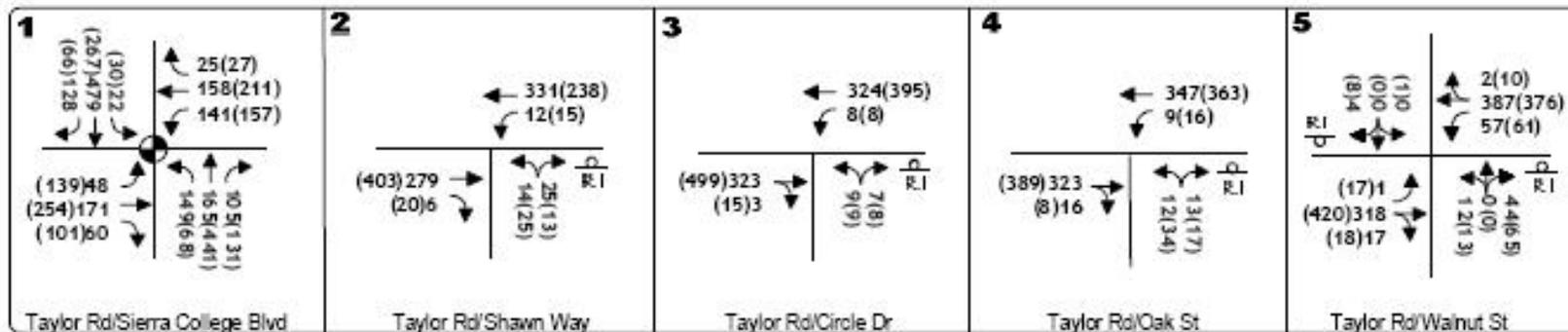
*KD Anderson & Associates, Inc.*  
 Transportation Engineers

4681-01.VSD

1/26/2010

**STUDY INTERSECTIONS AND  
 AVERAGE DAILY TRAFFIC**

figure 1



KD Anderson & Associates, Inc.  
Transportation Engineers

EXISTING TRAFFIC VOLUMES  
AND LANE CONFIGURATIONS

**Level of Service – Methodologies.** To assess the quality of existing traffic operating conditions, operating Levels of Service were calculated at each study intersection. "Level of Service" (or "LOS") is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F", corresponding to progressively worsening traffic operating conditions, is assigned to an intersection.

Table 1 presents the characteristics associated with each LOS grade. As shown in Table 1, LOS "A", "B" and "C" are considered satisfactory to most motorists, while LOS "D" is marginally acceptable. LOS "E" and "F" are associated with increasingly long delays and congestion and are unacceptable to most motorists. The Town of Loomis has established LOS "C" as the minimum operational threshold beyond which mitigations are required when development occurs.

**TABLE 1  
LEVEL OF SERVICE DEFINITIONS**

<b>Level of Service</b>	<b>Signalized Intersection</b>	<b>Unsignalized Intersection</b>	<b>Roadway (Daily)</b>
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay $\leq$ 10.0 sec	Little or no delay. Delay $\leq$ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay $>$ 10.0 sec and $\leq$ 20.0 sec	Short traffic delays. Delay $>$ 10 sec/veh and $\leq$ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay $>$ 20.0 sec and $\leq$ 35.0 sec	Average traffic delays. Delay $>$ 15 sec/veh and $\leq$ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay $>$ 35.0 sec and $\leq$ 55.0 sec	Long traffic delays. Delay $>$ 25 sec/veh and $\leq$ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay $>$ 55.0 sec and $\leq$ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay $>$ 35 sec/veh and $\leq$ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay $>$ 80.0 sec	Intersection blocked by external causes. Delay $>$ 50 sec/veh	Forced flow, breakdown.
Overall Level of Service for unsignalized intersections is weighted average of delays experienced by all motorists yielding the right of way, excluding through traffic.			
Sources: 2000 <u>Highway Capacity Manual</u> , Transportation Research Board (TRB) Special Report 209.			

The Loomis General Plan also contains Level of Service thresholds based on the daily traffic volume on individual roadway segments. Measured in terms of the Volume / Capacity ratio (V/C), unsatisfactory conditions occur when the v/c ratio exceeds 0.80.

Levels of Service were calculated for study intersections using the methodologies contained in the 2000 Highway Capacity Manual. In the case of intersections controlled by side street stop signs, the individual Level of Service for all movements that yield the right of way has been identified.

Levels of Service and V/C ratio for roadway segments were calculated using the capacity thresholds identified in the General Plan.

**Existing Levels of Service at intersections.** Current weekday a.m. and p.m. peak hour Levels of Service are summarized in Table 2. As shown, current Levels of Service meet the Town's minimum LOS C threshold, with two exceptions.

During the a.m. peak hour the **Taylor Road / King Road intersection operates at LOS D**. While this exceeds the minimum LOS C standard, this condition has been recognized in the General Plan as resulting from the combined effect of Del Oro High School and Loomis Elementary School traffic and is therefore considered to be acceptable in the a.m. peak hour.

In the p.m. peak hour, the motorists waiting to turn onto Taylor Road at the **Taylor Road / Webb Street intersection experience delays that are indicative of LOS D** conditions on the northbound approach. While this Level of Service technically exceeds the Town's LOS C minimum, only a handful of vehicles are involved and as a result this condition is not judged to be significant.

In addition, at the **Horseshoe Bar Road / Library Drive intersection**, the few motorists waiting to turn left onto Horseshoe Bar Road from Library Drive experience delays that are indicative of LOS D. While this Level of Service technically exceeds the Town's LOS C minimum, only a handful of vehicles are involved and as a result this condition is not judged to be significant.

**TABLE 2  
EXISTING INTERSECTION LEVEL OF SERVICE**

Intersection	Control	AM Peak Hour		PM Peak Hour		Peak Hour Traffic Signal Warrants Met?	
		Average Delay (sec)	LOS	Average Delay (sec)	LOS		
Taylor Road / Sierra College Blvd	Signal	29	C	32	C	Not applicable	
Taylor Road / Shawn Way	NB Stop	Westbound left turn	1	A	1	A	No
Northbound left+right turn		12	B	15	C		
Taylor Road / Circle Drive	NB Stop	Westbound left turn	1	A	1	A	No
Northbound left+right turn		13	B	16	C		
Taylor Road / Oak Street	NB Stop	Westbound left turn	1	A	1	A	No
Northbound left+right turn		13	B	18	C		
Taylor Road / Walnut Street	NB/SB Stop	Eastbound left turn	1	A	1	A	No
Westbound left turn		1	A	1	A		
Northbound left+thru+right turn		14	B	16	C		
Southbound left+thru+right turn		11	B	13	B		
Taylor Road / Horseshoe Bar Rd	Signal	20	C	30	C	Not applicable	
Taylor Rd / Webb Street	NB/SB Stop	EB left turn	1	A	2	B	Volume: Yes (P.m.) Delay: No
WB left turn		1	A	1	A		
NB left+thru+right turn		18	C	16	C		
SB left+thru+right turn		34	D	22	C		
Taylor Rd / King Road	Signal	40	D	30	C	Not Applicable	
Horseshoe Bar Rd/Library Dr	WB Stop	SB left turn	1	A	1	A	No
WB left+right turn		28	D	18	C		
Horseshoe Bar Rd/Doc Barnes Dr	EB Stop	NB left turn	1	A	1	A	No
EB left+right turn		15	B	17	C		

**Status of Traffic Signal Warrants.** Current traffic volumes at the unsignalized study intersection were compared with peak hour warrant requirements contained in the *California Manual on Uniform Traffic Control Devices (CMUTCD)* to determine whether traffic signals may already be justified. As was noted in Table 2, the Taylor Road / Webb Street intersection carries volumes that may satisfy peak hour volume warrants. However, because nearly all of the Webb Street traffic turns right, this location does not experiences delays that satisfy the peak hour warrant based on delay.

While satisfying peak hour warrants can be an indication that a traffic signal is needed, further analysis of additional warrants addressing conditions occurring throughout the day is required to determine whether a traffic signal should be installed. Other factors, such as the distance to adjoining signalized intersections are also considerations.

**Levels of Service on Roadway Segments.** Conditions on study area roads have also been evaluated within the context of current daily traffic volumes and Town of Loomis Level of Service thresholds, as shown in Table 3.

**Major Streets.** As shown, the daily traffic volume on the portion of Taylor Road and Horseshoe Bar Road through Loomis already exceeds the minimum standard employed by the Town of Loomis' General Plan (i.e., v/c ratio > 0.80). Current volumes are indicative of LOS E or F conditions on each road. The existing condition on Taylor Road between Horseshoe Bar Road and King Road has already been noted in the Town of Loomis General Plan as a current deficiency.

**Conditions on Local Streets.** It is technically possible to employ Town of Loomis standards to identify the volume / capacity ratio on the local streets addressed by this study. As noted in Table 3, current volumes use a relatively small percentage of the theoretical capacity of these roads. However, it is important to note that adjoining residents often perceive traffic impacts along residential streets at volume levels that are far below the actual capacity of the road. Noise, access difficulties, and pedestrian conflicts are typical complaints at relatively low volume levels. Many jurisdictions have adopted planning level thresholds for acceptable traffic volumes on residential streets. These thresholds are typically in the range of 2,000 to 3,000 vehicles per day. Comparison of observed volumes with these thresholds suggests that the current volumes on local streets surrounding the project are below typical maximum thresholds.

**TABLE 3  
CURRENT DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE**

<b>Roadway</b>	<b>Segment from</b>	<b>To</b>	<b># of Lanes</b>	<b>General Plan Capacity (veh/day)</b>	<b>Average Daily Traffic</b>	<b>Daily Volume / Capacity Ratio</b>	<b>LOS</b>
Taylor Road	Sierra College Blvd	Circle Drive	2+	15,000	10,204	0.68	B
	Circle Drive	Oak Street	2	15,000	10,303	0.69	B
	Oak Street	Horseshoe Bar Road	2	15,000	10,210	0.68	B
	Horseshoe Bar Road	Webb Street	2	15,000	19,697	1.31	F
	Webb Street	King Road	2	15,000	16,329	1.09	F
Horseshoe Bar Rd	Taylor Road	Library Drive	2	15,000	14,166	0.94	E
	Library Drive	Westbound I-80 ramps	2	15,000	15,706	1.05	F
Oak Street	Taylor Road	Magnolia Street	2	15,000	676	0.05	A
Walnut Street	Taylor Road	Magnolia Street	2	15,000	1,293	0.09	A
Webb Street	Taylor Road	Saunders Avenue	2	15,000	3,761	0.25	A
+ indicates presence of two way left turn lane							

## **Parking**

The materials which follow are intended to categorize and quantify the available parking supply within the Implementation Plan area and to describe the use of these facilities. Information addressing these goals was developed through field review and through an occupancy survey conducted during early July 2009, as well as observation of parking demands occurring during the Loomis Eggplant Festival, the largest special event held each year in Loomis.

**How Much Parking Does Loomis Have? - Parking Supply Inventory.** The parking supply serving the Implementation Plan area was identified through a field survey conducted in late May 2009 and supplemented in November 2009. For reference, the parking supply was divided into the following categories:

- Legal On-street parking
- Informal On-street parking
- Public Off-street parking
- Private off street parking

It is important to recognize that as a rural community Loomis has relatively few on-street parking spaces that fully satisfy adopted minimum standards for width (8 feet) and length (23 feet). In many areas, paved space must also be used for automobile travel (12 feet) and for bicycle lanes (5 feet). While many residents of this rural community are comfortable parking on the remaining space and adjoining shoulder, much of the area used for parking along Taylor Road, Magnolia Street, Park Street and Walnut Street is not legal.

**Legal On Street Parking.** The legal on-street parking supply was identified as the number of parking spaces available within the following study area limits:

- Taylor Road from Sierra College Blvd to King Road
- Shawn Way from Taylor Road to Tudor Way
- Oak Street from Oak Street to Magnolia Street
- Walnut Street north of Taylor Road and between Taylor Road and Magnolia Street
- Horseshoe Bar Road from Laird Street to the multi-modal terminal
- Webb Street from Laird Street to the UPRR

Nearly all of the on-street parking spaces have no time limits. A few spaces located on Taylor Road adjoining the Post Office have a time limit of 10 minutes. The limits of few on-street parking spaces are marked.

Based on consideration of the width needed for travel lanes, bike lanes and parking, the on-street parking supply on Taylor Road and Horseshoe bar Road totals 104 spaces, as noted in Table 4

**TABLE 4  
LEGAL ON STREET PARKING SUPPLY**

<b>Location from</b>	<b>To</b>	<b>Side of Street</b>	<b>Existing Spaces</b>
<b>Taylor Road</b>			
Sierra College Blvd	Shawn Drive	South	14
Shawn Drive	Circle Drive	South	8
High Hand Nursery frontage	Oak Street	North	14
Circle Drive	Oak Street	South	17
Oak Street	Walnut Street	North	3
		South	5
Walnut Street	Horseshoe Bar Road	North	11
		South	12
Horseshoe Bar Road	Webb Street	North	0
		South	0
Webb Street	Loomis Elementary	North	0
		South	0
Loomis Elementary	King Road	North	0
		South	6
<b>Total</b>			<b>90</b>
<b>Horseshoe Bar Road</b>			
Taylor Road	Library Drive	West	7
		East	5
Library Drive	Doc Barnes Drive	West	0
		East	2
<b>Total</b>			<b>14</b>

**Informal On-Street Parking.** Loomis residents often park in area where the combination of pavement and unpaved shoulder provide enough room to park. There are few if any locations in Loomis that are marked “No Parking”. An exact tally of the number of “informal; spaces” is difficult unless a vehicle is actually parked in the area.

**Legal Public Off-Street Parking.** The paved public off street parking supply included the following two areas:

Town’s parking lot behind the Post Office at Magnolia Street / Walnut Street (48 spaces)

Multi-modal lot at Taylor Road / Horseshoe Bar Road (67 spaces)

Loomis’ public parking lots have no designated time limits.

**Informal Off-Street Parking.** Most of the Town's property within the Implementation Plan area along Taylor Road between the UPRR and existing buildings is not paved. Portions of this area are used on a day to day basis by abutting businesses, and these areas are also used for special events. Because these areas are not paved an exact number of available parking spaces has not been determined.

**Private parking.** There are a wide variety of parking areas owned and maintained by private parties. These areas range from paved and marked parking lots to paved areas abutting Taylor Road to overflow areas used primarily for special events. Important private parking facilities include:

Parking at businesses on the south side of Taylor Road from Lorenzo's restaurant to Circle Drive (more than 240 spaces)

Parking for High Hand Nursery (75 spaces with recent expansion)

Parking at businesses on the north side of Taylor Road between Oak Street and Horseshoe Bar Road (43 spaces)

Parking on south side of Taylor Road behind Post Office (26 spaces)

Regular parking for Jim Boy's restaurant (28 spaces plus overflow)

Regular parking for Blue Goose businesses (20 spaces)

Parking for business along the south side of Taylor Road between Horseshoe Bar Road and Loomis Elementary School (128 spaces)

In total, there are roughly 670 marked parking spaces in private areas.

### **Parking Utilization Survey**

The use of the available parking supply was identified based on field surveys. These surveys were first conducted in early July 2009, while the area near High Hand Conservatory was re-assessed in November 2009 after additional paved parking had been developed near that business.

Weekday utilization was observed at two times on a Wednesday in order to capture the effects of parking demands of Town Center eateries (i.e., 12:15 to 1:00 p.m.) and to identify the demands occurring during the rest of the day (i.e., 2:00 p.m.). Supply / occupancy data was collected for 58 distinct locations and the results are summarized in Table 5. The survey record is included in the Appendix.

**TABLE 5  
PARKING SUPPLY / OCCUPANCY SURVEY RESULTS**

Type	Number of spaces	Parking Demands					
		Wednesday July 1, 2009 (12:15 to 1:00 pm)		Wednesday July 1, 2009 (2:00 to 2:30 p.m.)		Saturday* July 4, 2009 (12:15 to 1:00 p.m.)	
		Occupied	%	Occupied	%	Occupied	%
On-street - Legal	104	65	32%	50	25%	11	5%
On Street - Informal	100±						
Town's Designated Public lots (2)	115	39	34%	28	24%	5	4%
Overflow on Town Property	unknown	48	-	32	-	5	-
Private	668	300	45%	254	38%	120	18%
* many downtown businesses were closed for the 4 <sup>th</sup> of July							

As noted in Table 5, the overall demand for parking in Loomis is well within the limits of the available parking supply. Because not every space may be available due to poor parking practices or uneven turnover, parking supplies are assumed to be “fully utilized” when occupancy rates reach 85% to 90%.

Overall, the current parking ratios throughout Loomis fall well below the 85% -90% occupancy level. However, there are a few locations where the demand for parking results in occupancy rates that approach or exceed 85%. These locations include:

The **High Hand Nursery parking lots** and the on-street parking supply along **Taylor Road adjoining High Hand Nursery**). Before their on-site supply was expanded, the parking demands associated with High Hand nursery’s restaurant at noon regularly exceeded the supply as well as adjoining on-street parking, and parking demands spilled over onto the south side of Taylor Road. With the recent expansion of the High Hand parking lot there has been relatively little demand for parking on the south side of Taylor Road.

**Walnut Street north of Taylor Road.** The spaces adjoining Christiansen’s are regularly full.

The **private lot on the south side of Taylor Rd / Webb Street**. The two restaurants in this retail center create parking demands that approach or exceed the on-site parking supply and spillover onto the west side of Webb Street near the old Hardware Emporium building.

## MEASURES OF SIGNIFANCE

### Town Of Loomis General Plan

The Town of Loomis General Plan (2001) contains the following issues goals and policies:

#### **Level of Service**

**Issue:** Growth in traffic volumes from development approved within, and adjacent to, the Town will cause increased congestion and need for roadway improvements, depending upon the chosen service level standard.

**Goal:** To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.

**Level of Service Policy.** In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King Road / Taylor Road, Horseshoe Bar Road / Taylor Road , Horseshoe Bar Road . Interstate 80 ramps, Sierra College Blvd / Brace Road and Webb Street / Taylor Road when:

1. the deficiency is substantially caused by “through” traffic which neither begins or ends in Loomis, and is primarily generated by non-residents, or
2. the deficiency will be temporary (i.e., less than three years), and a fully funded plan is in place to provide the improvements needed to remedy the sub-standard condition.

**Mitigation of impacts from unincorporated area projects.** Notwithstanding any other General Plan policy or provisions, in the event that significant adverse impacts will result from the construction of large developments on the Town’s perimeter, the Town shall make every reasonable effort to have the developers adequately mitigate the adverse impacts

#### **Roadway Improvement Standards**

**Issue:** Many roadway improvements will be needed during the life of the General Plan and design standards are needed to ensure consistency and quality.

**Goal:** To develop standards that protect public safety and provide mobility for all forms of transportation.

**Roadway improvement policy:** Roadway improvements within the Town of Loomis shall conform to the roadway classification system and improvement standards specified in the current version of the *Town of Loomis Design & Improvement Standards* after their adoption.

**Policy on character of roadway improvements:** The design of Town Center roadway and streetscape improvements will continue to maintain the “small town downtown” character.

**Implementation measure:** The Town will develop and adopt road and street improvement and design standards as funding permits.

### **Bicycle Facilities**

**Issue:** Bicycle facilities are limited in Loomis. Provisions to increase bicycle use will provide recreational and mobility benefits to residents and reduce vehicular traffic.

**Goal:** To implement additional bicycle facilities that result in increased bicycle usage.

#### **Bicycle Facility Policies**

1. The Town shall promote bicycle travel, as appropriate, and shall pursue all available sources of funding for the development and improvement of bicycle facilities.

2. Bicycle facilities shall be provided in compliance with the *Placer County Bikeways Implementation Plan* (Placer County Transportation Commission, 1988) or subsequent amended versions of that document, as well as on other appropriate routes at the discretion of the Town Council.

### **Transit Service**

**Issue:** Transit service is limited within the Town, providing little incentive for its use and limited options for transit-dependent persons.

**Goal:** To devote resources for the promotion of transit service that are appropriate for its size and financial resources using comparable cities as a benchmark.

#### **Transit Service Policies**

1. The Town will promote and support a safe, efficient, and coordinated public transit system that meets residents’ needs, reduces congestion, improves the environment, and helps provide a viable non-automotive means of transportation in and through the Town of Loomis.

2. The Town should work with Placer County Transit and other transit providers to plan and implement public transportation services within the Town that are timely, cost-effective, and responsive to growth patterns and transit demand.

a. Transit routes should conform to plans established by Placer County Transit, and should generally coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multifamily housing, and other land uses likely to attract public transit ridership.

b. Bus routes should follow major roads with service to residential neighborhoods via collector streets.

c. Bus stops should be located in conformance with the applicable policies of Placer County Transit.

3. The Town should consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act (ADA).

4. The Town should support efforts to provide demand-responsive service (“paratransit”) and other transportation services for those unable to use conventional transit.

### **Neighborhood Environment**

**Issue:** Increased development within, and adjacent to the Town, creates possibility for traffic intrusion into residential neighborhoods.

**Goal:** To take actions to minimize cut-thru traffic and manage speeds on residential streets.

#### **Neighborhood Environment Policies:**

1. The Town shall create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic, while providing for logical traffic circulation.

2. The Town shall design streets and approve development in such a manner as to prevent and eliminate high traffic flows and parking problems within residential neighborhoods.

3. The Town shall promote the development of a circulation system that preserves the historic nature and character of neighborhoods and districts, and reinforces neighborhood identity and integrity.

4. New local streets shall be designed to promote the interconnection of residential neighborhoods while simultaneously discouraging through-traffic within residential neighborhoods.

5. The Town of Loomis shall establish and maintain a procedure through which local residents can receive assistance in managing and reducing traffic flows through their residential neighborhoods. Such assistance could be technical, the provision of equipment (such as signs) and the labor needed to install such equipment, or the provision of enhanced police traffic enforcement in neighborhoods. The Town could also participate in modifying the existing street system to reduce or eliminate through traffic intrusion into residential neighborhoods. Such modifications could include installation of speed humps, traffic diverters, traffic circles, or a variety of other techniques. Based on the identified need and available financing, priorities will

be established and an appropriate level of resources (including staff time, equipment, and physical improvements) will be committed by the Town.

6. If recommended by the Town Engineer after review, and if determined to be feasible, the Town should pursue the construction of a pedestrian bridge over Sierra College Boulevard to address safety impacts. The precise location of the crossing would be determined after further review.

### **Roadway System Funding**

**Issue:** Transportation improvements are expensive and the Town has very limited financial resources.

**Goal:** To leverage the Town's resources with outside funding sources (developer fees, state funds, federal funds, etc.).

### **Roadway System Funding Policies**

1. The Town shall aggressively pursue state and federal funding to implement the primary elements of the Town's Circulation Plan.

2. The Town shall require proposed new development projects to analyze their contribution to increased vehicle, pedestrian, and bicycle traffic and to implement the roadway improvements necessary to address their impact.

3. The Town shall assess fees on new development sufficient to cover the fair share portion of development's cumulative impacts on the local and regional transportation system. The cost of all on-site roadways within new development projects is the responsibility of the developer.

4. Prior to acceptance of new local streets by the Town, provisions shall be made for the ongoing maintenance of those facilities. Such provisions could include the establishment of a maintenance district covering the specific roadways identified, or assumption of all maintenance responsibilities by the pertinent homeowners association or other approved organization.

### **Roadway Maintenance**

**Issue:** Financial constraints can lead to improper maintenance, which reduces the quality and longevity of facilities.

**Goal:** To create a pavement management system that provides timely and accurate information about how to use maintenance resources.

## **Roadway Maintenance Policies**

1. The Town shall assure that the transportation system continues to provide safe, efficient, and convenient access to its residents.
2. The Town shall provide dependable and adequate resources to maintain and repair the existing system of roads and bridges, according to priorities established on an annual basis.
3. The Town shall work with the Placer County Transportation Planning Agency (PCTPA) to ensure that the PCTPA's Regional Transportation Plan is coordinated with the Town's Capital Improvement Plan. This coordination will allow access to Federal and State funds, where possible, for road maintenance and improvement.

The Environmental Impact Report prepared for the Town of Loomis General Plan also clarifies LOS thresholds by noting that an increase in the v/c ratio of 5% on roadway segments is a significant impact.

## PROJECT IMPACTS

### Project Description

**Streets.** The conceptual plans suggest the following changes to the physical characteristics of the streets that serve the Implementation Plan area.

**Taylor Road.** Under the Implementation Plan, Taylor Road will remain a two lane street with one travel lane in each direction. Left turn lanes will be available at most major intersections. On-street parking will continue to be permitted at several locations but the a portion of the space now devoted to on-street parking will instead be used for treatments that narrow the effective width of the street in order to slow the speed of traffic. Complete pedestrian and bicycle facilities will traverse the Implementation Plan area on both sides of the street. Short left turn pockets and landscaped medians are proposed at many locations in lieu of the striped two-way left turn lane that exists today.

**Horseshoe Bar Road.** Horseshoe Bar Road is the primary gateway to Loomis from Interstate 80. This arterial street originates at an intersection on Taylor Road in downtown Loomis and continued east across the interchange on Interstate 80. Under the Implementation Plan the portion of Horseshoe Bar Road between Interstate 80 and the planned Doc Barnes Extension will be an arterial street with the capacity to accommodate expected growth. The portion of the road between Doc Barnes and Taylor Road will be two lanes but will be narrowed to reduce speeds, on-street parking will be eliminated and pedestrian - bicycle facilities will be provided.

**King Road.** King Road is an east-west arterial road that provides regional access to Loomis and the rural areas of Placer County surrounding the Town. King Road does not change under the Implementation Plan.

**Webb Street.** Webb Street is a local street that links King Road with Horseshoe Bar Road across the UPRR. Webb Street also extends south from Taylor Road to Laird Street and could be extended into the undeveloped area of Loomis in the future as development occurs. While improvements to the Horseshoe Bar Road / Webb Street intersection may occur, the plan does not change the character of Webb Street itself.

**Walnut Street.** Walnut Street is a local street that lies one block west of Horseshoe Bar Road within the downtown street “grid”. Walnut Street extends from a stub north of Taylor Road through the established downtown neighborhood to its current terminus near Interstate 80. The long term plan for Walnut Street contemplates its extension to Brace Road via Stone Road. The Implementation Plan envisions Walnut Street being an important access to the new facilities created on Town property, but the overall character of the street will not change.

**Oak Street.** Oak Street is a local street that forms the western end of the downtown street grid. Oak Street extends from an intersection on Taylor Road near the High Hand Nursery to its terminus on Walnut Street. While changes to the Taylor Road / oaks Street intersection will occur, the character of the street itself is unchanged.

**Circle Drive, Shawn Way.** Circle Drive and Shawn Way are local streets that provide access to commercial areas along Taylor Road and to the Tudor Way residential neighborhood. These streets do not change.

**Doc Barnes Drive.** Doc Barnes Drive is a local street that links Horseshoe Bar Road and Walnut Street in the area immediately west of the Horseshoe Bar Road / Interstate 80 westbound ramps intersection. The Town General Plan indicates that Doc Barnes Drive will eventually be extended north-easterly to King Road at the Boyington Road intersection. In concert with a future westerly extension of Walnut Street to Brace Road, the Doc Barnes Drive extension will be part of an Interstate 80 frontage road that will extend from Brace Road to Penryn Road. The Implementation Plan accommodates the Doc Barnes Drive Extension.

**Library Drive.** Library Drive is a local street that provides access to Horseshoe Bar Road for Loomis Memorial Hall and the Loomis Library. While today this two lane road terminates at undeveloped property, it is expected that Library Drive will be extended as development occurs. The plan accommodates this future use.

**New Vehicular Access.** A 24 foot wide paved roadway will be created in Town property to provide access to new park and parking areas and to provide access to the rear of existing Taylor Road businesses. The route will originate on the east near the Railroad Depot and continue westerly through a new parking aisle along the back of Christensen's to an intersection with Walnut Street. The road will continue to a new one-way link to Taylor Road in the area between Star Liquor and Earth Central. From that point the road will extend through two new parking areas to its terminus at the rear of High Hand nursery. The road will not continue to the High Hand parking lot, and the road will not serve as a "bypass" of Taylor Road.

**Intersections.** In urban areas the overall flow of traffic is often governed by the operation of key intersections. Information regarding changes to major intersections in the Implementation Plan area follows.

11. Taylor Road / Sierra College Blvd (signalized)
12. Taylor Road / Shawn Way (northbound stop)
13. Taylor Road / Circle Drive (northbound stop)
14. Taylor Road / Oak Street (northbound stop)
15. Taylor Road / Walnut Street (northbound – southbound stop)
16. Taylor Road / Horseshoe Bar Road (Signalized)
17. Taylor Road / Webb Street (northbound –southbound stop)
18. Taylor Road / King Road (signalized)
19. Horseshoe Bar Road / Library Drive (westbound stop)
20. Horseshoe Bar Road / Doc Barnes Road (eastbound stop)

Today the **Taylor Road / Sierra College Blvd intersection** is controlled by a traffic signal. With one exception, the overall geometry of the intersection that exists today will remain in terms of the types of lanes that will be available. On the westbound Taylor Road approach, the three existing lanes will be re-stripped to provide two left turn lanes and a combined thru+right turn lane. The City

of Rocklin is pursuing a SPRTA funded project to add a through lane in each direction on Sierra College Blvd, and the Implementation Plan accommodates that project.

The **Taylor Road / Shawn Way intersection** will continue to be a “tee” intersection controlled by a stop sign on the Shawn Way approach. However, the continuous two-way left turn lane on Taylor Rod will be replaced by a dedicated westbound left turn lane and raised landscaped median. The intersection, along with all others to the east, will be narrowed with landscaped “bulb-outs” to slow traffic and reduce the speed of traffic on Taylor Road.

The **Taylor Road / Circle Drive intersection** will still be controlled by a stop sign on the Circle Drive approach. The continuous two-way left turn lane on Taylor Road will be replaced by a dedicated left turn lane and landscaped median.

The **Taylor Road / Oak Street intersection** will remain a “tee” controlled by a stop sign on the Walnut Street approach. While full access will be permitted, the existing westbound left turn lane will be eliminated to accommodate new pedestrian facilities and parking on Taylor Road near High Hand Fruit Shed. A crosswalk will remain across Taylor Road near this intersection.

The **Taylor Road / Walnut Street intersection** will still be controlled by stop signs on both of the Walnut Street approaches. There will be short left turn lanes on both Taylor Road approaches to this intersection. The crosswalk striped across Taylor Road east of the intersection will remain.

The **Taylor Road / Horseshoe Bar Road Intersection** will still be controlled by a traffic signal. The plan maintains the separate left turn lanes that exist on the Taylor Road approaches as well as the right turn lane that is available on northbound Horseshoe Bar Road. The intersection will still be wide enough to accommodate trucks. Bulb outs will be added to reduce the crossing distance for pedestrians, and the no parking area on eastbound Taylor Road approaching the intersection will be removed.

For the time being the **Taylor Road / Webb Street Intersection** will still have left turn lanes on both of the Taylor Road approaches, and traffic will be controlled by stop signs on the Webb Street approaches. Crosswalks will be provided across Taylor Road on both sides of the street and the intersection will be “bulb-ed” to shorten pedestrian crossing distances. Today the intersection is signed to prohibit left turns from Webb Street onto eastbound Taylor Road in the morning peak hours. In the long term it is likely that this prohibition will be expanded to other hours. While not a part of the plan, the eventual elimination of eastbound left turns from Taylor Road onto Webb Street may be needed due to the short distance between this intersection and Horseshoe Bar Road. The Town may also consider a traffic signal at this location, but due to the proximity of the Horseshoe Bar Road intersection, a signal at Webb Street is not desirable.

The **Taylor Road / King Road intersection** will remain a signalized intersection with auxiliary turn lanes on each approach. Geometrically, one change will be made. The short westbound “thru+right turn” lane on Taylor Road will be re-striped as a “right turn only” lane in order to allow a reduced width on Taylor Road west of the intersection. The conceptual plan will continue to accommodate the paths of trucks traveling between Taylor Road and the Swetzer Road industrial area.

The **Horseshoe Bar Road / Library Drive Intersection** is a “tee” intersection located on a curve

on Horseshoe Bar Road. A left turn lane will be added to Horseshoe Bar Road at this intersection, and in the near term traffic will still be controlled by a stop sign on Library Drive, although the intersection could be signalized in the future if needed. Crosswalks will be available across Library Drive across Horseshoe bar Road.

While today the **Horseshoe Bar Road / Doc Barnes Drive Intersection** is a “tee” intersection controlled by a stop sign on the Doc Barnes Drive approach, a major signalized intersection is planned in the future. Auxiliary turn lanes will be needed to accommodate traffic diverted from Taylor Road to the Doc Barnes Extension, as well as anticipated development in the Loomis Town Center project.

The **Horseshoe Bar Road / Westbound I-80 intersection** will remain as it exists today. However, the plan recognizes the need to extend the existing southbound tight turn lane on Horseshoe Bar Road back to the Doc Barnes Drive intersection.

**New Bicycle Facilities.** The Implementation Plan will change the nature of bicycle facilities in some locations and will result in facilities that are consistent with the intentions of the Complete Streets Act (2008).

A mixed *bicycle –pedestrian path* will be the main feature of the plan in many locations. The path will be 10 feet wide to accommodate both modes and will be paved. The path will be separated from automobile traffic by a landscaped swale.

The bicycle-pedestrian path will extend on both sides of Taylor Road from Sierra College Blvd to the High Hand Nursery and from Horseshoe Bar Road to King Road. Bicycle–pedestrian paths will also be created on Horseshoe Bar Road from Laird Street to Doc Barnes Drive. ADA requirements mandate the size and configuration of pedestrian facilities. Meeting ADA requirements on both sides of Taylor Road requires adjustment to on-street parking.

Within the existing downtown area, striped **Class II bicycle lanes** will be provided on Taylor Road in both directions from High Hand Nursery to Horseshoe Bar Road, and for a little less than 300 feet in front of the Blue Goose Fruit Shed.

**New Pedestrian Facilities / Sidewalks.** The bicycle-pedestrian path noted above will replace existing sidewalks or create new pedestrian opportunities on the west and east ends of the plan area. ADA accessible sidewalks will be created in the remainder of the Taylor Road corridor.

Because these streets fall outside of the plan area, there are no sidewalks proposed on Oak Street, Walnut Street or Magnolia Street outside of those streets’ intersections with Taylor Road. This choice is also consistent with the rural character of Loomis and the low traffic volumes on these roads.

The plan incorporates numerous pedestrian trails through the Town property. Sidewalks will extend west from the Railroad Depot to provide access to the new features being created. From that point meandering trails will then continue beyond Walnut Street to the High hand Nursery parking lot.

Eventually that trail could be extended to the west beyond the W&W lumber yard.

ADA requirements mandate the size and configuration of pedestrian facilities. Meeting ADA requirements on both sides of Taylor Road requires adjustment to on-street parking.

**Parking Facilities.** The Implementation plan includes changes to on-street parking on Taylor Road and Horseshoe Bar Road, creates new public parking lots on Town owned property and makes some changes to the configuration of access to private parking areas along both streets.

**On-Street Parking.** The proposed concept trades a portion of the Town's on-street parking supply for narrower streets, ADA compliance, safer bicycle facilities and reduced pedestrian crossing distances. These changes will affect the Town's parking supply, as noted in Table 6.

The plan will eliminate a few parking spaces in some areas and add spaces in others. The plan will eliminate the "informal" parking along Taylor Road in front of High Hand and reduce the number of spaces that are available across the street. The plan includes new parking on Town property to replace these spaces. Under the Implementation Program there will be a total of 57 on-street parking spaces on Taylor Road. All on-street parking will be eliminated on Horseshoe Bar Road.

**TABLE 6**  
**CHANGES TO TOWN CENTER ON STREET PARKING SUPPLY**

Location from	To	Side of street	Parking Spaces	
			Existing	Proposed
<b>Taylor Road</b>				
High Hand Nursery frontage	Oak Street	North	14	5
Circle Drive	Oak Street	South	17	6
Oak Street	Walnut Street	North	3	10
		South	5	9
Walnut Street	Horseshoe Bar Road	North	11	10
		South	12	12
Horseshoe Bar Road	Webb Street	North	0	0
		South	0	5
Webb Street	Loomis Elementary	North	0	0
		South	0	0
Loomis Elementary	King Road	North	0	0
		South	0	0
<b>Total</b>			<b>62</b>	<b>57</b>
<b>Horseshoe Bar Road</b>				
Taylor Road	Library Drive	West	7	0
		East	5	0
Library Drive	Doc Barnes Drive	West	0	0
		East	2	0
<b>Total</b>			<b>14</b>	<b>0</b>

**Off-Street Parking on Town Property.** The Implementation plan includes new paved parking areas on Town property, and the plan preserves the opportunity for special event parking in the area east of the Blue Goose. The total off-street supply that is proposed is noted in Table 7.

Today most of the Town property outside of the High Hand parking lot is unimproved, and on a regular basis some motorists choose to park in the areas behind Star Liquors and behind Nelthorpe. The Implementation Program accommodates those demands with paved parking spaces and provides new paved spaces behind the High Hand sheds and near the Blue Goose.

As noted, the paved parking supply totals 190 spaces. This compares to 75 paved spaces that exist today (includes High hand Parking lot).

**TABLE 7  
CHANGES TO OFF-STREET PARKING**

Description	Location	Number of Paved Spaces	
		Existing	Proposed
<b>Taylor Road</b>			
High Hand Nursery		55	55
Behind High Hand and Earth Central	Behind nursery West of Walnut Ave	0	38
Behind Christensen's and Nelthorpe	East of Walnut Avenue and West of Railroad Depot	0	44
West of Blue Goose	East of Webb Street	0	39
Front of Blue Goose	Along Taylor Road	20	12
	<b>Total</b>	<b>75</b>	<b>190</b>

**Transit Service.** Public bus service will continue to be provided to the Loomis area by Placer County Transit via the *Taylor Road Shuttle* that links Loomis, Penryn, Auburn and Sierra College in Rocklin. Under the Implementation Plans transit stops will be available but the nature of improvement at some stops will be limited.

There will be two stops where busses can pull out of the travel way. Near King Road a formal bus stop will be created on westbound Taylor Road. This stop will allow busses to load passengers out of the travel way without blocking through traffic. Similarly, there will be a westbound bus stop near Shawn Way. The existing bus stop in the multi-modal parking lot will remain.

The plan does not designate other bus stops. Busses will be able to stop on westbound Taylor Road in the vicinity of the existing stop at Star Liquors, but nor formal pull-out is planned. Busses will stop in the bike lane. There are not dedicated bus-pullouts in the eastbound direction. Near King Road, an eastbound stop will be placed within the area devoted to the eastbound right turn lane.

**Overview of Analysis Approach**

The impacts of implementing the Town Center Implementation Plan have been evaluated from the following perspectives.

From the standpoint of the Town's Level of Service Policies:

The effects of Increased Vehicular Trip Generation associated with the day to day operation of new land uses envisioned on Town property.

The effects of reduced Taylor Road and Horseshoe Bar Road street widths on local and regional travel patterns.

The effects of changes to the Downtown Parking Supply on regular weekday Parking utilization and parking during special events

The effect of changes to transit stops on Placer County Transit policies and use.

**Characteristics of Land Uses on Town Property**

The Town Center Implementation Plan identifies various land uses that will be developed on Town property. These uses range from recreational facilities that accommodate particular activities, to flexible space that accommodate a variety of activities, to parking for new uses and adjoining businesses, and to new pedestrian and bicycle trails.

**Trip Generation.** The amount of vehicular traffic associated with new land uses can be estimated based on trip generation rates derived from observation of similar uses. Data published by the Institute of Transportation Engineers (ITE) is typically considered, and trip generation rates identified in their publication *Trip Generation, 8<sup>th</sup> Edition* are noted in Table 8.

As noted, parks in urban areas generate relatively little automobile traffic on weekdays. “Passive” city parks generate a handful of new automobile trips and cater primarily to persons who are already in the area as residents or visitors to other attractions. Higher trip generation forecasts can be expected from those facilities that offer specific activities for visitors, such as amusement parks and zoos.

In this case, the features included in the Downtown Loomis Implementation Plan area have been conservatively assumed to generate new automobile trips at a rate that is similar to that associated with a Regional Park. This, the roughly 6 acres controlled by the Town might be expected to generate 28 daily trips daily trips on a typical weekday.

**TABLE 8  
TRIP GENERATION FORECASTS**

Land Use	Unit	Weekday Trips per unit	Quantity	Daily Trip Ends
City Park	acre	1.60		
County Park	acre	2.30		
Regional Park	acre	4.60	6 acres	28
Multi-Purpose Recreational Facility	acre	90.40		
Amusement Park	acre	75.80		
Zoo	acre	23.90		
Recreational Community Center	Building ksf	22.90		

To put this forecast in perspective, a single family residence is assumed to generate roughly 10 daily trip ends. Thus the weekday traffic associated with the uses on Town property is roughly equivalent to the trips accompanying two to three single family homes.

Special events held on the Town property would certainly generate additional traffic, primarily on weekends. However, while the new facilities provided by the Implementation plan may increase the frequency of special events, the traffic impacts of events held in these areas would be no worse than those already occurring in downtown Loomis.

**Relocation of Existing Local Traffic to new Parking lots.** Eliminating some on-street parking along Taylor Road and relocating employees and business patron vehicles to new parking lots on Town property will have a minor effect on local travel patterns. While motorists using the new parking lots will add traffic to Walnut Street and the north end of Horseshoe Bar Road, their trips would not be “new” to the regional circulation system.

The amount of local traffic generated by the new parking lots can be estimated based on typical turnover rates in urban parking lots. A “worst case” assumption is that the new parking was fully utilized and that each space turned over on average once every 2 hours over the nine hours when downtown business are typically open (i.e., 9:00 a.m. to 6:00 p.m.). This assumption would yield 1,215 daily trips (½ inbound and ½ outbound) made to and from the 135 new parking spaces on Town Property. This estimate would exclude the traffic already being generated by patrons of High Hand Nursery and the Blue Goose Shed who are parking on Town property. Approximately 10% of the daily traffic, or 120 trips could be expected during peak hours. This analysis assumes peak hour traffic is split 80 inbound and 40 outbound in the a.m. peak hour, with this directionality reversed in the p.m. peak hour.

**Effect on Regional Travel.** Taylor Road and Horseshoe Bar Road carry traffic that does not originate in the Town of Loomis as well as trips generated by Loomis businesses and residents. Changes to the character of these roads, especially in terms of travel speeds, could cause current and future road users to consider using alternative travel routes. If the time needed to travel through Loomis increases, it is possible that some through traffic will be diverted to other routes.

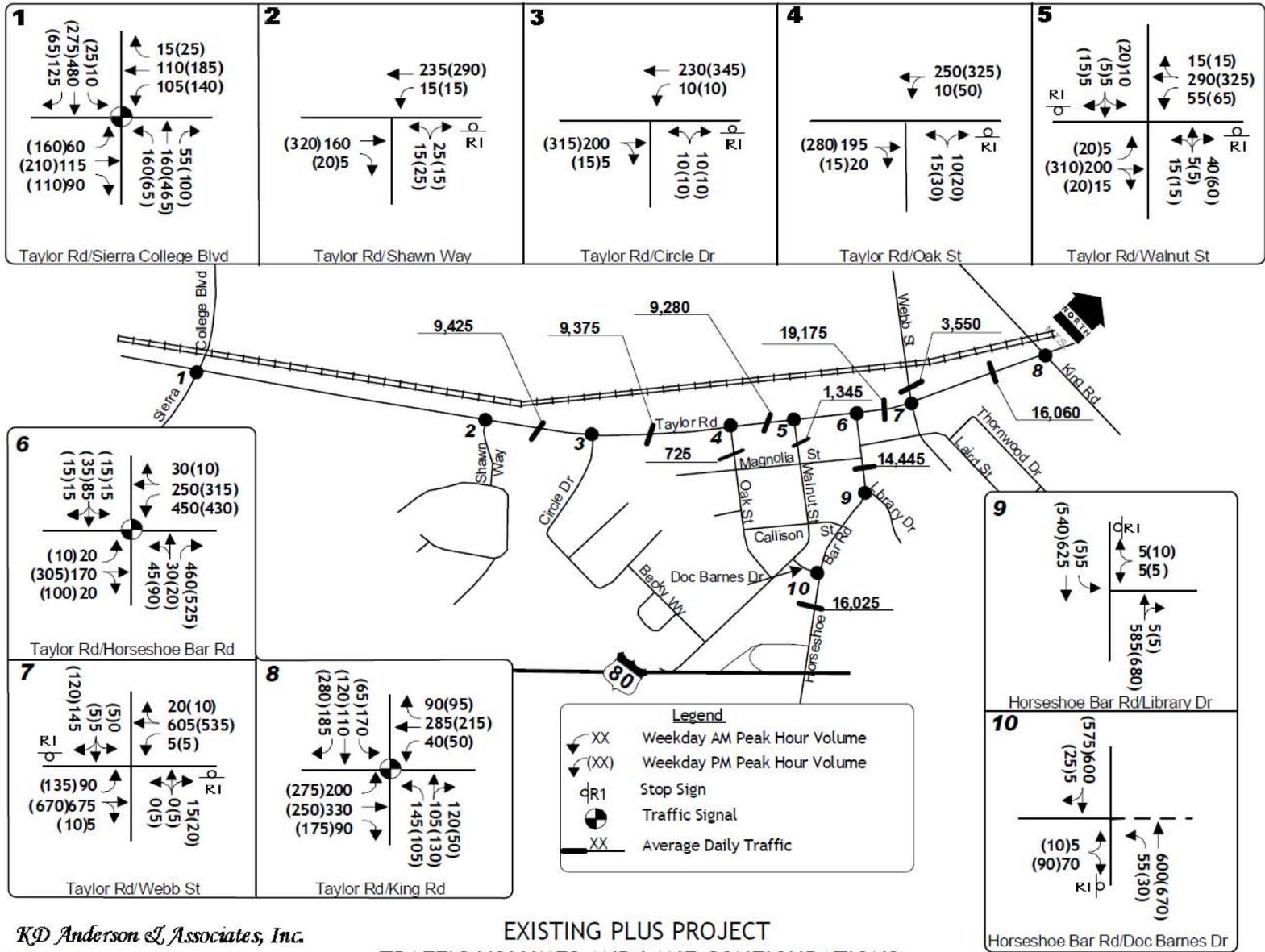
The Town of Loomis regional travel demand forecasting model was used to identify the extent of possible diversion due to changes in the character of Taylor Road and Horseshoe Bar Road. Current traffic model assumptions regarding travel speed were identified, and alternative assumptions regarding the new street sections were made. In this case it was conservatively assumed that the “free-flow” speed on Taylor Road from Circle Drive to King Road would be reduced by 5 mph as a result of the new plan. Because the model currently is calibrated to a relatively low speed on Horseshoe Bar Road, no change to that facility was made.

To evaluate the effect of this change on current travel patterns, the baseline (year 2005) traffic model was adjusted to reduce the free-flow travel speed on Taylor Road, and resulting daily and hourly traffic volumes were identified. The net change between original baseline and modified baseline year traffic volumes was then identified and applied to the observed 2009 daily and peak hour traffic volumes.

### **Existing Plus Project Traffic Volumes**

Figure 3 identifies daily and peak hour traffic volumes on study area roads and at key intersections assuming implementation of the Downtown Implementation Plan.

Resulting Levels of Service at intersections and on roadway segments are identified in Tables 9 and 10.



**KD Anderson & Associates, Inc.**  
**Transportation Engineers**

**EXISTING PLUS PROJECT**  
**TRAFFIC VOLUMES AND LANE CONFIGURATIONS**

**TABLE 9  
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE**

Intersection	Control	AM Peak Hour				PM Peak Hour				Peak Hour Traffic Signal Warrants Met?
		Existing		Ex Plus Project		Existing		Ex Plus Project		
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	
Taylor Road / Sierra College Blvd	Signal	29	C	27	C	32	C	30	C	Not applicable
Taylor Road / Shawn Way	NB Stop									No
Westbound left turn		1	A	1	1	1	A	1	A	
Northbound left+right turn		12	B	10	B	15	C	14	B	
Taylor Road / Circle Drive	NB Stop									No
Westbound left turn		1	A	1	A	1	A	1	A	
Northbound left+right turn		13	B	11	B	16	C	13	B	
Taylor Road / Oak Street	NB Stop									No
Westbound left turn		1	A	1	A	1	A	2	A	
Northbound left+right turn		13	B	11	B	18	C	16	C	
Taylor Road / Walnut Street	NB/SB Stop									No
Eastbound left turn		1	A	1		1	A	2	A	
Westbound left turn		1	A	1		1	A	1	A	
Northbound left+thru+right turn		14	B	12	B	16	C	15	B	
Southbound left+thru+right turn		11	B	16	C	13	B	21	C	
Taylor Road / Horseshoe Bar Rd	Signal	20	C	19	B	30	C	26	C	Not applicable

**TABLE 9  
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE**

Intersection	Control	AM Peak Hour				PM Peak Hour				Peak Hour Traffic Signal Warrants Met?
		Existing		Ex Plus Project		Existing		Ex Plus Project		
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	
Taylor Rd / Webb Street EB left turn WB left turn NB left+thru+right turn SB left+thru+right turn	NB/SB Stop	1 1 18 34	A A C D	1 1 17 29	A A C D	2 1 16 22	B A C C	2 1 21 17	A A C C	Volume: Yes (P.m.) Delay: No
Taylor Rd / King Road	Signal	40	D	43	D	30	C	31	C	Not Applicable
Horseshoe Bar Rd/Library Dr SB left turn WB left+right turn	WB Stop	1 28	A D	1 24	A C	1 18	A C	1 19	A C	No
Horseshoe Bar Rd/Doc Barnes Dr NB left turn EB left+right turn	EB Stop	1 15	A B	1 17	A C	1 17	A C	1 19	A C	No

**TABLE 10  
EXISTING PLUS PROJECT DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Roadway	Segment from	To	# of Lanes	Existing			Ex Plus Project			
				Average Daily Traffic	Vol / Cap	LOS	Average Daily Traffic		Vol / Cap	LOS
							Total	Change		
Taylor Road	Sierra College Blvd	Circle Drive	2+	10,205	0.68	B	9,425	-780	0.63	B
	Circle Drive	Oak Street	2	10,305	0.69	B	9,375	-930	0.63	B
	Oak Street	Horseshoe Bar Road	2	10,210	0.68	B	9,280	-930	0.62	B
	Horseshoe Bar Road	Webb Street	2	19,695	<b>1.31</b>	<b>F</b>	19,175	-520	<b>1.28</b>	<b>F</b>
	Webb Street	King Road	2	16,330	<b>1.09</b>	<b>F</b>	16,060	-270	<b>1.07</b>	<b>F</b>
Horseshoe Bar Rd	Taylor Road	Library Drive	2	14,165	<b>0.94</b>	<b>E</b>	14,445	+280	<b>0.96</b>	<b>E</b>
	Library Drive	Westbound I-80 ramps	2	15,705	<b>1.05</b>	<b>F</b>	16,025	+320	<b>1.07</b>	<b>F</b>
Oak Street	Taylor Road	Magnolia Street	2	675	0.05	A	725	+50	0.05	A
Walnut Street	Taylor Road	Magnolia Street	2	1,295	0.09	A	1,345	+50	0.09	A
Webb Street	Taylor Road	Saunders Avenue	2	3,760	0.25	A	3,550	-210	0.24	A
+ indicates presence of two way left turn lane										
General Plan Capacity is 15,000 ADT @ LOS F										

## **Impacts of Implementation Plan on Circulation and Traffic Flow**

The Conceptual plans will slow the speed of traffic on Taylor Road and Horseshoe Bar Road by narrowing travel lanes and placing new landscaped areas in close proximity to moving traffic. While the current configuration of Taylor Road between Oak Street and Horseshoe Bar Road acts to retard traffic flow, under the plan traffic calming effects will be extended beyond this core area to King Road and eventually to Sierra College Blvd.

As a practical matter, the amount of traffic that can be moved through Downtown Loomis on Taylor Road will not change since the overall capacity of the corridor is governed by the flow of traffic through the signalized Horseshoe Bar Road and King Road intersections. At these two locations the plan makes minor changes which do reduce intersection capacity somewhat. At the Horseshoe Bar Road intersection, eliminating the “no parking zone” on the eastbound approach to the intersection effectively reduces the width of the travel lane. At King Road, the westbound thru+right turn” lane will be changed to a right turn only lane.

As noted in Table 9, the Implementation Plan does change traffic volumes at many intersections but does not result in any locations operating at a Level of Service that exceeds current Town of Loomis standards. Thus, the impact of the Implementation Plan at intersections is not significant.

As noted in Table 10, the Implementation Plan will reduce the daily traffic volume on Taylor Road and increase the volume on Horseshoe Bar Road. The project’s impact to Taylor Road and to other Loomis streets is not significant under Town standards. On Horseshoe Bar Road, the Implementation Plan will increase the daily traffic volume at locations where the current volume already results in LOS E or LOS F. However, the incremental change in volume / capacity ration (i.e., v/c) is less than the 0.05 threshold, this impact is not significant.

Locally, the implementation of raised medians in lieu of the current two-way left turn lane will make it slightly more inconvenient for motorists to access Taylor Road from private driveways and from unsignalized intersections. At locations where private access is limited to right-turn-only be raised medians, motorists may have to use other local streets to drive “around the block” since u-turn will not be possible. However, this additional travel is not by itself a significant impact.

## **Impacts to Bus Service**

The conceptual plan will help the Town of Loomis serve transit patrons in a manner that is consistent with the character of the proposed design. At several locations busses will be expected to pause in areas adjoining thru travel lanes, rather than in dedicated pull-outs. However, because these busses block through traffic, busses will no be delayed when they elect to leave the stop. The impact of the Implementation Plan on transit service is not significant.

This concept may delay through traffic on Taylor Road slightly, although this is consistent with the Town’s desire for traffic calming. As bus headways are an hour apart, the effect of overall traffic flow will not be significant.

### **Impacts to Bicycle Facilities**

The existing bicycle system is comprised for Class II (on-street lanes) facilities on Taylor Road and Horseshoe Bar Road. While these facilities are designated in the Town's Draft Bicycle Transportation Plan, portions of the current lanes do not meet minimum design standards. The Draft Bicycle Transportation Plan also notes that in the future a continuous Class I (separated bicycle path) facility is to be constructed between Taylor Road and the railroad from King Road to Sierra College Blvd.

The Implementation plan is not consistent with the Town's Bicycle Transportation Plan, and development of the Implementation Plan as proposed would interfere with creation of the elements of the Bicycle Transportation Plan. This is a significant impact under the Loomis General Plan. Mitigating this impact would either require modifying the Draft Bicycle Transportation Plan to be consistent with the Implementation Plan or, alternatively, modifying the Town Center Implementation Plan to accommodate the specific features noted in the Bicycle Transportation Plan.

### **Impacts to Pedestrian Facilities / Sidewalks**

Because much of downtown Loomis was developed as a rural community prior to incorporation, sidewalks are intermittent and many are in poor condition. The bicycle-pedestrian path planned under the Implementation Plan will replace existing deficient sidewalks and/or create new pedestrian opportunities on the west and east ends of the Town Center area. ADA accessible sidewalks will be created in the remainder of the Taylor Road corridor. The plan incorporates numerous pedestrian trails through the Town property. Sidewalks will extend west from the Railroad Depot to provide access to the new features being created. From that point meandering trails will then continue beyond Walnut Street to the High Hand Nursery parking. ADA requirements mandate the size and configuration of pedestrian facilities. Meeting ADA requirements on both sides of Taylor Road requires adjustment to on-street parking.

The proposed trails and sidewalks are consistent with the current Loomis General Plan and with the Draft Loomis Trails Master Plan. Thus the impacts of implementing this portion of the Implementation Plan are positive, and no mitigation is required.

### **Impacts to Parking**

**Effects of Changes to On-Street Parking on Regular Midweek Parking Conditions.** As noted in the project description, the number of parking spaces that will be available on Taylor Road (57) after the Implementation Plan proceeds will be similar to but slightly few than the number of legal spaces that exist today (62). The available spaces have been compared to the parking demands observed on a regular weekday, as noted in Table 11. As shown, on a weekday there were 40 vehicles parked on Taylor Road. Assuming that on-street parking is considered to be "fully utilized" when occupancies reach 90%, the new on-street supply will accommodate 51 cars, or all of the 40 vehicles observed in this area. This would indicate that no motorists would be "displaced" from Taylor Road under the Implementation plan. Furthermore, as noted in the discussion of off-street

parking which follows, new parking spaces will be created in Town property to accommodate downtown employees and business patrons.

No on-street parking will remain on Horseshoe Bar Road. However, these spaces were not used on the weekday.

<b>TABLE 11 COMPARISON OF DOWNTOWN ON-STREET PARKING SUPPLY AND DEMAND</b>				
<b>Location From</b>	<b>To</b>	<b>Side of Street</b>	<b>Proposed Spaces</b>	<b>Occupied Spaces Wednesday Noon</b>
<b>Taylor Road</b>				
High Hand Nursery frontage	Oak Street	North	5	18*
Circle Drive	Oak Street	South	8	1*
Oak Street	Walnut Street	North	10	2
		South	7	3
Walnut Street	Horseshoe Bar Road	North	10	4
		South	12	6
Horseshoe Bar Road	Webb Street	North	0	0
		South	5	0
Webb Street	Loomis Elementary	North	0	0
		South	0	6
Loomis Elementary	King Road	North	0	0
		South	0	0
<b>Total</b>			<b>57</b>	<b>40</b>
<b>Horseshoe Bar Road</b>				
Taylor Road	Library Drive	West	0	0
		East	0	0
Library Drive	Doc Barnes Drive	West	0	1
		East	0	0
<b>Total</b>			<b>0</b>	<b>1</b>
Weekday demand observed in July 2009, except for locations observed 12/2/09 as noted *				

A key issue to be considered when eliminating on-street parking is the “acceptable” walking distance between the new parking supply and businesses on Taylor Road. Many business owners perceive that their customers need to be able to park on the same block as the front door of their business and that off-site parking that is difficult to find will not be used. While this may be true for a few businesses, when customers are provided with a safe and attractive walking experience,

including accessible walkways and crosswalks, both the real and perceived walking distances will be reduced. The new plan creates new mid-block crosswalks on Taylor Road, as well as a new walkway that would connect Taylor Road business with the Town property. A new public connection is also planned between Earth Central and Star Liquors. The plan also includes landscape improvements to increase the attractiveness of the walkways.

The walking distances from Taylor Road businesses to the middle of new parking areas will be about 2 minutes or less, which is normally judged by land use planners to be acceptable in urban areas.

Residences on Horseshoe Bar Road could be affected by the plan in that on-street parking is eliminated. Guest parking for these residences that today occurs on Horseshoe Bar Road would move to other local streets such as Library Drive, Laird Street and Magnolia Street.

**Effects of Off-Street Parking on Town Property.** The Implementation plan includes new paved parking areas on Town property, and the plan preserves the opportunity for special event parking in the area east of the Blue Goose.

The regular weekday demands observed in these areas totals 91 spaces. Adding the “net loss” of 5 on street spaces on Taylor Road, the current weekday demand is 96 spaces. As noted in Table 12, the new parking supply greatly exceeds the current off-street usage.

**TABLE 12  
CHANGES TO OFF-STREET PARKING AND DEMAND / SUPPLY COMPARISON**

Description	Location	Parking Spaces		
		Paved Spaces		Occupied Spaces
		Existing	Proposed	Wednesday Noon
<b>Taylor Road</b>				
High Hand Nursery		55	55	43*
Behind High Hand and Earth Central	Behind nursery and west of Walnut Ave	0	38	27
Behind Christensen's and Nelthorpe	East of Walnut Avenue and west of Railroad Depot	0	44	16
West of Blue Goose	East of Webb Street	0	39	0
Front of Blue Goose	Along Taylor Road	20	14	5
East of Blue Goose	North of Taylor Road	(U)	(U)	0
	<b>Total</b>	<b>75</b> <b>(+48)</b>	<b>190</b> <b>(+48)</b>	<b>91</b>

Demand observed in July 2009, except for locations observed 12/2/09 as noted \*

(U) is unpaved area available during the Festival

**Effects of Parking Demands of New and Revitalized Land Uses.** The Implementation Program envisions development of facilities that will attract persons to the downtown Loomis area. Persons using the new parks / trails could drive to the downtown. Existing businesses could see more customers, and vacant buildings could be occupied. This new activity would also create the need for more parking for patrons and employees.

The new recreational facilities planned in the Town property will have their own parking demands. Based on typical planning guidelines for these uses, the new activity areas could create the need for 30 parking spaces.

**Overall Effects of Implementation Program on Weekday on Regular Weekday Parking.** The overall effect of the planned parking areas on weekdays is noted in Table 13. As noted a total of 190 paved off-street spaces will be available. The regular weekday use in off-street areas today totals 91 vehicles. Another 30 spaces are needed by the new recreational uses in the Implementation Program, and 5 spaces are lost on Taylor Road. The weekday total demand is 126 spaces, leaving roughly 64 additional available spaces. Thus, while some Town Center employees and patrons who today may be able to park directly in front of their building may not longer be able to do so, based on the overall positive increase in the Town Center parking supply parking, the impact of the Implementation Plan on parking is not significant under CEQA.

The number of available spaces can be compared to the total number of spaces in the Town’s lot at Magnolia St / Walnut St (i.e., 48 spaces) or to the existing parking space count in the multi-modal parking lot (i.e., 67 spaces).

<b>TABLE 13 PROJECTED WEEKDAY USE OF NEW PARKING FACILITIES</b>		
Total Supply		190 spaces
Parking Demands		
	Observed Existing Regular Weekday Use	91 spaces
	Parking Spaces lost on Taylor Road	5 spaces
	Spaces Required for Recreational Uses	30 spaces
	Subtotal	126 spaces
	<i>Space available for additional downtown shoppers / employees</i>	<i>64 spaces</i>

**Other Use for Parking.** As noted earlier, the “surplus” spaces could be used to accommodate new customers and employees. Many communities use this opportunity to provide parking for new “in-fill” business that would otherwise have difficulty providing adequate on-site parking. Many local jurisdictions form “parking districts” to create common parking facilities that can be funded by in – lieu parking fees.

This approach could be very useful in Loomis. For example, a parking district could provide all or

part of the parking demand associated with conversion of existing structures for higher uses. A small building converted to retail space would not have to devote all of its lot to on-site parking.

**Overall Effects of Implementation Program on Parking During Special Events.** The Eggplant Festival is annually the most notable special event in Loomis, although other smaller events occur throughout the year. The festival draws large crowds, and the associated parking demands are accommodated by a combination of legal parking spaces, “informal” on-street parking throughout the Downtown, temporary parking in vacant lots, parking on Town property, and satellite parking at area schools. This year, roughly 1,200 cars were observed parked at various locations at noon, including 111 vehicles were parked along Taylor Road in informal and legal parking spaces.

Since Taylor Road will be narrowed under the Implementation Plan to create pedestrian walkways and bikeways, informal parking areas will be eliminated, and the number of vehicles that can be accommodated on-street during the Festival will be reduced. A portion of the observed demand can park in the on-street spaces planned under the Implementation Plan, but approximately 55 vehicles that were observed on Taylor Road will have to park elsewhere. Similarly 15 vehicles parked on Horseshoe Bar Road during the festival, and these vehicles would have to park elsewhere. New parking spaces on Town property will make up for part of this deficiency.

Town property within this study area is used for parking during the Eggplant Festival. During the festival there were 250 vehicles parked on Town property, including cars parked in the paved High Hand lot and in the overflow area east of the Blue Goose.

The new parking supply isn't intended to accommodate the entire parking demand of the Eggplant Festival. The off-street parking supply on Town property will increase to 190 spaces and another 48 vehicles can continue to be accommodated in the overflow area east of the Blue Goose, for a total of 238 spaces. This is roughly the same as number of parked cars observed during the festival in these areas, but twelve vehicles could be displaced. Roughly 70 cars that will no longer be able to park on Taylor Road and Horseshoe Bar Road during the festival and these vehicles will need to park elsewhere. Thus the total “deficiency” resulting from the Implementation Plan could be 80 to 85 vehicles.

The need to provide additional paved parking on Town property for an event occurring once a year is certainly questionable. The 80 to 85 vehicle deficiency represents less than 10% of the Festival's 1,200 vehicle total parking demand, although the lost on-street spaces are among the most central to the Festival. It is reasonable to expect that this deficiency can be accommodated in areas beyond the limits of current parking use where people are not yet parking during the Festival. Private parking lots further west on Taylor Road west of the High Hand are generally empty during the Festival. With approval to use these lots, signing to direct Festival guests to unused western parking areas will be in order, and expanding the Festival's current horse drawn shuttle service to conveniently connect western parking areas with the Downtown makes sense. Using these areas would help those western downtown businesses that are not readily incorporated into the festival, and is a better option than dedicating more of the Town's property to pavement.

### **Future Parking District**

The Town may consider implementing a parking district for the Town Center Area. Developing a parking district could help ameliorate the need, especially if business owners have different peak demand times. While the new parking created as part of the Implementation Program could be used for this purpose, additional information will need to be developed by the Town in order to finalize a parking district. Parking code requirements will need to be affirmed, and the share of individual and cumulative parking code requirements that can be satisfied by a district will need to be quantified. These decisions might be based on the proximity of specific parcels to the common parking supply, and will need to recognize the total amount of demand for new parking that might be realized in downtown Loomis. In addition, the extent to which on-site parking should be made available for use by others, particularly during special events, will need to be considered in order to maximize the usefulness of the overall parking supply.

## CUMULATIVE IMPACTS

### Introduction

While recent traffic growth trends have suggested a decrease in traffic volumes on study area streets, in the long term it is likely that the conditions observed today will change as the result of new development in Loomis and throughout the Sacramento Metropolitan Region, and the construction of new roads.

The Town of Loomis recently commissioned the creation of a regional travel demand forecasting model, and that analysis tool became available in June 2009. The Loomis model is intended to be consistent with a similar model developed for the City of Rocklin, and both models reflect development anticipated throughout Sacramento, Placer, Yuba and Yolo Counties by the year 2030.

Locally, the Loomis traffic model assumes development permitted under the Town's General Plan, as well as circulation system components anticipated by the Town. Noteworthy commercial development is assumed on the Loomis Town Center site north of Raley's Shopping Center, on the old Turtle Island site south of Interstate 80 and along Sierra College Blvd. The Loomis model assumes that the Doc Barnes Drive extension will be completed to King Road, but this model does not assume that the South Walnut Street extension will not be constructed by the year 2030. Regionally, the Town's traffic model assumes major improvements in Rocklin (i.e., Dominguez Road I-80 Overcrossing and Clover Valley Road extension to Park Drive) as well as the Placer Parkway connecting State Route 99 and State Route 65.

### No Project Year 2030 Traffic Volumes and Levels of Service

**Conditions on Roadway Segments.** Table 14 compares current daily traffic volumes on study area streets with year 2030 forecasts created by the Loomis traffic model. Resulting Levels of Service are also identified. This is the "No Project" condition for this analysis

As indicated, the volume of traffic on Taylor Road through the study area is expected to increase appreciably. Based on the General Plan's capacities, the LOS F conditions now occurring east of Horseshoe Bar Road will also occur in the area between Sierra College Blvd and Horseshoe Bar Road. These forecasts and Level of Service conclusions are generally consistent with the findings of the current Loomis General Plan EIR which noted that a 4 lane section would theoretically be needed to deliver the Town's minimum Levels of Service. This expectation has led to the Town's standard requirement that new development widen its Taylor Road frontage to the width needed to eventually accommodate 4 lanes.

The volume of traffic forecast for Horseshoe Bar Road will reflect the creation of the Doc Barnes Drive extension to King Road. While the volume occurring between Doc Barnes Drive and Taylor Road will be the same or less than that occurring today, the volume between Doc Barnes Drive and the freeway ramps will increase. The long term plan for the area of Horseshoe Bar Road near the freeway has included widening the road to 4 lanes in conjunction with reconstruction / widening of the Interstate 80 / Horseshoe Bar Road interchange. New development in Loomis (i.e., Raley's) has made frontage improvements that are consistent with that plan, and the Town's traffic mitigation fee program includes contribution towards the cost of modifying the interchange.

**TABLE 14  
YEAR 2030 NO PROJECT DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Roadway	Segment From	To	# of Lanes	General Plan Capacity (veh/day)	Existing			Year 2030		
					Average Daily Traffic	V / C Ratio	LOS	Average Daily Traffic	V / C ratio	LOS
Taylor Road	Sierra College Blvd	Circle Drive	2+	15,000	10,205	0.68	B	20,590	<b>1.40</b>	<b>F</b>
	Circle Drive	Oak Street	2	15,000	10,305	0.69	B	17,840	<b>1.19</b>	<b>F</b>
	Oak Street	Horseshoe Bar Road	2	15,000	10,210	0.68	B	16,085	<b>1.07</b>	<b>F</b>
	Horseshoe Bar Road	Webb Street	2	15,000	19,695	<b>1.31</b>	<b>F</b>	22,650	<b>1.51</b>	<b>F</b>
	Webb Street	King Road	2	15,000	16,330	<b>1.09</b>	<b>F</b>	14,925	<b>1.00</b>	<b>F</b>
Horseshoe Bar Rd	Taylor Road	Library Drive	2	15,000	14,165	<b>0.94</b>	<b>E</b>	14,090	<b>0.94</b>	<b>E</b>
	Library Drive	Doc Barnes Drive	2	15,000	-	-	-	10,175	0.68	B
	Doc Barnes Drive	Westbound I-80 ramps	4	30,000	15,705	<b>1.05</b>	<b>F</b>	19,240	0.64	B
Oak Street	Taylor Road	Magnolia Street	2	15,000	675	0.05	A	700	0.05	A
Walnut Street	Taylor Road	Magnolia Street	2	15,000	1,295	0.09	A	2,000	0.13	A
Webb Street	Taylor Road	Saunders Avenue	2	15,000	3,760	0.25	A	7,140	0.48	A
	Taylor Road	Laird Street	2	15,000	1,000	0.07	A	2,015	0.13	A
Library Drive	Taylor Road	Doc Barnes Drive extension	2	15,000	200	0.01	A	4,125	0.28	A
Doc Barnes Dr	Walnut Street	Taylor Road	2	15,000	2,000	0.13	A	3,720	0.25	A
	Taylor Road	Library Drive extension	2	15,000	0	0.00	-	6,960	0.46	A

Outside of Taylor Road and Horseshoe Bar Road, the volume of traffic on most other Loomis roads is expected to increase modestly. The volume on Webb Street is expected to double as motorists continue to use the Webb Street route to King Road.

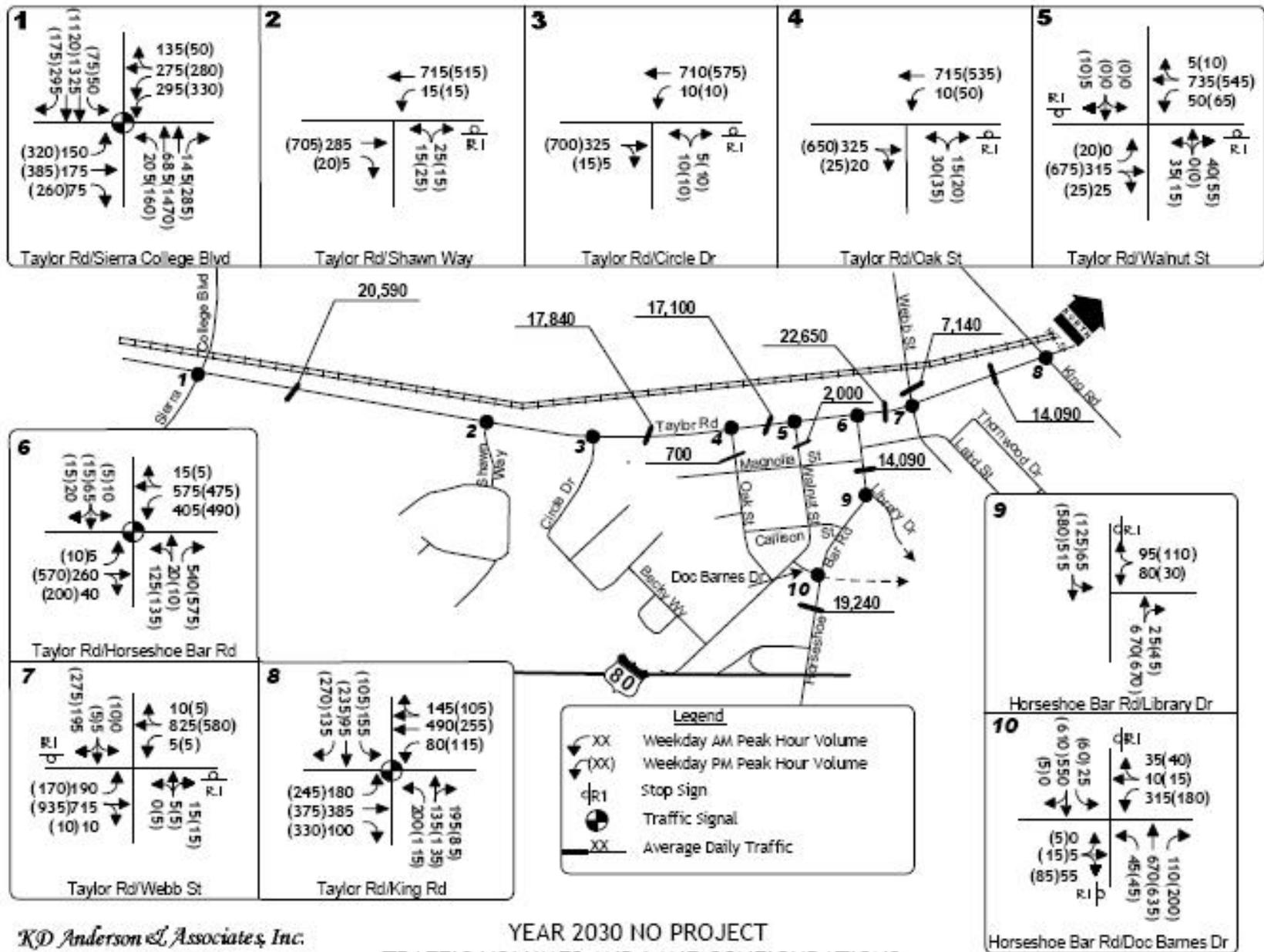
**Intersection Levels of Service.** The volume of traffic occurring without the Downtown Implementation Plan at study area intersections in the future has been estimated based on peak hour segment forecasts derived from the Town of Loomis traffic model. These forecasts were used to create localized growth factors by adding the incremental change in volume occurring on each segment to current traffic counts in order to create “adjusted” year 2030 volumes. Current peak hour turning movement volumes were adjusted to future volumes using methods described in the Transportation Research Board’s (TRB’s) NCHRP Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*.

Figure 4 presents background year 2030 traffic volumes for the “No Project” condition, while Table 15 summarizes year 2030 Levels of Service if the Implementation Plan is not pursued. These calculations assume no improvements are made to study area intersections, with the exception of planned improvements to the Taylor Road / Sierra College Blvd intersection, where a 4 lane Sierra College Blvd is expected, along with a second westbound left turn lane.

**TABLE 15  
YEAR 2030 NO PROJECT INTERSECTION LEVEL OF SERVICE**

Intersection	Control	AM Peak Hour		PM Peak Hour		Peak Hour Traffic Signal Warrants Met?
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	
Taylor Road / Sierra College Blvd	Signal	53	D	<b>61</b>	<b>E</b>	Not applicable
Taylor Road / Shawn Way	NB Stop	1	A	1	A	No
Westbound left turn		17	C	18	C	
Taylor Road / Circle Drive	NB Stop	1	A	1	A	No
Northbound left+right turn		14	C	17	C	
Taylor Road / Oak Street	NB Stop	1	A	1	A	No
Northbound left+right turn		<b>27</b>	<b>D</b>	<b>37</b>	<b>E</b>	
Taylor Road / Walnut Street	NB/SB Stop	1	A	1	A	No
Eastbound left turn		1	A	1	A	
Northbound left+thru+right turn		<b>42</b>	<b>D</b>	<b>38</b>	<b>D</b>	
Southbound left+thru+right turn		16	C	13	B	
Taylor Road / Horseshoe Bar Rd	Signal	22	C	<b>47</b>	<b>D</b>	Not applicable
Taylor Rd / Webb Street	NB/SB Stop	5	A	2	A	<b>Yes</b>
Eastbound left turn		1	A	1	A	
Northbound left+thru+right turn		<b>370</b>	<b>F</b>	<b>74</b>	<b>F</b>	
Southbound left+thru+right turn		<b>284</b>	<b>F</b>	<b>&gt;999</b>	<b>F</b>	
Taylor Rd / King Road	Signal	<b>63</b>	<b>E</b>	<b>39</b>	<b>D</b>	Not Applicable
Horseshoe Bar Rd/Library Dr	WB Stop	3	A	4	A	No
Southbound left turn		<b>213</b>	<b>F</b>	<b>45</b>	<b>E</b>	
Horseshoe Bar Rd/Doc Barnes Dr	EB/ WB Stop	2	A	1	A	Yes
Northbound left turn		1	A	1	A	
Southbound left turn		17	C	<b>31</b>	<b>D</b>	
Eastbound left+thru+right turn		<b>752</b>	<b>F</b>	<b>&gt;999</b>	<b>F</b>	
Westbound left+thru+right turn	Signal	24	C	23	C	

**Bold** indicates conditions in excess of Town standards



As indicated the long term Levels of Service at the three existing signalized intersections may exceed the Town's minimum LOS C threshold at some times during the day. The Loomis General Plan recognizes that morning conditions at the **Taylor Road / King Road intersection** are greatly influenced by the traffic headed to Del Oro High School and Loomis Elementary School, and LOS D is accepted at that location at that time. However, if no improvements are made, this intersection will operate at LOS E in the morning and LOS D in the evening, both of which exceed the Town of Loomis minimum.

Even with the diversion of traffic to the new Doc Barnes Drive Extension, the p.m. peak hour Levels of Service at **Taylor Road / Horseshoe Bar Road** is projected to be LOS D. This exceeds the Town's minimum LOS C standard. These peak hour Levels of Service would be accompanied by long queues of traffic on eastbound Taylor Road which would regularly extend through the Oak Street intersection.

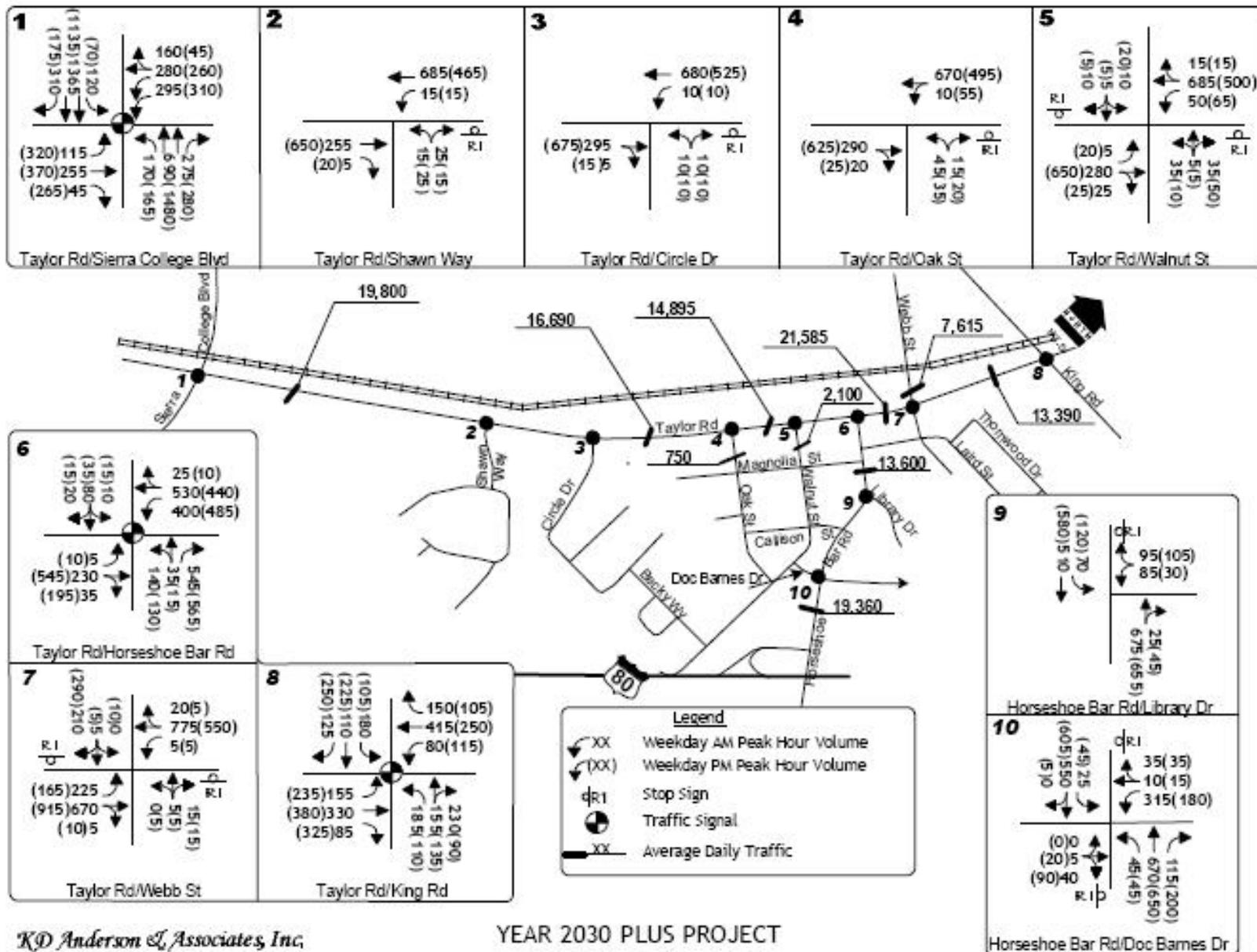
At **Taylor Road / Sierra College Road**, the expected improvements would eventually yield LOS D conditions in the a.m. and LOS E conditions in the p.m. if the volumes suggested by the Loomis Year 2030 traffic model are realized. Both conditions are in excess of the Town's LOS C minimum.

Levels of Service at un-signalized intersections on Taylor Road are influenced by the expected increase in mainline traffic and in some cases by the presence of a two-way left turn lane. While the traffic volume on Taylor Road will increase, the Level of Service for motorists at the Shawn Way and Circle Drive intersections will remain in the LOS C range since left turning motorists will still be able to make a two-step left turn using the two-way left turn lane. This opportunity does not exist in downtown Loomis, and motorists attempting to cross Taylor Road can expect long delays and LOS D or worse conditions during peak hours at the Oak Street, Walnut Street and Webb Street intersections. Under the "No project" condition, it will be necessary to prohibit left turns and through traffic across Taylor Road at the Webb Street intersection.

Year 2030 peak hour traffic conditions at intersections on Horseshoe Bar Road will also reflect the presence of the Doc Barnes Extension to King Road. The Level of Service is expected to exceed the LOS C minimum at both the **Horseshoe Bar Road / Library Drive** and **Horseshoe Bar Road / Doc Barnes Drive intersections**. However, with a signal the intersection will operate at LOS C.

### **Year 2030 Plus Project Traffic Volumes and Levels of Service.**

**Traffic Volume Forecasts.** The Town of Loomis traffic model was re-run after incorporating the characteristics of the proposed Downtown Implementation Plan project. Intersection turning movements were developed from model results using the methods described in the Transportation Research Board's (TRB's) NCHRP Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*. Local traffic accompanying the new parking facilities was added. Figure 5 identifies resulting daily and peak hour traffic volumes.



**Effects on Roadway Segments.** As indicated in Table 16, on many streets implementation of the Downtown Implementation Plan with its associated reduced travel speeds could result in lower traffic volumes in the Year 2030. As noted, the daily traffic volumes on Taylor Road are projected to decrease by 1000 to 1,500 ADT through the Downtown Implementation Plan area as a result of the proposed plan. Diverted traffic will be spread to a variety of roads throughout the Loomis Basin, and because many alternative routes are available, the traffic volume increases on individual roadway segments are only in the range of 200 to 500 ADT. While resulting traffic volumes in Loomis will generally be lower than under the No Project condition, the Level of Service on individual roadway segments is not projected to change. Regionally, the effects of implementing the Downtown Implementation Plan are not appreciable, as the change in traffic volume on routes such as Interstate 80 and Sierra College Blvd are relatively minor and do not change in operating Level of Service results.

The significance of these traffic changes has been considered at the locations where conditions in excess of adopted minimum LOS standards are expected. While the LOS on *Taylor Road* will continue to exceed the minimum standard, because the plan will reduce the volume on Taylor Road its impact is not significant.

The two lane portion of *Horseshoe Bar Road between Library Drive and Taylor Road* is forecast to operate at LOS E with and without the Implementation Plan. Because the project reduces the volume in this area, its impact is not significant.

The Level of Service on *Sierra College Blvd* will exceed the minimum with and without the project. The Implementation Plan will increase the daily traffic volume on Sierra College Blvd north of Taylor Road, but the incremental change in v/c is less than 0.01 in this area. Because the change is less than the threshold employed to determine significance (i.e., 0.05) the plan's significance in this area. South of Taylor Road, the impact of the implementation plan is not significant because the project will reduce the daily traffic volume slightly.

The volume of traffic forecast on *Interstate 80* will result in Levels of Service in excess of minimum standards with and without the Implementation Plan. Development of the project will increase the volume of traffic on Interstate 80 slightly as traffic is diverted from Taylor Road. However, the incremental increase in traffic resulting from the Implementation Plan is very small and the change in v/c ratio is less than 0.01. Thus, under the Town's standards, the impact of the implementation plan is less than significant.

**TABLE 16  
YEAR 2030 PLUS PROJECT DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Roadway	Segment From	To	# of Lanes	Year 2030 No Project			Year 2030			
				Average Daily Traffic	V / C Ratio	LOS	Average Daily Traffic		V / C ratio	LOS
							Total	Change		
Taylor Road	Brace Road	Sierra College Blvd	2	<b>18,455</b>	<b>1.23</b>	<b>F</b>	-300	<b>18,155</b>	<b>1.21</b>	<b>F</b>
	Sierra College Blvd	Circle Drive	2+	<b>20,590</b>	<b>1.40</b>	<b>F</b>	-790	<b>19,800</b>	<b>1.32</b>	<b>F</b>
	Circle Drive	Oak Street	2	<b>17,840</b>	<b>1.19</b>	<b>F</b>	-1,150	<b>16,690</b>	<b>1.11</b>	<b>F</b>
	Oak Street	Horseshoe Bar Road	2	<b>16,085</b>	<b>1.07</b>	<b>F</b>	-1,190	<b>14,895</b>	<b>1.14</b>	<b>F</b>
	Horseshoe Bar Road	Webb Street	2	<b>22,650</b>	<b>1.51</b>	<b>F</b>	-1,065	<b>21,585</b>	<b>1.44</b>	<b>F</b>
	Webb Street	King Road	2	<b>14,925</b>	<b>1.00</b>	<b>F</b>	-1,535	<b>13,390</b>	<b>0.89</b>	<b>E</b>
	King Road	Rippey Road	2	10,320	0.69	B	-130	10,190	0.68	B
Horseshoe Bar Rd	Taylor Road	Library Drive	2	<b>14,090</b>	<b>0.94</b>	<b>E</b>	-490	<b>13,600</b>	<b>0.91</b>	<b>E</b>
	Library Drive	Doc Barnes Drive	2	10,175	0.68	-	-195	9,980	0.67	B
	Doc Barnes Dr	Westbound I-80 ramps	4	19,240	0.64	B	120	19,360	0.65	B
	Westbound I-80 ramps	Eastbound I-80 ramps	4	17,755	0.59	A	-35	17,720	0.59	A
	Eastbound I-80 ramps	Turtle Island Access	4	16,325	0.54	A	-65	16,260	0.54	A
King Road	Swetzer Road	Taylor Road	2	10,745	0.72	C	-600	10,145	0.68	B
	Taylor Road	Boyington Road	2	7,200	0.48	A	-440	6,760	0.45	A
Sierra College Blvd	Bankhead Road	Taylor Road	4	<b>40,355</b>	<b>0.90</b>	<b>E</b>	45	<b>40,400</b>	<b>0.90</b>	<b>E</b>
	Taylor Road	Brace Road	4	<b>48,415</b>	<b>1.08</b>	<b>F</b>	-210	<b>48,205</b>	<b>1.07</b>	<b>F</b>
Oak Street	Taylor Road	Magnolia Street	2	700	0.05	A	50	750	0.06	A
Walnut Street	Taylor Road	Magnolia Street	2	2,000	0.13	A	100	2,100	0.13	A

**TABLE 16  
YEAR 2030 PLUS PROJECT DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Roadway	Segment From	To	# of Lanes	Year 2030 No Project			Year 2030			
				Average Daily Traffic	V / C Ratio	LOS	Average Daily Traffic		V / C ratio	LOS
							Total	Change		
Webb Street	Taylor Road	Saunders Avenue	2	7,140	0.48	A	475	7,615	0.51	A
	Taylor Road	Laird Street	2	2,015	0.13	A	-15	2,000	0.13	A
Library Drive	Taylor Road	Doc Barnes Drive extension	2	4,125	0.28	A	-115	4,010	0.28	A
Doc Barnes Dr	Walnut Street	Taylor Road	2	3,720	0.25	A	45	3,765	0.25	A
	Taylor Road	Library Drive extension	2	6,960	0.46	A	270	7,230	0.46	A
Westbound Interstate 80	Rocklin Road	Sierra College Blvd	3	<b>67,900</b>	<b>1.13</b>	<b>F</b>	50	<b>67,950</b>	<b>1.13</b>	<b>F</b>
	Sierra College Blvd	Horseshoe Bar Road	3	<b>67,145</b>	<b>1.12</b>	<b>F</b>	215	<b>67,360</b>	<b>1.12</b>	<b>F</b>
	Horseshoe Bar Road	Penryn Road	3	<b>60,125</b>	<b>1.00</b>	<b>F</b>	70	<b>60,195</b>	<b>1.00</b>	<b>F</b>
Eastbound Interstate 80	Rocklin Road	Sierra College Blvd	3	<b>70,230</b>	<b>1.17</b>	<b>F</b>	160	<b>70,390</b>	<b>1.17</b>	<b>F</b>
	Sierra College Blvd	Horseshoe Bar Road	3	<b>67,385</b>	<b>1.12</b>	<b>F</b>	270	<b>67,655</b>	<b>1.13</b>	<b>F</b>
	Horseshoe Bar Road	Penryn Road	3	<b>62,135</b>	<b>1.04</b>	<b>F</b>	250	<b>62,385</b>	<b>1.04</b>	<b>F</b>
Capacity of 4 lane Sierra College Blvd is 45,000 ADT. Capacity of other 2 lanes streets is 15,000 ADT. Capacity of three lane Interstate 80 is 60,000 ADT Values in excess of adopted standard are shown in <b>bold</b> Impacts that are considered to be significant are shaded.										

**Intersection Levels of Service.** Table 17 compares Year 2030 peak hour Levels of Service with and without implementation of the Downtown Implementation Plan. These calculations account for the changes to local intersection geometry included under the Implementation Plan.

While the Implementation Plan will reduce total traffic at many locations, the redistribution of traffic will alter turning movements at many intersections. The effects of these changes are reflected in the resulting Levels of Service.

The *Taylor Road / Sierra College Blvd intersection* is projected to exceed the Town's minimum LOS C standard with and without the Implementation plan. While the project will reduce the length of delays in the a.m. peak hour, delays will be slightly longer in the p.m. peak hour. At this intersection the change in v/c ratio **is / is not** a significant impact.

At the *Taylor Road /Oak Street intersection* motorists waiting at the Oak Street stop sign will experience delays that are indicative of LOS D. This exceeds the Town's minimum LOS C standard. However, since the project does not increase the length of delays in the morning peak hour and decreases the length of delays in the p.m. peak hour, the impact of the Implementation Plan at this location is not significant.

At the *Taylor Road / Walnut Street intersection* the northbound Walnut Street approach is projected to operate at LOS E and LOS D with and without the Implementation Plan. However, the additional traffic from the plan will result in LOS F conditions on the southbound approach during the p.m. peak hour.

During the p.m., peak hour the *Taylor Road / Horseshoe Bar Road intersection* is projected to operate with Level of Service which exceeds the minimum LOS standard with and without the Implementation Plan. In this case, the incremental change in v/c ratio at the intersection is 0.05 which reaches the level of significance under Town guidelines. Thus, the impact of the Implementation Plan **is / is not** significant at this location.

Mitigating this impact would require altering the Implementation Plan. The current plan narrows eastbound Taylor Road as it approaches the Horseshoe Bar Road intersection and eliminates the red-curbed "no parking" zone near the intersection. That parking limitation effectively widens the approach to the intersection and increases the intersection capacity. Modifying the plan to retain the current width on this approach would result in LOS D conditions (delay 49 seconds) which would not be significantly different from the No project condition.

Long delays and LOS F conditions are forecast at the *Taylor Road / Webb Street intersection* with and without the Implementation Plan. Implementation of the project increases the length of delays for northbound traffic on Webb Street during the a.m. peak hour, and this **impact is / is not** significant.

As noted earlier in this report, improving the operating conditions at this intersection can be partially accomplished by expanding current turn prohibitions. In the long term, prohibiting through traffic and left turns on the northbound Webb Street approach would result in LOS C for

the remaining right turning motorists. While a similar treatment would reduce delays for southbound traffic, the Level of Service on that approach would remain at LOS F. Thus, while this mitigation would address the incremental effect of the Implementation Plan, it will not deliver good traffic operations.

To reach the Town's LOS C goal, it would be necessary to implement more aggressive traffic controls that may not be feasible. Modifying the intersection to create a roundabout intersection could achieve LOS C at the intersection. However, a roundabout does not appear feasible at this location since westbound queues from the Horseshoe Bar Road intersection are likely to extend back into the roundabout and bring traffic at this location to a stop. Alternatively, a traffic signal at the Webb Street intersection could be sized to provide LOS C. However, the short distance to the Horseshoe bar Road intersection would likely result in conflicts between westbound left turns at Horseshoe Bar Road and eastbound left turns at Webb Street.

With and without the Implementation Plan the *King Road / Taylor Road intersection* is projected to operate at LOS E in the a.m. peak hour and LOS D in the p.m. peak hour. These conditions exceed the Towns minimum LOS standards (i.e., LOS D in the a.m. and LOS C in the p.m.). The change in v/c ratio in the morning peak hour exceeds the 0.05 threshold, and this impact **is / is not** significant.

At this location the effects of the Implementation Plan are the result of the decision to change the intersection geometry on westbound Taylor Road (i.e., changing second through lane to a right turn lane). Changing the planned geometry to restore the second through lane would result in a.m. peak hour conditions that are the same as the "no project" condition. However, this change would require narrowing the planned Taylor Road median island to again accommodate two westbound lanes for a short distance beyond the limits of the intersection.

Traffic waiting to turn onto Horseshoe Bar Road at the Taylor Road / Library Drive intersection is projected to experience delays that are indicative of LOS F in the morning peak hour and LOS E in the p.m. peak hour. Thus, the Town's minimum LOS C standard will be exceeded with and without the implementation plan. This **impact is / is not significant**. A traffic signal would be warranted, and would deliver LOS C. a traffic signal is not included at this location in the Implementation plan, nor is it included in the current Town of Loomis impact fee program.

Similarly, motorists stopped at the *Horseshoe Bar Road / Doc Barnes Drive intersection* are projected to experience delays that are indicative of LOS F, and the delays to motorists waiting at stop signs are significantly longer with implementation of the Implementation Plan. This impact **is / is not** significant. A traffic signal is needed.

**TABLE 17  
YEAR 2030 NO PROJECT INTERSECTION LEVEL OF SERVICE**

Intersection	Control	Year 2030 AM Peak Hour				Year 2030 PM Peak Hour				Peak Hour Traffic Signal Warrants Met?
		No Project		Plus Project		No Project		Plus Project		
		Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	
Taylor Road / Sierra College Blvd	Signal	53	D	49	D	61	E	64	E	Not applicable
Taylor Road / Shawn Way	NB Stop	1	A	1	A	1	A	1	A	No
Westbound left turn		17	C	14	B	18	C	24	C	
Taylor Road / Circle Drive	NB Stop	1	A	1	A	1	A	1	A	No
Westbound left turn		14	B	15	C	17	C	15	C	
Taylor Road / Oak Street	NB Stop	1	A	1	A	1	A	2	A	No
Westbound left turn		27	D	27	D	37	E	33	D	
Taylor Road / Walnut Street	NB/SB Stop	1	A	1	A	1	A	2	A	No
Eastbound left turn		1	A	1	A	1	A	1	A	
Westbound left turn		42	E	41	E	38	D	29	D	
Northbound left+thru+right turn		16	C	35	D	13	B	79	F	
Taylor Road / Horseshoe Bar Rd	Signal	22	C	28	C	47	D	58	E	Not applicable
	Mitigated							49	D	
Taylor Rd / Webb Street	NB/SB Stop	5	A	6	A	2	A	2	A	Yes
Eastbound left turn		1	A	1	A	1	A	1	A	
Westbound left turn		370	F	562	F	74	F	67	F	
Northbound left+thru+right turn		284	F	268	F	>999	F	>999	F	
	mitigated			6	A			9	A	

**TABLE 17  
YEAR 2030 NO PROJECT INTERSECTION LEVEL OF SERVICE**

Intersection	Control	Year 2030 AM Peak Hour				Year 2030 PM Peak Hour				Peak Hour Traffic Signal Warrants Met?
		No Project		Plus Project		No Project		Plus Project		
		Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	
				1 17 <b>234</b>	A C F					
Taylor Rd / King Road	Signal	<b>57</b>	E	<b>73</b>	E	<b>39</b>	D	<b>41</b>	D	Not Applicable
	Mitigated			<b>56</b>	E			<b>39</b>	D	
Horseshoe Bar Rd/Library Dr										
Southbound left turn	WB Stop	3	A	2	A	4	A	2	A	Yes
Westbound left+right turn		<b>213</b>	F	<b>250</b>	F	<b>45</b>	E	<b>42</b>	E	
	Signal									
Horseshoe Bar Rd/Doc Barnes Dr										
Northbound left turn	EB/ WB Stop	2	A	1	A	1	A	1	A	Yes
Southbound left urn		1	A	1	A	1	A	1	A	
Eastbound left+thru+right turn		17	C	18	C	<b>31</b>	D	<b>35</b>	D	
Westbound left+thru+right turn		<b>752</b>	F	<b>&gt;999</b>	F	<b>&gt;999</b>	F	<b>&gt;999</b>	f	
	Signal	24	C			23	C			
<b>Bold</b> indicates conditions in excess of Town standards. Impacts that are significant are highlighted.										

**Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT)**

As noted earlier, implementation of the Downtown Implementation Plan will result in slight changes to local and regional travel patterns as motorists reconsider the quickest route between their origin and destination. The time spent on alternative routes is a product of the physical distance traveled and the speed along that route. The quickest route may be one involving high speed travel over a longer route, or conversely, low speed travel over a short distance. The cumulative effect of these choices can be expressed in terms of the total Vehicle Miles Traveled (VMT) and the total Vehicle Hours Traveled (VHT).

Both VMT and VHT are byproducts of the Town of Loomis regional travel demand forecasting model. However, it is important to note that the values expressed by the model included the combined effects of travel throughout the limits of the model itself. Thus total regional VMT/VHT reflect travel throughout the Sacramento Metropolitan area, including activity on roads in Sacramento, Yolo, Placer, Yuba, Sutter and El Dorado Counties.

Table 18 compares VMT and VHT generated in the year 2030 with and without implementation of the Loomis Downtown Implementation Plan. As noted, on a regional basis total Vehicle Miles Traveled is projected to decrease very slightly as a result of the choices made by motorists in the Loomis area. Total VMT may drop by 201 miles each day. This represents a decrease of 4/1,000 of 1% in total VMT. This decrease generally occurs because some motorists move away from Taylor Road to shorter but slower routes.

Conversely, with the change in travel speed on Taylor Road and the choices made by Loomis area travelers, the amount of time spent traveling, (i.e., VHT) will increase slightly. The total time spent traveling in the region will increase by 31 hours, or an increase of roughly 2/100 of 1%. As noted above this decrease occurs because some motorists move away from Taylor Road to shorter but slower routes.

**TABLE 18  
YEAR 2030 VMT AND VHT**

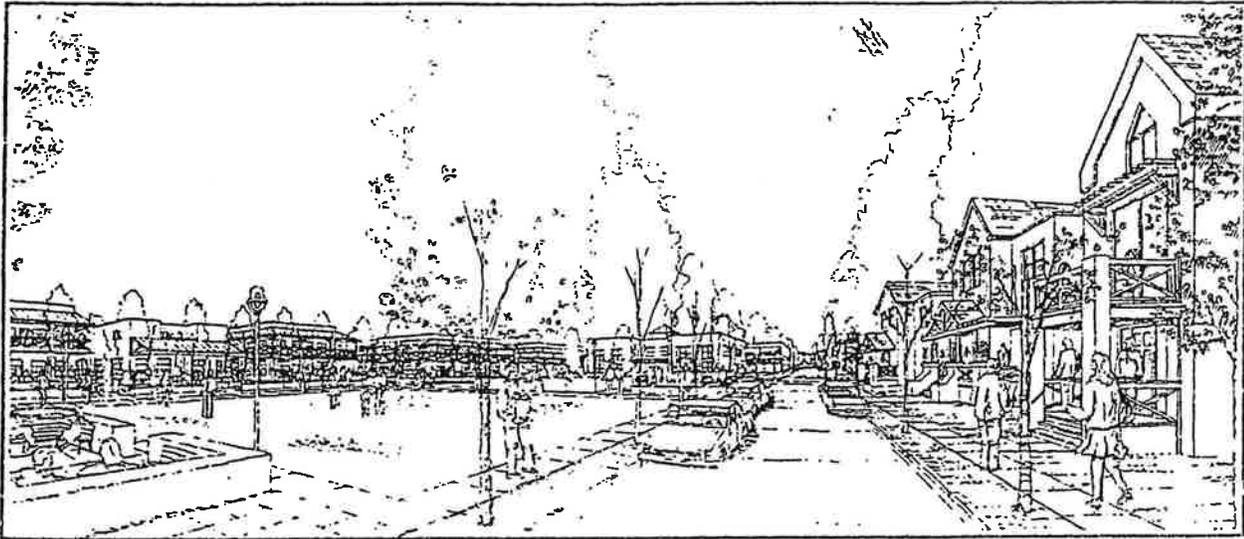
Parameter	Unit	Year 2030			
		No Project	Total	Plus Project	
				Incremental change	% Change
Total Vehicle Miles Traveled	Miles	5,136,756	5,136,551	-201	0.004% reduction
Total Vehicle Hours Traveled	Hours	147,674	147,705	31	0.021% increase

From the standpoint of Traffic impacts, there is no adopted standard for VMT or VHT. Thus, while these factors may be evaluated elsewhere from the standpoint of their effects on air quality, from the standpoint of traffic impacts this change is not significant.

## APPENDIX

# Loomis Town Center Master Plan Land Use Plan and Design Guidelines

an Element of the Loomis General Plan



prepared for the  
**Town of Loomis, California**

by  
**Calthorpe Associates**

in association with  
Mintier & Associates  
Deakin, Harvey, Skabardonis  
Moore Iacofano Goltsman

**Adopted December 5, 1992**

(after Public Hearings at the Planning Commission on September 15, 30, and October 7 and Public Hearings at the Town Council on October 20, 26, November 14, 17, 24 and December 5)

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2) Authorizes the Town staff to make such changes in the Town Center Master Plan and the Environmental Impact Report relating to the Town Center Master Plan necessary to correct any typographical errors, spelling errors, diagrams, maps, tables, which may be necessary for an accurate and proper description of the matters contained in such documents, or to effectuate any changes made by the Town Council in the process of amending these documents during the course of the public hearings and public meetings at which these documents were considered.

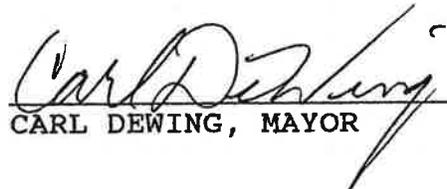
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PASSED, APPROVED, AND ADOPTED this 5th day of December, 1992, by the following roll call vote:

AYES: Mayor DeWing, Councilmembers Crespillo, Hineline, Lee and Scherer

NOES: None

ABSENT: None

  
CARL DEWING, MAYOR

  
Patricia Boxberger, Deputy Town Clerk

## EXECUTIVE SUMMARY

The Loomis Town Center Master Plan determines how new development and land uses can occur in the central portion of Loomis, while maintaining its traditional small town character and encouraging its economic vitality. The Plan considers the location, configuration and quality of future land uses within approximately 490 acres located along Interstate 80 and south of the Southern Pacific Railroad. The nucleus of the Master Plan study area is the Taylor Road commercial core, the oldest part of the community and the town's only shopping district. The Plan also identifies areas where development should be minimized, such as environmentally sensitive lands and areas where Loomis' rural character is to be preserved. Initiated to provide a more coherent, integrated and comprehensive vision than previous planning efforts, the Master Plan is intended to provide Loomis with a well-defined and realizable approach for determining the future quality of Loomis' Town Center.

Loomis' Town Center has the potential to become a truly special place, cherished by residents and visitors alike. The Town Center can maintain many of its unique, rural, small town qualities: its creeks and woodlands, its historic "main street" along Taylor Road, its trails for hikers and horses, and its friendly, porch-lined neighborhoods.

The Town has opportunities to change and mature in beneficial ways. Better shopping and employment opportunities can be integrated within the walkable confines of the Town's center. Businesses along Taylor Road can be revitalized. New office space can be created along Loomis' busiest streets. A new supermarket can be attracted near the freeway, providing residents additional opportunities to shop in town and generating additional tax revenues. Loomis can have a new Community Center, as well. And, street connections through Loomis can be improved to encourage walking instead of driving and to avoid the transformation of Loomis' rural roads into large, over-scaled thoroughfares.

New housing opportunities can be provided as well. Sensitive residential infill should occur to create additional housing, support local businesses and maintain Loomis' small town qualities--its walkability, its natural terrain, and its friendly, human-scale.

The Master Plan achieves these goals in several ways:

- it provides opportunities for new residences, businesses and a shopping center, while strengthening the Taylor Road shopping district and the character of existing neighborhoods;
- it maintains the rural character of Loomis;
- it provides frequent and multiple street and trail connections, to reduce reliance on arterials, to provide direct pedestrian routes and to minimize traffic on any one neighborhood street;
- it creates public places and features that meet Loomis' needs and celebrate its unique identity; and
- it conserves important natural features and provides new rural landscape features.

With sensitive development, the Town Center can grow without losing its small town qualities. The Plan's design guidelines and implementation strategies ensure that new development will preserve the qualities of Loomis that make it special.

# I. Introduction and Purpose

The Loomis Town Center Master Plan re-evaluates current plans and policies for central Loomis, and sets forth new policies and guidelines that address the community's future needs and preferences. Policies and guidelines contained in this plan are to be used by Loomis Town staff, developers, property owners and other interested citizens when they plan, propose or evaluate projects within the Town Center.

This Town Center Master Plan was initiated to provide a more coherent, integrated and comprehensive vision than previous planning efforts. The Master Plan is intended to provide Loomis with a well-defined and realizable approach for determining the future character of Loomis' Town Center. The Master Plan will be implemented through adoption of the Town Center Master Plan Element of Loomis' General Plan. It is anticipated that additional amendments to the General Plan will be necessary to ensure consistency with the Master Plan.

The Loomis Town Center Master Plan (excluding those portions related to zoning and guidelines) becomes part of the General Plan simply by adopting it as a separate plan element which, because it is more specific than the general language of the other parts of the General Plan as to the issues covered by the Loomis Town Center Master Plan, supersedes the other provisions of the Town's General Plan as to the matters covered in the Town Center Master Plan. Thus, as to each element of the General Plan impacted by the Loomis Town Center Element of the General Plan, the Loomis Town Center General Plan will control. For example, the specific circulation requirements of the Town Center Master Plan will supersede any inconsistencies in the circulation portion of the General Plan or shall rather be deemed to supplement the General Plan because of the detailed level of the Loomis Town Center Master Plan. This should not be confused with saying that one portion of the Town Center Master Plan supersedes all of the rest of the Loomis Town General Plan but only that the particular element in question, such as for instance the circulation element, where it is more specific in the Town Center Master Plan, shall supersede or be deemed an addition to the circulation element of the Loomis General Plan, and if there are any inconsistencies between the two portions of the circulation element, the more specific provisions of the Loomis Town Center Plan would govern in the Loomis Town Center Plan area.

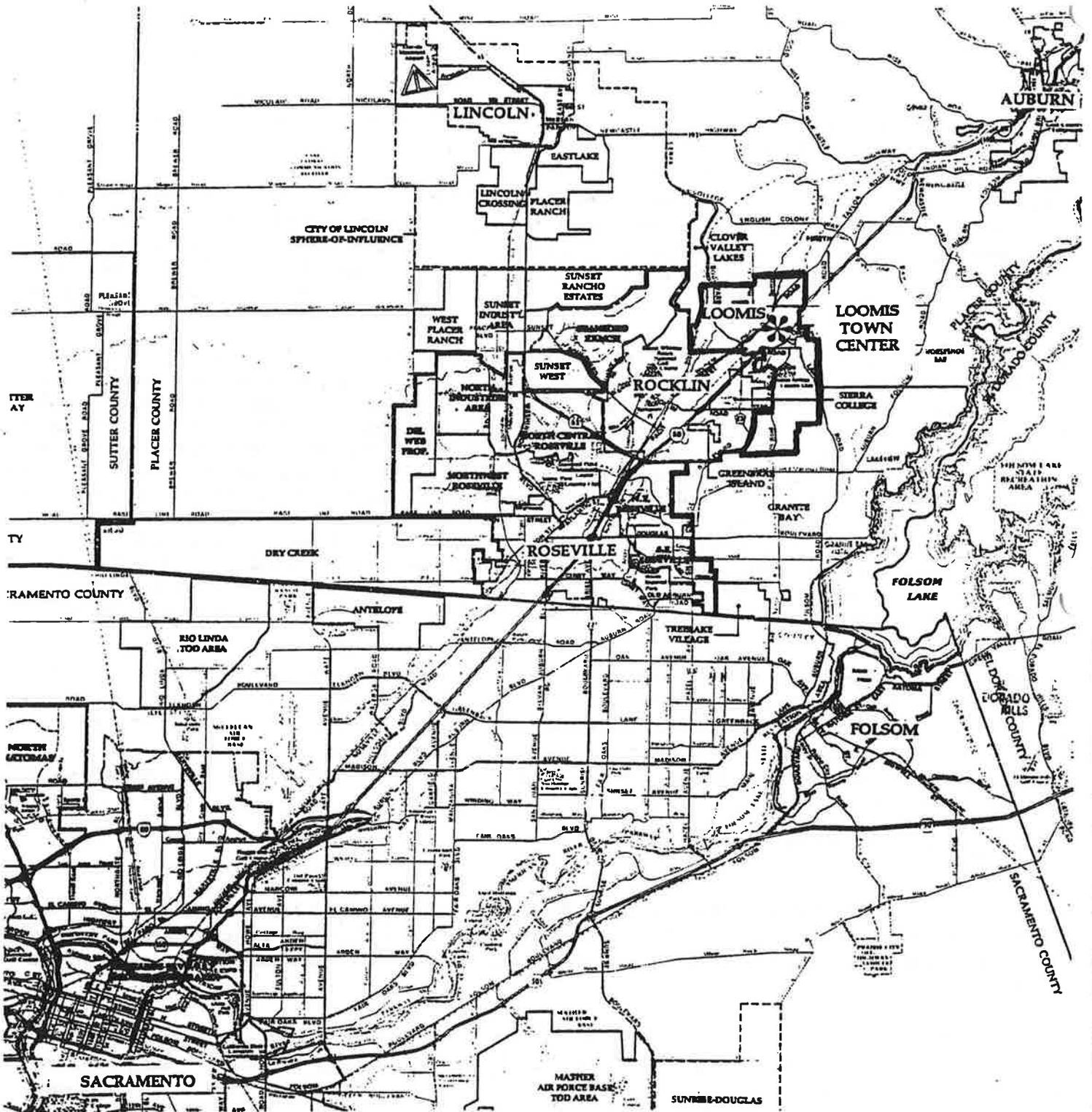
The Master plan determines how new development and land uses will occur in the Town Center, while maintaining Loomis' traditional small town character. The plan considers the location, configuration and quality of future land uses in developed areas and in vacant developable land. The plan also addresses areas where development should be minimized, such as environmentally sensitive lands and areas where Loomis' rural character is to be preserved. In all instances, the scale and character of new development will maintain Loomis' small town character, while encouraging its economic vitality.

## II. Location

Loomis is located approximately 25 miles east of Sacramento, at the edge of the Sacramento metropolitan area and at the base of the Sierra foothills, in Placer County (Figure 1). Just southwest of the study area lies Rocklin, a city that has grown rapidly in recent years. To the north and east lie the communities of Auburn, Newcastle and Penryn.

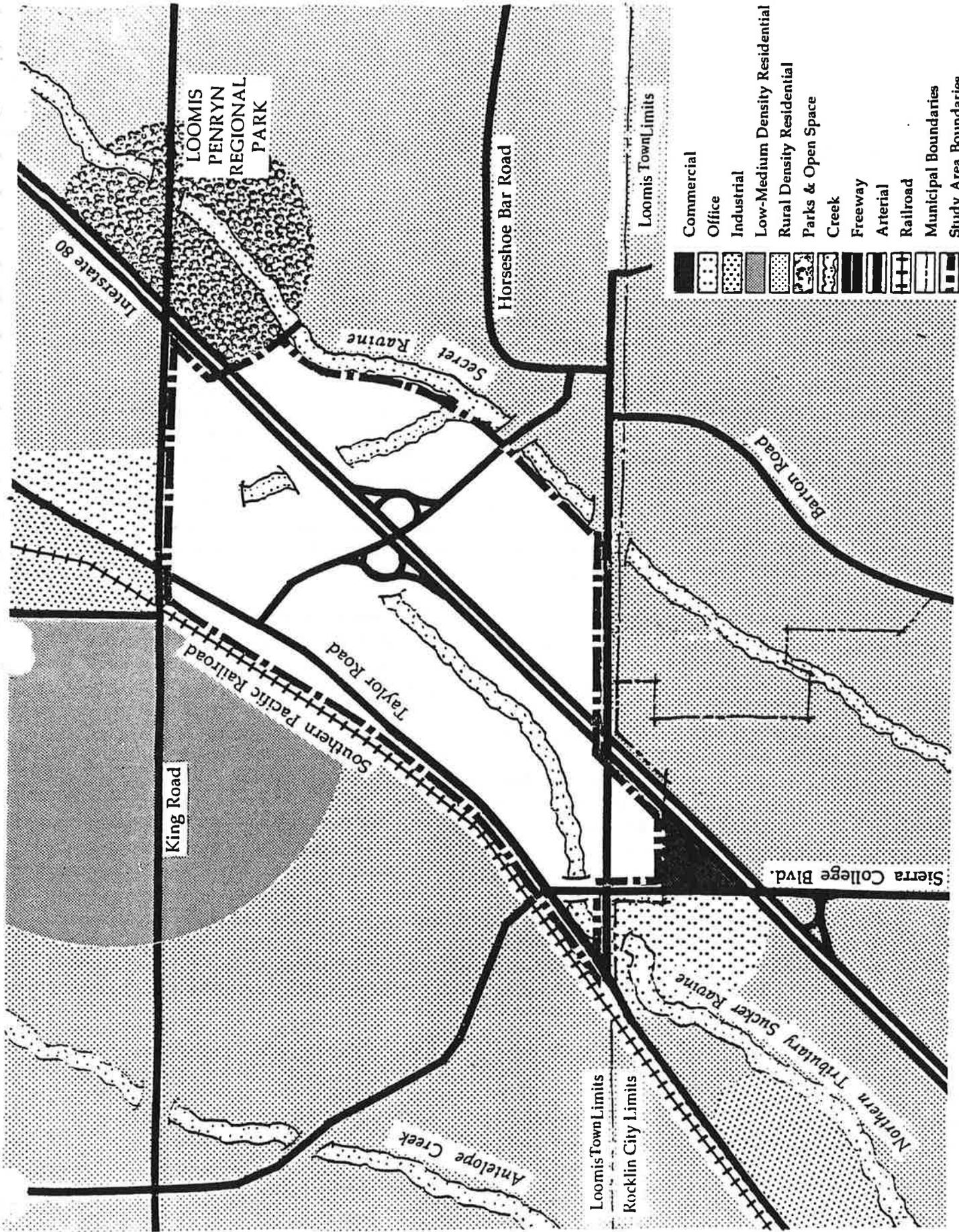
The Loomis Town Center Master Plan study examines approximately 490 acres located on both sides of Interstate 80 and south of the Southern Pacific Railroad (Figure 2). The planning area is bound by King Road, the S.P.R.R.'s tracks, Brace Road and Secret Ravine. An area south of Brace Road, between Sierra College Boulevard and Interstate 80 is also included. The nucleus of the Master Plan study area is the Taylor Road commercial core, the oldest part of the community and the town's only shopping district.

Rural lands lie immediately south and east of the study area. Rural residential and low-density residential subdivisions lie north of the planning area, except for industrial uses along the railroad and office uses near Taylor and King Roads. Rocklin lies just southwest of the planning area and has allowed office uses along Sierra College Boulevard.



Regional Location Map

Figure 1



# SURROUNDING LAND USE

LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

CAITHORPE ASSOCIATES  
SAN FRANCISCO, CALIFORNIA  
MINTIER & ASSOCIATES  
DEAKIN, HARVEY, SKABARDONIS



### III. History of Previous Planning Efforts

Loomis was incorporated in 1984, partly in response to the rapid growth and development in surrounding areas. The incorporation was viewed as a way for the Town to gain more control over local land use policy and thereby preserve Loomis' small town atmosphere and rural character. Following incorporation, many of Placer County's ordinances were adopted by the Town, but these did not address Loomis' particular concerns and did not guarantee that new development would complement the Town's character. In 1987, a General Plan was developed and adopted with considerable citizen input. The General Plan sought to maintain the village-type atmosphere in central Loomis, but provided only a broad outline of the Town Center's future.

Several subsequent planning efforts have taken place. In 1989, the "Horseshoe Bar Road/King Road/Interstate 80 Specific Plan" was adopted and made more specific recommendations regarding land use, circulation and natural features for 85 acres of undeveloped land within the Town's Center, southeast of the existing retail core along Taylor Road. In 1990, the "Westside Specific Plan" was initiated for another portion of Loomis' Town Center, south of the existing retail core along Taylor Road. An analysis of existing conditions was prepared, but the planning process was halted as the need for a comprehensive, integrated plan for the entire Town Center became evident. Broad planning decisions for the whole of central Loomis remained unresolved, and it was feared that a piecemeal process based on specific plans could lead to a Town Center that lacked coherence and inter-connections.

While previous efforts did not go far enough, considerable analysis, community input and policy development has taken place. The Loomis Town Center Master Plan builds upon previous planning efforts by updating and incorporating analysis and recommendations developed to date. Pertinent policies and information from these previous planning efforts are summarized in the following chapter.

Direct citizen input has also been a valuable and integral part of this plan. The Master Plan incorporates ideas, attitudes and feedback provided by citizens during public workshops, citizens' advisory group meetings and Town Council hearings. Three newsletters, two public workshops and two advisory group meetings were held before additional public review before the Town Council. The first newsletter outlined the Master Plan process and included an invitation to participate in the first of two public workshops. The first workshop was very well attended and included: a discussion of town planning principles, a review of existing conditions and a preliminary discussion on what the plan should address. These public comments served as the basis for preliminary alternatives that were reviewed and revised by the citizens' advisory group. A final set of alternatives was described in a second newsletter and was debated during the second community workshop. Comments from this workshop served as the basis for a preliminary land use plan that was reviewed and modified in cooperation with Town staff and the citizens advisory group. The third newsletter made the revised land use plan available to Loomis' residents and other interested citizens, and also included an invitation to attend Town Council meetings debating the Master Plan.

In Fall 1992 a notice was sent out to all Loomis property owners, including a reduced copy of the proposed Master Plan, of the Town Planning Commission public hearing on the revisions to the Master Plan and implementing documents. The Commission began hearings on September 15, 1992 and recommended approval of the Master Plan to the Town Council in October. A second notice was sent to all Loomis property owners of the Town Council public hearings which began on October 20, 1992. On December 5, 1992 the Town Council adopted this Master Plan.

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## IV. Planning Factors

The following sections summarize existing conditions and key factors to be addressed within the Master Plan. Factors relating to land use, circulation, environmental factors and public services are addressed. Additional detail is provided in the "Existing Conditions and Opportunities and Constraints Analysis" submitted to the Town of Loomis on November 11, 1990.

### A. Land Use

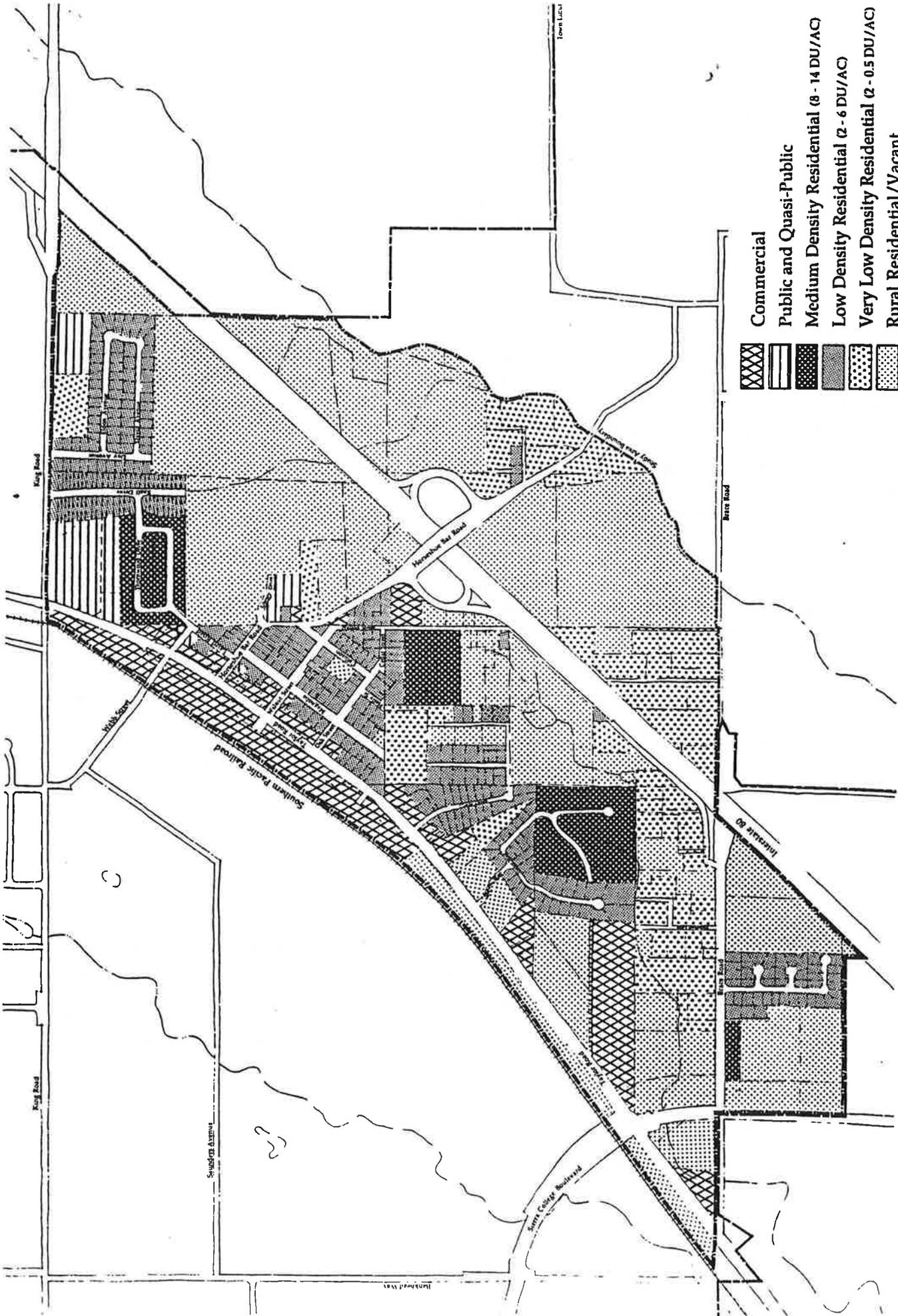
The 490 acre Town Center Master Plan study area is comprised of a mixture of the town's oldest and newest development, as well as a substantial amount of vacant land (Figure 3). 60 percent of the land within the study area is undeveloped and the remaining 40 percent includes the Taylor Road commercial core area, the historic gridded street neighborhood adjacent to Taylor, and several newer residential areas.

Taylor Road is Loomis' shopping street and is also the most historic part of Loomis. A variety of shops and services are clustered near the original Southern Pacific Railroad station adjacent to the intersection with Horseshoe Bar Road, including a post office, drug store, hardware store, bank, hamburger stand, food store, specialty shops and professional offices. The configuration and architectural character of the buildings make this portion of Taylor Road interesting and inviting for pedestrians and begins to establish a "Downtown core area" in the town. In some locations, businesses have located parking lots behind their building, creating a continuous building frontage on Taylor, which maintains the street's strong pedestrian orientation. Some buildings have also installed awnings or arcades which further enhance the intimate qualities of the street.

Within the Taylor Road retail shopping district are several large and architecturally unique fruit sheds, which lend this area a distinctive quality. These corrugated metal buildings are located adjacent to the railroad along the study area's northern boundary. Fruit distribution activity, once the mainstay of Loomis commerce, has declined steadily over the past few decades. While some activity is anticipated to continue into the next decade, most distribution facilities are vacant and could be renovated or cleared to accommodate new uses. Furthermore, a Farmers' Market occurs every Sunday on a vacant portion of the railroad right-of-way and draws patrons from throughout the region (unfortunately, the market is held when most downtown businesses are closed, thus preventing patrons from spending additional dollars in town). The historic nature of the fruit sheds and their availability, as well as the strong Farmers Market, may suggest a theme for future specialty retail activities.

The mix and quality of the uses on Taylor Road, however, does not allow Loomis residents to shop in town for all their daily or weekly needs. Recent market studies prepared for the Westside Specific Plan Draft (1989) indicate that while the number of retail outlets and the amount of retail sales have increased in the last few years, stores in Loomis capture a relatively small share of household purchases. From 1985 to 1988, the Town experienced a 51 percent increase in the number of retail outlets and a simultaneous 106 percent increase in the amount of retail sales. Average sales per household were less than \$4,700 in Loomis, compared with an average of \$10,600 for Rocklin and \$18,500 countywide. This study, within the Westside Specific Plan, indicates that in spite of a rise in retail sales within Loomis, residents continue to shop outside of the Town in very substantial amounts.

Beyond the Downtown Core area, commercial and industrial uses are sparsely scattered on Taylor Road, leaving numerous vacant or underutilized parcels. Uses including a campground, bank, restaurant, a new small



# EXISTING LAND USE

LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

Figure

CALTHORPE ASSOCIATES  
SAN FRANCISCO, CALIFORNIA

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DEAKIN, HARVEY, ADONIS  
MO 1COF 0LTS

shopping center, and the Town's Corporation Yard are located beyond walking distance of the Downtown Core. These uses depend primarily on automobiles for access, generate additional traffic on Taylor, and dilute the economic strength and activity level of the core area. Office growth has, however, occurred in the vicinity of Sierra College Boulevard, King Road and Horseshoe Bar Road, suggesting continuing demand for office development. Office growth in Town may support retail growth.

The residential neighborhood adjacent to the Downtown Core is distinguished by its grid of tree-lined streets that allow residents to comfortably walk to shop on Taylor Road. This area sets the tone and character for the residential component of the Town Center Planning Area with its modest traditional single family homes with consistent architectural features, such as pitched roofs, porches, and rear garages. While the area has several vacant parcels, many lots in this area have enough land to accommodate a second unit. Streets in this older neighborhood are lined with trees with a substantial canopy, thus creating a sense of enclosure and a pleasant walking environment.

A wide variety of other residential areas exist in the planning area, including recent single family home subdivisions, duplex subdivisions, and rural estates. Because these areas developed primarily under the guidance of Placer County, prior to the Town's incorporation, their street patterns are generally independent and disjointed; the result of incremental planning decisions over time. This haphazard, disconnected pattern of development offers few opportunities for pedestrians to walk or drive to downtown without using heavily travelled roads.

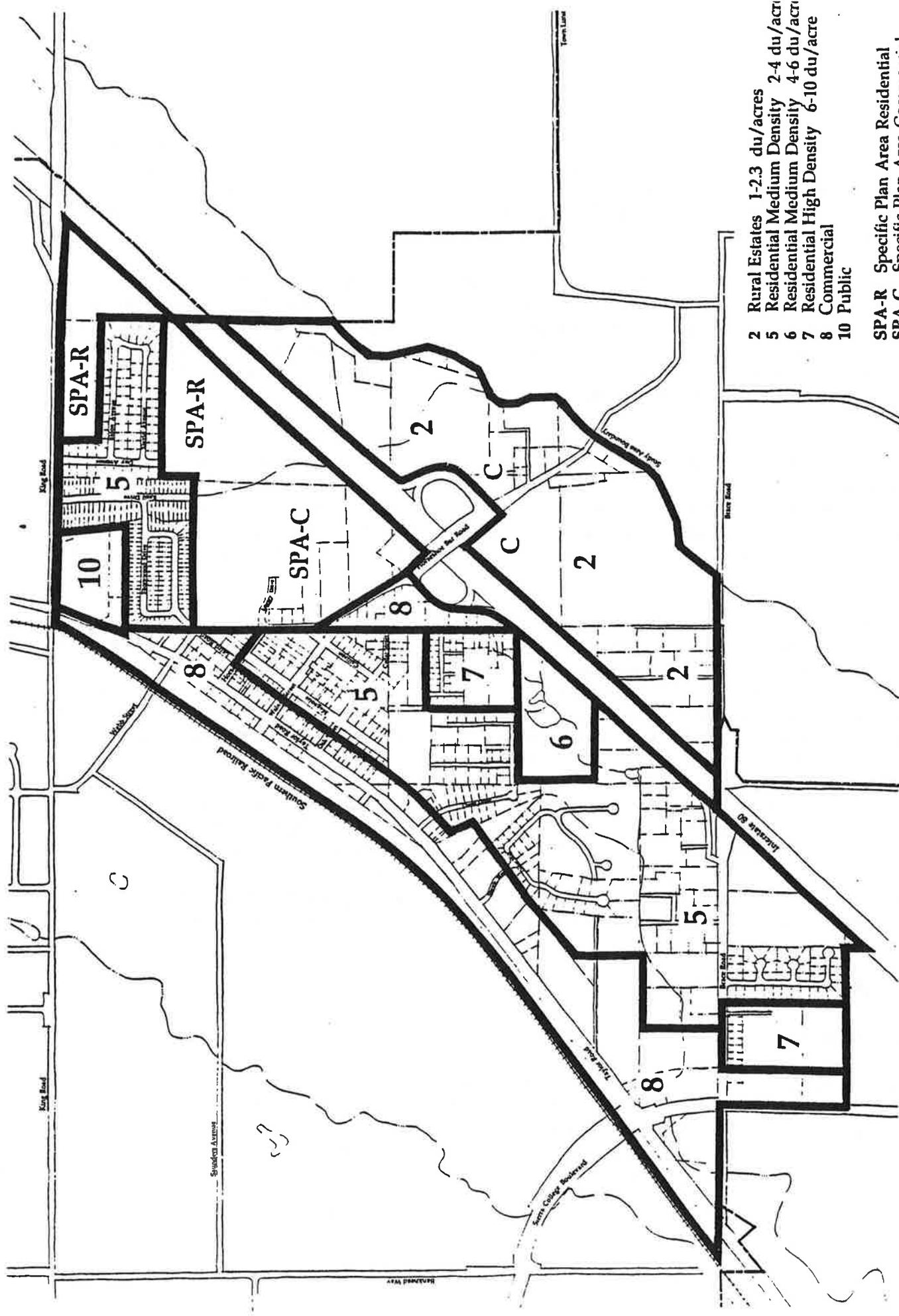
The Westside Specific Plan Draft assumes a future absorption rate of 74 single family units per year in Loomis, based upon historic trends. The growth potential for higher density housing has not been fully assessed, but the demand for smaller ownership units or rental housing is likely to increase as the number of young families, single parents, and elderly persons grows regionally. Higher density housing accounts for only 10% of Loomis' housing stock and the growth of multifamily units in Loomis has remained stagnant for some time. The number of higher density units (apartments and mobile homes) has remained virtually unchanged since 1975 at which time there already existed a low vacancy rate of 3.4%.

Some relatively undeveloped lands also exist within the Town Center. Lands to the south of I-80 have few residences and create a pastoral entry into Loomis when exiting the freeway. There are two additional major undeveloped areas: the Horseshoe Bar Road/King Road/Interstate 80 Specific Plan area and the area commonly known as the "Christmas Tree Farm" which was analyzed in the Westside Specific Plan Draft. Smaller undeveloped areas also exist at the end of Magnolia, south of Brace Road, and along South Holly Street. The KOA Campground on Taylor Road near Sierra College Boulevard provides another development opportunity.

## ***Plans and Policies***

### **Loomis General Plan**

Policies within the General Plan seek to maintain orderly growth and a semi-rural environment by concentrating development near the center of town and maintaining low densities near the town's perimeter. Future developments are to emphasize quality and livability. Single-family dwellings are to predominate in residential areas. The design of multi-family residences is to be made compatible with nearby single family dwellings and protected from the negative impacts of nearby arterials.



- 2 Rural Estates 1-2.3 du/acres
- 5 Residential Medium Density 2-4 du/acr
- 6 Residential Medium Density 4-6 du/acr
- 7 Residential High Density 6-10 du/acre
- 8 Commercial
- 10 Public

- SPA-R Specific Plan Area Residential
- SPA-C Specific Plan Area Commercial
- C Commercial Reserve

# GENERAL PLAN

LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES  
SAN FRANCISCO, CALIFORNIA

MINTIER & DEAKIN, INC.  
SAN FRANCISCO, CALIFORNIA



Revitalization is also emphasized for existing residential and commercial areas. Land already committed to urban development should be fully utilized before extending services to other areas. Rehabilitation of deteriorating residences is encouraged. Retention and renewal of existing commercial areas is also encouraged, while designating sufficient new commercial area to meet future needs. Downtown Loomis is to be developed and maintained as a focal point for shopping and services, and redevelopment of the railroad rights-of-way is promoted to enhance Loomis' historic image.

The General Plan seeks to provide adequate open space and recreation opportunities for Loomis as well. Four acres of regional park and six acres of local or community park are to be provided for every thousand residents. An inter-connected network of parks, open space and trails is to be developed. Compatible recreational uses are encouraged along creeks.

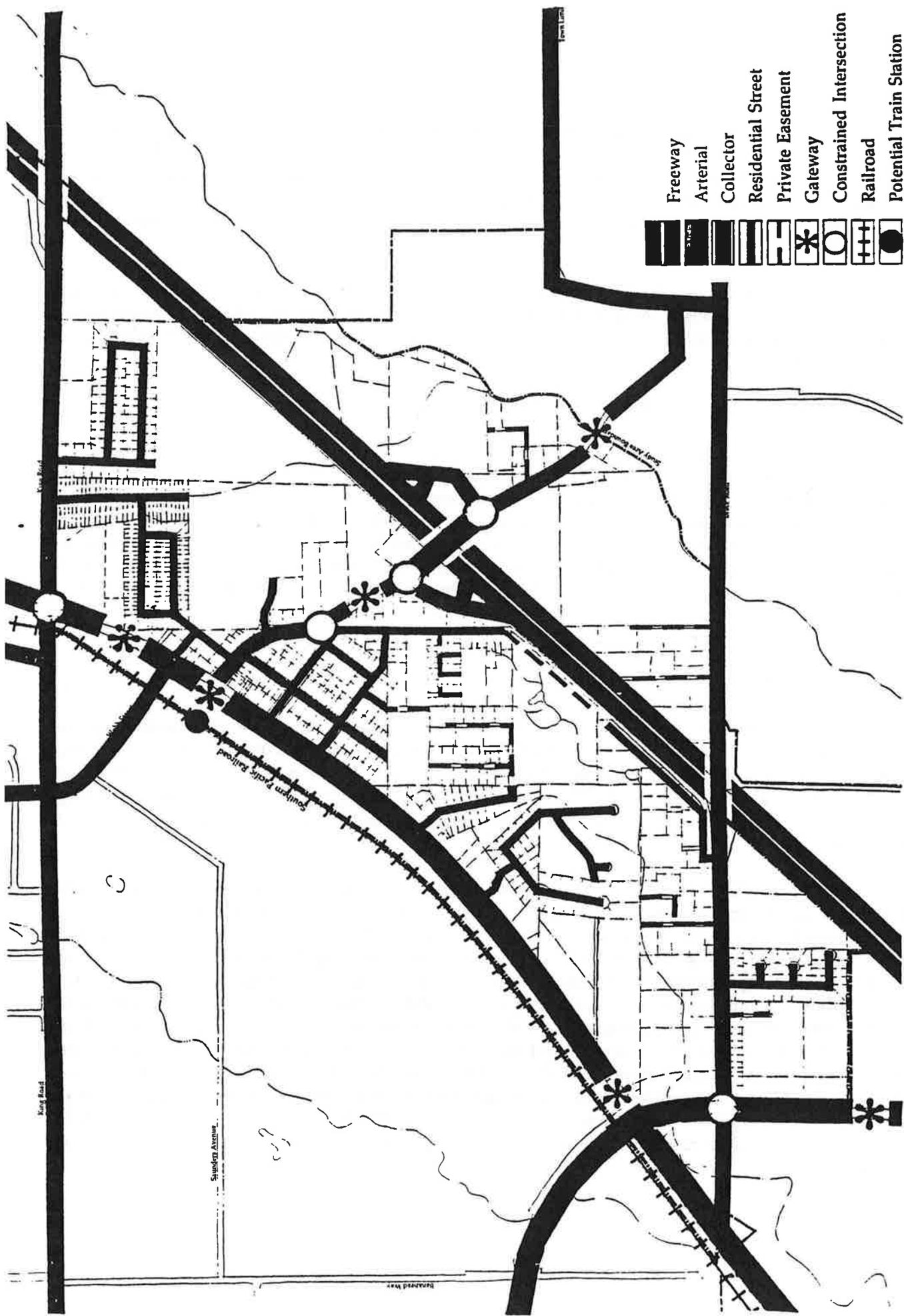
#### **Horseshoe Bar Road/King Road/Interstate 80 Specific Plan**

This Specific Plan, adopted in April 1989, provides a more detailed level of planning and establishes specific land use goals and policies for an 85 acre area bound by Horseshoe Bar Road, King Road, Day Avenue and Interstate 80. The Specific Plan seeks to encourage development, while preserving significant and sensitive environmental and aesthetic features. Proposed commercial and office uses along Horseshoe Bar Road are envisioned as an extension of the existing downtown. The site is seen as an opportunity to stimulate economic activity downtown by creating strong connections and expanding employment. The Specific Plan also calls for the preservation of open space for: its aesthetic and wildlife value, as a buffer between land uses, and for flood detention.

## ***B. Circulation***

Circulation planning for the Town Center requires setting a delicate balance between accommodating through traffic and bringing shoppers to the Downtown core. For example, the present pattern of local streets lacks interconnections in several areas and funnels many local trips onto Taylor Road, thereby contributing to Taylor's congestion and limiting pedestrian movement. New streets and traffic improvements must, however, encourage continued emphasis on the Taylor Road shopping district, and should minimize the amount of traffic on residential streets.

Regional access to Loomis' Town Center occurs from Interstate 80, at the Horseshoe Bar Road and Sierra College Road interchanges, and along Taylor Road, formerly U.S. Highway 40 (Figure 5). Historically, access to Loomis was provided chiefly by the railroad, which served nearby farmers who brought produce to Loomis for transport. Presently, the railroad provides only freight service. Amtrak operates through Town with no stop. Proposed Auburn-Sacramento passenger service may include a station in Loomis, although current plans by-pass Loomis. A rail stop would allow Loomis residents to take transit to work and, if located in the Downtown Core, would bolster the economic vitality of the shopping area. Sufficient land exists for a station and plaza at the terminus of Horseshoe Bar Road. Greyhound, Trailways and Placer County Transit also provide Loomis with limited transit service, and there is a Park & Ride lot at the I-80-Horseshoe Bar interchange. Gateway opportunities exist at several Town entries: on Horseshoe Bar Road just north of Interstate 80, at Sierra College Boulevard where Taylor Road enters the Town Center, where retail uses begin along Taylor Road, and where Horseshoe Bar crosses Secret Ravine. Special signage and landscaping in these spots will communicate to visitors that they are entering Loomis.



-  Freeway
-  Arterial
-  Collector
-  Residential Street
-  Private Easement
-  Gateway
-  Constrained Intersection
-  Railroad
-  Potential Train Station

# CIRCULATION

## LOOMIS TOWN CENTER MASTER PLAN TOWN OF LOOMIS, CALIFORNIA

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Horseshoe Bar Road became a major gateway into Loomis' retail core with the advent of the Interstate 80 interchange. Horseshoe Bar Road is a two-lane collector that serves as the primary route to Taylor Road. Awkwardly configured intersections occur at the interface of Horseshoe Bar Road and the Town's older grid of streets. Reconfiguration must address anticipated traffic volumes and new street connections. South of the freeway, Horseshoe Bar Road extends through rural Loomis to the Town's eastern edge, as a narrow two-lane rural road.

Sierra College Boulevard is a 2-lane arterial that connects the freeway with rapidly developing areas, including Roseville and Sacramento to the southwest and Lincoln to the northwest. A 6-lane facility is planned for Sierra College Boulevard as these areas grow. The intersection of Brace and Sierra College Blvd. is congested at peak hours, and may require a signal.

Taylor Road also provides regional access through Loomis and serves local traffic, providing the only connection to and from many neighborhood streets. Taylor Road is also Loomis' "main street" with many businesses located near the Town's historic core. Taylor has an 80 to 100 foot right-of-way that is wider than necessary for its existing two lanes and could accommodate future median and sidewalk improvements. Taylor has high traffic volumes. Light congestion (L.O.S. C) has been documented on Taylor north of Horseshoe Bar, during peak hours.

Loomis' historic residential area is served by a grid of streets oriented toward Taylor Road. More recent development outside of this core area is served by a patchwork of varying street patterns; most are cul-de-sacs or small loop streets, many of which can only be accessed via Taylor Road, contributing to congestion on Taylor and providing no reasonable walking or driving routes between these areas and the Downtown Core.

Pedestrian circulation is presently accommodated by sidewalks along portions of Taylor Road and in newer residential developments. Older residential areas and portions of Taylor Road outside of the retail core are rural in character with no curbs or sidewalks. An integrated network of pedestrian, bicycle and equestrian paths does not exist, and bicycle facilities are limited to a dedicated bike-lane along portions of King and Taylor Roads.

## ***Plans and Policies***

### **Loomis General Plan**

The General Plan seeks circulation improvements that maintain safety and efficiency, promote sound land use, protect and enhance the environment, and conserve natural geological features and trees. Policies intend to reduce reliance on automobiles and on existing arterials. Policies also seek to maintain Loomis' rural character by encouraging trees along roads, retaining natural features, minimizing pavement widths and allowing streets without sidewalks, curbs or gutters.

### **Horseshoe Bar Road/King Road/Interstate 80 Specific Plan**

This Specific Plan proposes new connections to reroute some traffic away from Taylor and Horseshoe Bar and improvements to Horseshoe Bar Road. The Specific Plan indicates a new connection between King and Horseshoe Bar Roads, as well as the extension of Webb Street into the site. An integrated bicycle and pedestrian network is also stressed.

## C. Environmental Factors

### *Hydrology*

The planning area is relatively level and lies within two major drainage basins. Areas in eastern and southern portions of the study area drain directly into Secret Ravine. Areas in the western portion of the study area, drain via a northern tributary into Sucker Ravine. These drainageways are prone to flooding as determined by the Flood Insurance Rate Maps for 100-year floods (Figure 6). Field observations have also determined some additional locations that flood within the study area.

The General Plan encourages the creation of open space and conservation land uses within floodplain areas. Development is to be consistent with the natural carrying capacity of creeks and streams in order to preserve their natural environment. The General Plan and the proposed Stream & Riparian Protection Ordinance have designated areas on either side of Secret Ravine to be a stream corridor, within which removal of riparian vegetation, filling, channelizing, damming, and the building of structures is prohibited.

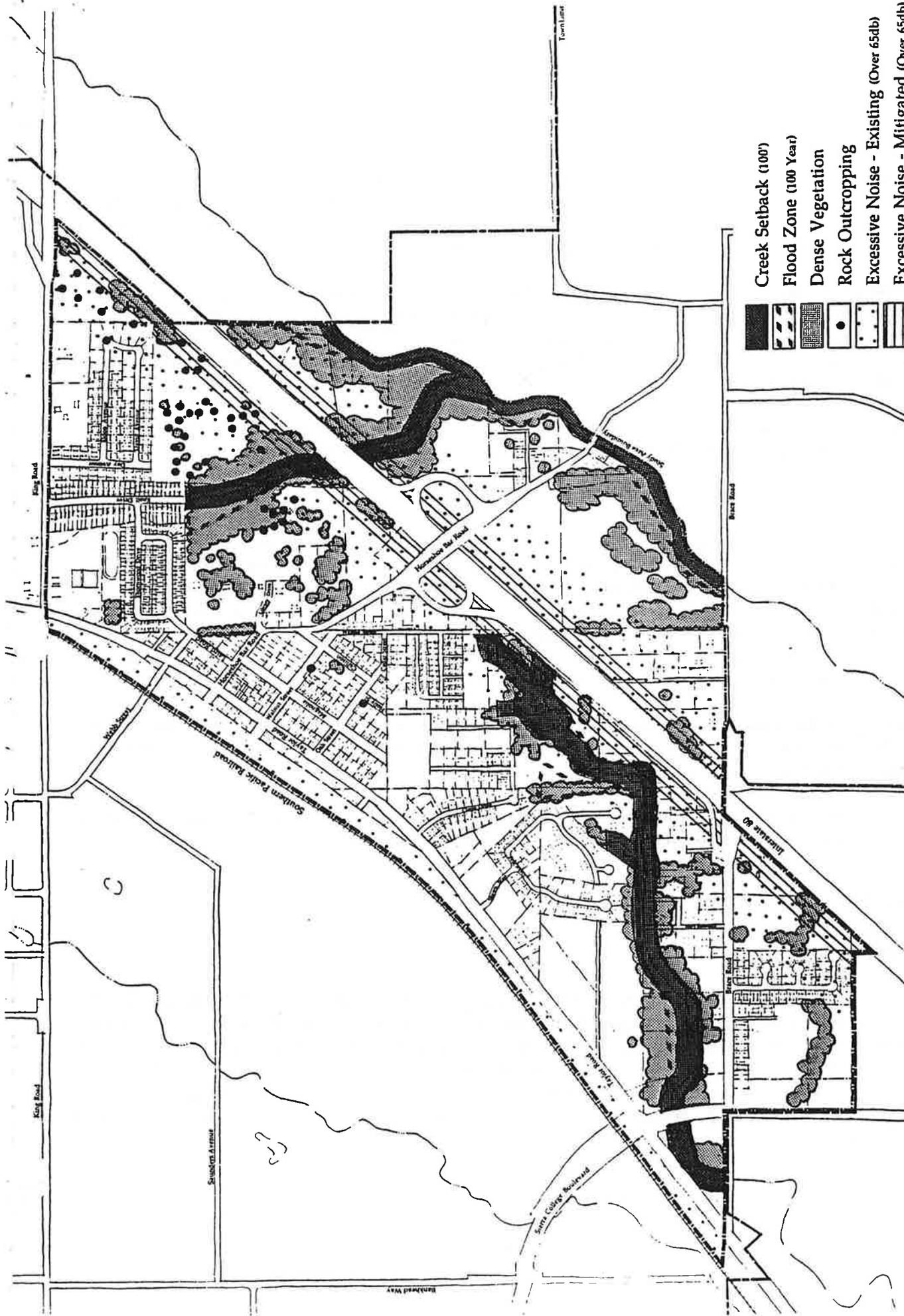
Policies applying to the east-west trending tributary of Sucker Ravine, in the western portion of the study area, are less clear. The "Westside Specific Plan Draft" calls for a buffer zone of no less than 20' from this tributary (preferably 50'), or off-site mitigation. State Department of Fish and Game standards for stream corridors may apply and may establish a larger buffer zone. Fish and Game considers a stream or perennial creek corridor to be 100 feet from the centerline of a stream or 50 feet from the top of each bank, whichever is greater. Intermittent creeks generally require a development setback of 50 feet from the centerline or 25 feet from each bank. Whether this tributary has naturally occurring perennial flows is unclear. The source of year-round flows feeding this drainage and associated wetlands may be upstream springs or irrigation.

### *Sensitive Habitat*

Undeveloped lands within the planning area are covered by grasslands, woodlands, riparian areas and wetlands. The precise biotic value of these areas has not been determined, although the Specific Plan for the Horseshoe Bar-King Road-Interstate 80 area and the Specific Plan Draft for the Westside Area indicate no presence of endangered species. Important habitat are associated, however, with existing riparian areas, wetlands and oak woodlands. While some of these areas have been disturbed by grazing, human use and the introduction of non-native species, they still provide opportunities for wildlife foraging, nesting and cover. The ecological importance of Secret Ravine seems certain, given its perennial flows, King Salmon, Steelhead Trout and dense vegetation. In addition, Chinook Salmon, a rare and endangered species, were observed in Secret Ravine on a spawning run in 1984.

The General Plan calls for the designation of all riparian areas as open space, and identifies Secret Ravine and its tributary that passes through the eastern portion of the study area as riparian areas. The location and extent of riparian growth along the Sucker Ravine tributary passing through the western portion of the planning area has yet to be determined.

Other habitats are to be preserved, especially those of a fragile ecological nature. Oak woodland and wetlands, such as ponds, are commonly recognized as having significant value. The California Department of Fish and Game recommends development setbacks from wetlands and strongly discourages off-site wetlands mitigation.



# ENVIRONMENTAL FACTORS

LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES  
SAN FRANCISCO, CALIFORNIA  
MINTIER & ASSOCIATES  
DEAKIN, HARVEY, SKABARDONIS  
MOORE IACOFANO GOLTSMAN



FIGURE 6

## *Scenic Features*

The study area contains substantial stands of trees that may not have high biotic value, but contribute to Loomis' rural character. Many of these trees are windrows, often planted along property lines as windbreaks or to shade driveways. In addition, a former Christmas tree farm, located at the end of South Walnut, provides a natural visual backdrop near the town's gateway at the Horseshoe Bar.

Heritage Trees are also protected through Town Ordinances. Exceptions may be granted in limited circumstances. Heritage Trees are: native oaks with a circumference of 19 inches (approx. 6 inches diameter); any tree with a circumference of 57 inches (a diameter of about 18 inches) excluding eucalyptus, alder, cottonwood, digger pine, and willow; and, a tree or grove of special historical value or community benefit (to be designated by the Council).

Numerous granite rock outcroppings also contribute to the Town Center's unique visual character. Outcroppings exist along North Walnut Street and between Horseshoe Bar, King, and Interstate 80.

## *Noise*

Current federal standards for residential outdoor activity areas require a noise level of 65 decibels (dB) or less. Traffic along Interstate 80 presently creates noise in excess of 65 dB within the study area, up to a distance of about 300 feet from the freeway rights-of-way. Excessive freeway noise may be mitigated by some sound attenuating feature such as a sound wall or berm. The General Plan permits soundwalls only as a last resort and in the absence of alternatives. (Sound walls have a considerable visual impact, especially in rural and semi-rural environments.) Alternatively, a 12 foot high berm with 1:3 slopes would have a width of at least 80 feet and would reduce the noise-impacted area (Figure 6).

Federal Housing Administration standards allow a maximum of 45 dB for interior noise levels within residences. With exterior noise attenuated to 65 dB, residences will require siting and/or design mitigations to reduce interior noise to 45 dB.

For typical operations, the railroad also produces exterior noise levels exceeding 65 dB up to 155' from the railroad tracks. Non-residential uses are not impacted by noise levels within this zone.

## *D. Public Services*

### *Water Supply*

Domestic water is provided by Placer County Water Agency (PCWA). The PCWA has additional water capacity, but is provided on a "first-come, first-serve" basis and cannot be ensured. It seems likely, however, that the water supply will not constrain development. The area has an existing delivery system; infill within central Loomis is encouraged over development elsewhere; and well water is available in the area. The existing system is not sufficient for fire protection in all areas, however, and will require upgrading with development. In addition, areas far from existing facilities may need to be a certain size to justify the cost of providing new facilities.

### *Sewerage*

Sewer service will not constrain development in central Loomis, except for large lots south of the freeway, which rely on septic systems. In areas served by sewer, the extent of line installation and replacement requirements remains unclear, however South Placer Municipal Utility District (SPMUD) has indicated adequate capacity exists to serve the Master Plan area. The SPMUD operates a gravity flow wastewater collection system that collects wastewater in Loomis and treats it in Roseville.

### *Stormwater*

Drainage occurs in most undeveloped portions of the study area along open creeks and drainageways. Additional runoff may require new drainage facilities and engineering of existing drainageways to avoid erosion and the deterioration of riparian habitat. Additional site specific analysis will need to be performed to determine the character of drainageway and stormwater detention improvements.

### *Fire and Police Protection*

Fire protection is provided by the Loomis Fire District, a volunteer force that serves Loomis and outlying areas. The district has two stations, one of which lies within the study area at the corner of Horseshoe Bar and Taylor Roads, within close proximity to all development in the Town Center. Police service is provided to the Town on a contract basis by the Placer County Sheriff's Department, which maintains a substation in Loomis.

### *Public Schools*

Loomis Elementary School lies at the northwest corner of the planning area and is at capacity. Additional capacity is needed. The District transports students between schools and has installed portable classrooms to accommodate additional students. Mitigation measures may be needed to minimize crowding impacts resulting from the new residences planned in the Town Center.

### *Parks*

Placer County presently owns and maintains one park in Loomis. The County is under no obligation to provide this service in the future, and the Town is considering assuming responsibility in the future. Two parks presently exist in the Loomis area and are within Placer County's jurisdiction: Sunrise-Loomis Park, located within the Town boundaries, and Loomis Basin Community Park, located just outside of Loomis' municipal boundary. These parks lie outside of the study area. A 2 acre park is proposed by the Horseshoe Bar-King Road-Interstate 80 Specific Plan. Even with the inclusion of this new park, the Town would have an inadequate amount of regional and neighborhood parkland given the General Plan's park standards (4 acres/1,000 population for regional parks; and 6 acres/1,000 population for local and neighborhood parks). In 1980, Loomis' population was 3,800 suggesting at least 15 acres of regional park and 23 acres of community or neighborhood parks. The Town has grown by about 3.2% annually since 1980. Loomis has adopted an ordinance that provides for park dedication fees for all residences, and fees or land dedication for subdivisions of 50 or more parcels.

## V. Description of the Master Plan

### A. *Vision*

Loomis' Town Center can become a truly special place, cherished by residents and visitors alike. The Town Center can maintain many of its unique, rural, small town qualities: its creeks and woodlands, its historic "main street" along Taylor Road, its trails for hikers and horses, and its friendly, porch-lined neighborhoods.

The Town also has opportunities to change and mature in beneficial ways. Better shopping and employment opportunities can be integrated within the walkable confines of the Town's center. Vacant and struggling businesses along Taylor Road can be revitalized. New office space can also be created along Loomis' busiest streets. A major grocery store can be attracted near the freeway. Loomis can have a new Civic Center for public offices, meetings and recreation. And, connections through Loomis can be improved to encourage walking instead of driving and to avoid the transformation of Loomis' rural roads into large, over-scaled thoroughfares.

New housing opportunities can be provided as well. Sensitive residential infill can occur within Loomis' center, which will bring the additional residents needed to support new businesses and services, while maintaining Loomis' small town qualities: its walkability, its natural terrain, and its friendly, human-scale.

### B. *Goals*

The plan's primary intentions, or goals, are noted here. They distill comments made in community workshops, citizens' committee meetings and previous planning efforts. The Loomis Town Center Master Plan intends to:

- maintain the small town character of Loomis;
- promote the economic stability of the Town;
- emphasize walking for most activities and needs within Loomis;
- provide goods and services for residents;
- revitalize Taylor Road while providing a major supermarket in Town;
  
- protect Loomis' natural resources;
  
- create a civic center; and
  
- provide a range of employment and housing opportunities.

### C. *Summary of Key Features*

The configuration and extent of each land use area, streets and special features are described in the Land Use Plan (Figure 7). Each land use area will have an unique aesthetic character resulting from existing conditions, economic forces and Town policies (including those stated herein). Streets and special features will also have a designed character determined in part by these guidelines and standards.

The Land Use Plan depicts a mature, culturally vibrant and economically viable Town Center based on the Master Plan and Design Standards and Guidelines which intend to:

- provide new opportunities for residences, businesses and a shopping center, while strengthening the Taylor Road shopping district and the small town character of existing residential neighborhoods;
- maintain the rural character of Loomis;
- provide frequent and multiple street and trail connections to reduce reliance on collectors and arterials, to provide more direct pedestrian routes and to minimize traffic on any single neighborhood street;
- create public places and features Loomis' needs as it grows and to celebrate Loomis' civic identity; and
- conserve important natural features and provides new rural landscape features.

With sensitive development, the Town Center can experience considerable intensification without losing its small town qualities. (Small town qualities can be maintained through adherence to the design guidelines and standards contained in the next chapter.) This additional intensification will bring additional residents and employees to support revitalized businesses and new stores. Table 1 summarizes land use areas for the plan and estimates for the quantity of new development. Table 2 estimates the total number of dwelling units that may be anticipated in the Town Center, and compares it with the estimated number of existing dwelling units. Site-specific design of individual parcels and on-site conditions will determine the precise amount of new development.

**Table 1—Land Use Plan Statistical Summary**

Land Use	Gross Density or F.A.R.*	Approximate Acreage	Estimate of Dwelling Units or Square Feet**
Downtown Core	0.35-0.60***	24	1,052,000 (for Downtown Core, Shopping Center Neighborhood Commercial and General Commercial)
Shopping Center	0.25-0.50	12	
Neighborhood Commercial	0.25-0.50	4	
Office	0.35-0.60	13	
General Commercial	0.10-0.25	10	
Townhomes	10-15	3	1317 Total
Small Lot Single-Family	6-10	100	
Large Lot Single-Family	2-6	140	
Rural Estate	0-0.43	80	
Public & Quasi-Public Uses Overlay	N/A	16	N/A
Public Parks & Open Space Overlay	N/A	30	N/A
Roads	N/A	58	N/A

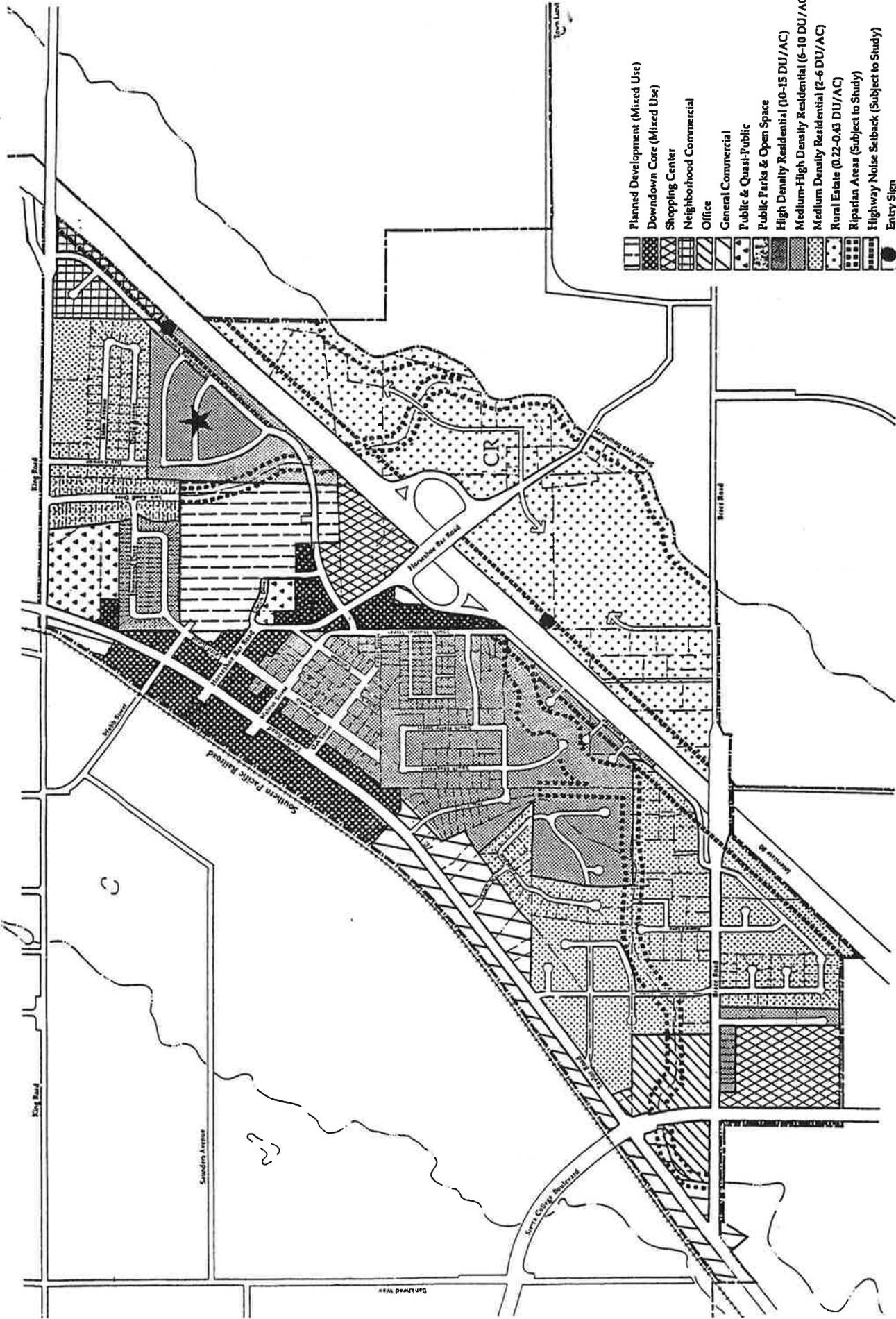
**Table 2—Residential Summary**

Total Estimated Existing Dwelling Units	580
Total Estimated Additional New Dwelling Units Per Land Use Plan**	<u>737</u>
	1317

\* F.A.R. or Floor Area Ratio is the ratio of permitted floor area to net parcel area.

\*\* Based upon median of permitted residential densities and minimum commercial F.A.R.s in undeveloped areas; in developed and partially developed areas, numbers based on infill potential on particularly large lots.

\*\*\* Up to 1.60 F.A.R. permitted if structured parking is provided.



- Planned Development (Mixed Use)
- Downtown Core (Mixed Use)
- Shopping Center
- Neighborhood Commercial
- Office
- General Commercial
- Public & Quasi-Public
- Public Parks & Open Space
- High Density Residential (10-15 DU/AC)
- Medium-High Density Residential (6-10 DU/AC)
- Medium Density Residential (2-6 DU/AC)
- Rural Estate (0.22-0.43 DU/AC)
- Riparian Areas (Subject to Study)
- Highway Noise Setback (Subject to Study)
- Entry Sign
- CR Commercial Reserve
- ★ Special Medium-High Residential Area (6-8 DU/AC)

# LAND USE PLAN

LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES  
SAN FRANCISCO, CALIFORNIA

MINTIER & ASSOCIATES  
DEAKIN, HARVEY  
MOORE IACOFAN

RDONIS  
JSMAN



### *Downtown Core*

The Downtown Core describes an area where a variety of higher intensity uses are encouraged as depicted in an Illustrative Plan of the most central and intensive part of the Town Center (Figure 8). (The Illustrative Plan depicts development patterns that are consistent with the Master Plan and is only intended to serve as a model for future development plans, and should not be considered as a statement of land use policy.) The Downtown Core includes: the existing "main street" along Taylor Road; areas adjacent to the railroad with available land and architecturally significant buildings; and areas adjacent to Horseshoe Bar Road, where residences have been converted to commercial uses and a pedestrian link to the new Shopping Center is desired.

Commercial uses along Taylor Road within the Downtown Core should evolve into a specialty retail shopping district that will serve both residents and visitors. The Core should capitalize on its historic character, its existing fresh produce activities, its potential commuter rail stop, and its proximity to large numbers of residents and employees. The Downtown Core has architecturally interesting railroad sheds and historic buildings that can be interwoven with new development and adaptive re-use of significant buildings to create a special place for markets, festivals, tourism and specialty shopping (Figure 9). Existing produce distribution activities and weekly farmers' markets enhance opportunities to create such a thriving environment. Other aspects of the Land Use Plan also help to make an active and viable Downtown Core: new office uses within the Downtown Core and within walking distance will support shops and restaurants during the day; and additional residents within walking distance will strengthen the viability of business during both days and nights. Downtown Core retail activities would also be augmented with the advent of a commuter rail stop, as transit riders will shop to and from work. The mix of uses in the Downtown Core is particularly critical to its success and vitality. Goods and services used on a daily, or more-than-once a week, basis are especially important to Downtown Core as they have the greatest potential for reducing reliance on the automobile and drawing Loomis' residents. Specialty shops that build on Loomis' small town character will also draw tourists from neighboring cities, who are attracted by the unique, intimate environment.

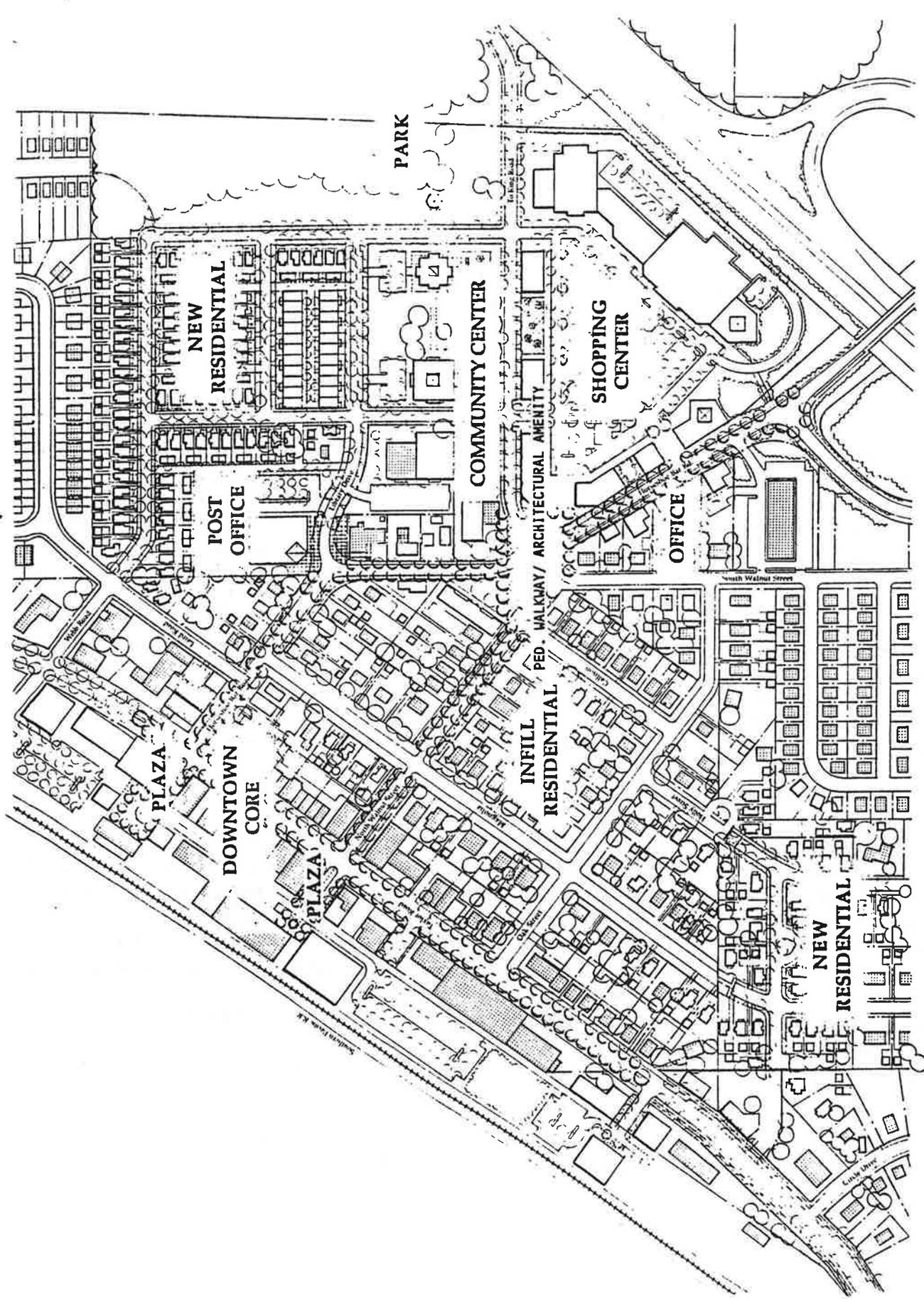
### *Shopping Center*

A new Shopping Center is indicated at the northern corner of the Interstate 80-Horseshoe Bar interchange to meet community interest in obtaining a major grocery store. This site contains sufficient developable land for a modest center within walking distance of the Downtown Core and residences at moderate densities. North Walnut Street and Horseshoe Bar Road are to be improved in a way that provides easy and pleasant pedestrian movement between the Shopping Center, the Downtown Core, and newly expanded Civic Center.

An additional Shopping Center site is proposed at Sierra College between Brace and Taylor. A row of single story duplexes will buffer it from existing single-family residential; and screening for the apartments will be required.

An alternative Shopping Center located south of the freeway was evaluated during public review, but many citizens were concerned about maintaining the southern area's rural beauty and avoiding the Shopping Center's potential for inducing growth; the area south of the freeway will retain its Commercial Reserve designation.

Each Shopping Center should contain a major anchor and enough ancillary shops to ensure the Shopping Center's viability. Since a Shopping Center provides substantial parking adjacent to shops, less pedestrian-oriented retail uses that are more dependent on the automobile are permitted.



# CORE AREA ILLUSTRATIVE

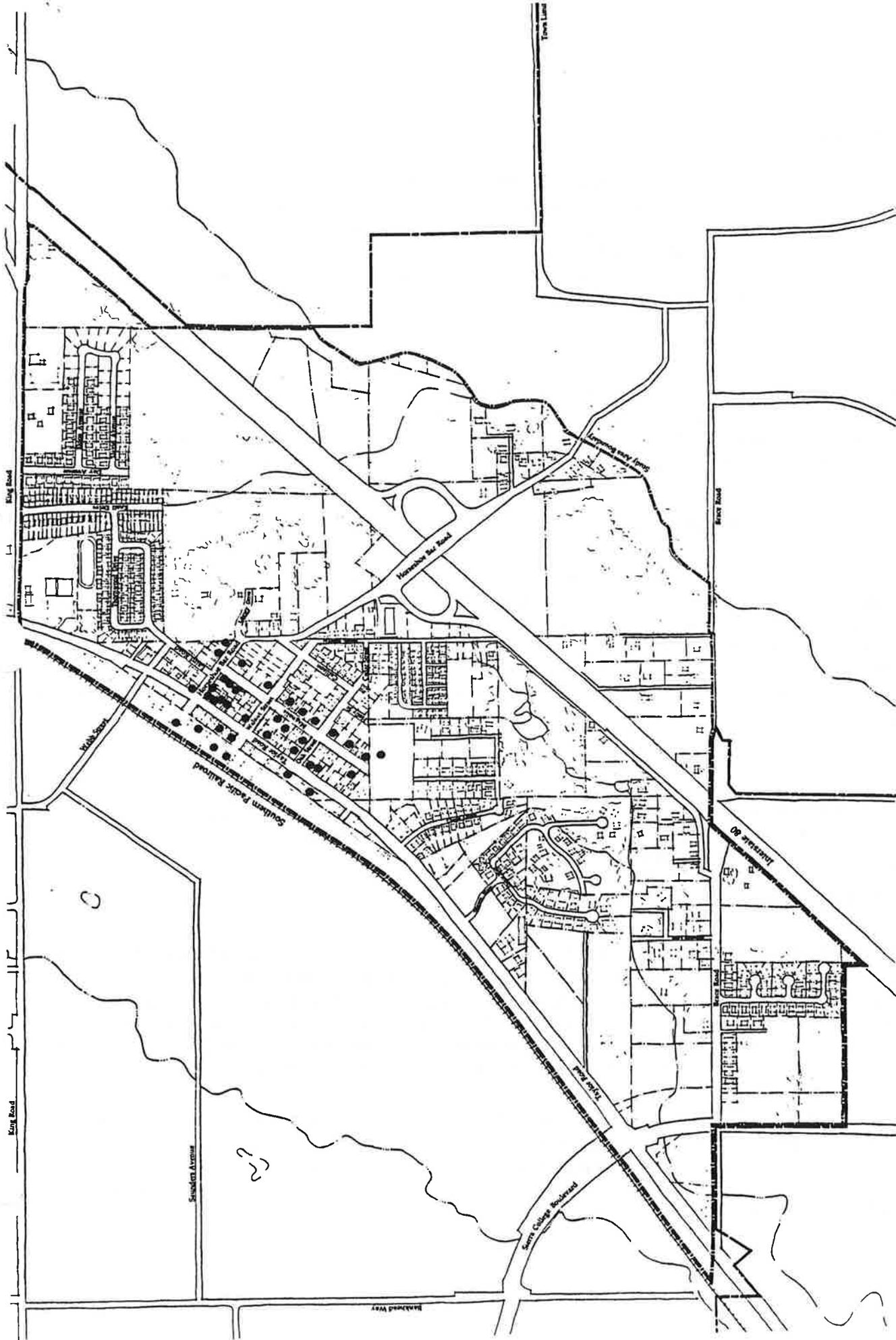
LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES  
SAN FRANCISCO, CALIFORNIA

MINTIER & PARTNERS  
DEAKIN, HAYES & KARDONIS  
ARCHITECTS  
SAN FRANCISCO, CALIFORNIA

Existing Buildings  
Schematic New Buildings





SOURCE:  
WALKING TOUR, JULY 1989

LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

Figure 9

# POTENTIAL HISTORICAL RESOURCES

CALTHORPE ASSOCIATES  
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MOORE IACOFANO GOLTSMAN



### ***Community Center and Day Care***

The Community Center provides an opportunity to create civic facilities and an important community focus for Loomis. It addresses Horseshoe Bar Road at Library Drive and fronts the Shopping Center across the new Walnut-King connection. The Community Center will build on the existing library and Memorial Hall with additional offices, meeting facilities, library expansion and postal facilities. In addition, a small area with existing native oaks should be maintained as open space, as well as a park and riparian areas to the east. A day care facility is proposed adjacent to these open space areas.

### ***Neighborhood Commercial***

Neighborhood Commercial is indicated in the eastern portion of the planning area, at the corner of King Road and Interstate 80. This shopping area would have limited uses such as a small grocery store, a delicatessen, or a video shop. The Neighborhood Commercial is within walking distance of many residences in the eastern portion of the Town Center, and is meant to reduce their reliance on automobiles for many shopping needs. As an alternative, this center may contain offices.

### ***Medium-High Density Residential Areas***

Housing types and densities vary in the Town Center. Areas within an easy walk (2000 feet) of shopping are most suited for higher residential densities. The Plan permits small lot single family homes, zero-lot line homes, duplexes and ancillary units built at densities ranging from 6 to 10 dwelling units per gross acre in these highly walkable areas. High Density Residential is permitted only within small, discreet areas near the Community Center and the Sierra College Shopping Center, to provide a convenient, affordable place to live for single parents, students and senior citizens. Apartments may occur over commercial uses in the Downtown Mixed-Use Core. Densities in the area south of Day Avenue shall be limited to a maximum of 8 dwelling units per gross acre.

### ***Medium Density Residential Areas***

The Plan permits large lot single family homes built at densities ranging from 2 to 6 dwelling units per gross acre beyond a comfortable walking distance of shopping. Medium Density Residential areas are clustered in the northwest portion of the study area and on either side of Brace Road.

### ***South of the Freeway***

The area south of the freeway is designated for Rural Estate uses at densities ranging from 0.22 to 0.43 dwelling units per gross acre to maintain Loomis' rural character and to recognize that existing urban services south of the freeway have not yet been extended to the Plan area. Once municipal utilities are extended to serve the site, further urbanization in the Plan area will be possible and the traffic resulting from changes (from the north and/or south side) will probably warrant the expansion of Horseshoe Bar Road north of the freeway from 2 to 4 lanes. Without additional urban services, densities should not exceed what can be accommodated by septic systems and on-site wells.

The area south of the freeway has been reserved for future mixed-use development with a mix of highway-service commercial, residential and park uses. Any project proposals for the area will require a development plan and an accompanying Environmental Impact Report will be necessary for the entire area which specifically identifies the range of appropriate commercial and residential uses, configuration of buildings, a proposed internal street system, improvements to Horseshoe Bar Road and the freeway bridge (if not already constructed),

improvement plans for a community park, protection of Secret Ravine, storm drainage facilities, noise mitigation proposals, and plans for providing municipal sewer and water service to the entire area.

Future development in this area should have high quality design and materials, and be consistent with the Town's existing character. Future land uses south of the freeway should follow this report's design guidelines pertaining to Shopping Center, park uses, residential uses and street standards and guidelines. Commercial uses shall provide a landscape buffer where adjacent to residential uses.

### ***General Commercial***

General Commercial areas provide auto-oriented commercial uses for Loomis residents and employees. General Commercial areas exist along Taylor Road, west of the pedestrian-oriented Downtown Core, and at the southwest corner of the Horseshoe Bar Road/westbound I-80 interchange.

### ***Public Parks and Open Space Overlay***

Several areas within the Town Center are overlaid for public use as parks, plazas and passive open space. Each area has a special character suited to its context, and contains varying degrees of active and passive uses. Most of the sites contain sensitive environmental features or heritage trees that would be protected by Town policies. The enjoyment of these scenic areas by all residents will be ensured by designating these areas as "public". Public park and open space locations include: east of the Community Center, portions of the Christmas tree farm, Taylor Road and S.P.R.R. rights-of-way, a neighborhood creekside park to the west, the landscape easement along the Walnut-King Connector, and public plazas in the Downtown Core. The public plazas should contain architectural amenities and pedestrian walkways. Many residents in the community see a need for additional parks in Loomis that have facilities for active recreation, such as baseball, soccer, football, etc. The limited amount of flat, undeveloped land with few heritage trees or other environmental constraints in the area north of the freeway limits the feasibility of providing such a facility in this area. However, if the Town elects to develop the area south of the freeway, as discussed above, a site should be set aside for a community park. This park should be of sufficient size to protect the riparian environment of Secret Ravine, and provide flat open areas for needed recreational facilities. The public plazas should contain architectural amenities and pedestrian walkways.

### ***Private Open Space***

The Land Use Plan also describes the location of private open space areas where special mitigation measures are necessary because of freeway noise, flooding, or sensitive habitats. Within the "Highway Noise Setbacks" shown on the plan, new residential development shall be required to mitigate noise levels in excess of 65dB by utilizing a combination of recommended measures, including large setbacks, utilizing existing topography, limiting building heights, landscaped berms, or a combination of landscaped berms and soundwalls. Exclusive use of soundwalls is not permitted. Without implementation of these improvements for residential areas within the "Highway Noise Setbacks", residential areas outside of the "Highway Noise Setbacks" may also require noise mitigation. Setbacks may also be needed along freeway ramps.

"Riparian Areas" as shown on the Land Use Plan (Figure 7) indicate the potential location of building setbacks based upon available information. Future studies may modify these delineations. The Riparian and Drainage Area setbacks should address the following factors: mature riparian vegetation, setbacks from perennial creeks, and areas of flooding where engineering is inappropriate.

### ***Pedestrian, Bicycle and Equestrian Paths***

Pleasant and interesting walking routes must be provided to encourage people to walk instead of drive. A network of pedestrian paths is to be provided in the Town Center. New or improved streets should be designed to slow traffic and shall have street trees for shade and sidewalks or paths. Special pedestrian connections shall be provided between Magnolia and South Magnolia, Holly and South Holly, South Holly and Walnut, and from Day Avenue to the new streets to the south, which allow pedestrians, bicyclists and equestrians to easily get to their destinations. (A 52' right-of-way shall be reserved in these locations, to allow future construction of minor residential streets, if necessary).

Most streets in the Town Center are suitable for bicyclists, however, bicycle lanes are to be provided on the most heavily travelled routes: Sierra College Boulevard, Taylor Road, \_\_\_\_\_, Brace Road, King Road and Webb Street north of Taylor. (See Figures 10-21.)

### ***Potential Rail Station***

The Town should attempt to secure a rail stop for both Amtrak and the planned Sacramento-Auburn commuter service, within the Downtown Core. The rail stop would allow Town Center residents to walk to the train and commute, and contribute to the Downtown Core's image, activity and viability.

### ***Streets***

The plan provides more direct pedestrian routes to major destinations. A new crosstown street connection should be created parallel to the freeway, from Brace Road to King Road via the Shopping Center.

Street improvements are to be based upon their particular functional requirements and special setting. Pavement widths are to be reduced, while maintaining safety. Existing streets will not be altered unless otherwise noted. Actual location of proposed local streets may be revised at the time of development.

Walnut Street and Horseshoe Bar Road should have special paving and landscaping between the new Shopping Center and Taylor Road to enhance pedestrian movement. Gateways into Town also deserve special treatment. Rows of tall trees should flank Taylor Road outside of the Downtown Core. In addition, tall trees should mark the entry on Horseshoe Bar Road just north of the freeway.

## VI. Design Standards and Guidelines for Specific Land Use Designations

### A. Introduction

This chapter describes building standards and development guidelines for each land use designation within the Land Use Plan (Figure 7). These standards and guidelines are to be used by Town of Loomis staff, developers and property owners as they design and evaluate projects. They are intended to foster a compact development pattern that maintains Loomis' character and scale, promotes walking, and creates a friendly streetscape. In this document, "should" signifies "preferred," "shall" is obligatory or necessary, "may" is permissive, and "must" is mandatory.

#### Land Use

This section describes land uses to be permitted within each of the Town Center land use designations: Downtown Core, Shopping Center, Neighborhood Commercial, General Commercial, Office, High Density Residential, Medium-High Density Residential, Medium Density Residential, Rural Estate, Public and Quasi-Public Overlay, and Public Parks and Open Space Overlay. The zoning ordinance should also be consulted.

The Town Center contains a land use mix and compact development pattern that will reduce reliance on the automobile and make walking a practical and enjoyable alternative. The Downtown Core, Shopping Center and Neighborhood Commercial areas will provide shopping opportunities that accommodate both pedestrians and cars. Residential development within walking distance of these shopping areas will allow residents to walk for many goods and services, and help to support local businesses. Office areas will contain employees who will also support these businesses and will provide local employment opportunities.

As discussed in Chapter V, the area south of the freeway has been reserved for a mix of commercial, residential, and public park uses. Except for Rural Estate residences, development in this area will require a development plan and accompanying EIR. Future development in this area should have high quality design and materials, be consistent with the Town's existing character, and generally follow design guidelines pertaining to commercial development, park uses, residential uses and street standards and guidelines.

Commercial uses shall provide a landscape buffer where adjacent to residential uses.

## ***Building Standards***

The Building Standards set forth measurable physical requirements that must be met by new development.

### **Building Intensities and Densities**

Intensity and density requirements (building coverage, FARs, etc.) are noted. Intensities and densities exceeding the minimum requirement will promote an active, viable, walkable and compact nucleus, and will relieve pressures for development in Loomis' more rural areas.

### **Height and Setbacks**

Height and setback standards should foster a compact, human-scaled community and maintain Loomis' traditional character.

### **Parking**

Parking standards are intended to maintain the pedestrian-oriented character of streets, while providing easy auto access.

## ***Development Guidelines***

Development Guidelines identify qualities and features that should characterize areas within the Loomis' Town Center.

### **Building Orientation**

The configuration of buildings, parking and landscaping must balance the pedestrian and automobile. Buildings shall address the street and sidewalk to enhance the pedestrian environment by enlivening streets with entries and activities.

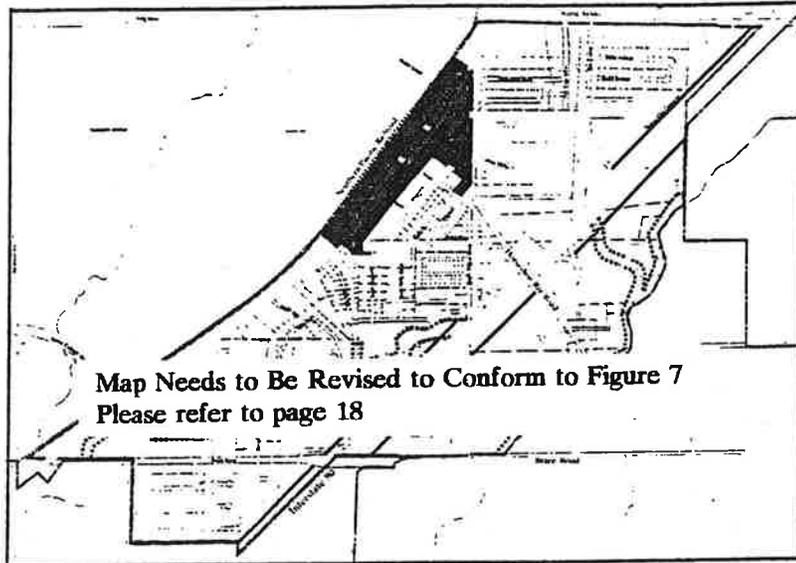
### **Building Facades**

Building facades shall be varied and articulated to provide visual interest to pedestrians.

### **Miscellaneous**

Other guidelines shall apply to maintain Loomis' historic and pedestrian-oriented character.

## B. Downtown Core (Mixed-Use)



### Introduction

The Downtown Core designation applies to an area where a variety of higher intensity uses are encouraged. The area designated as the Downtown Core includes: the existing "main street" along Taylor Road; areas adjacent to the railroad with available land and architecturally significant buildings; and areas around Horseshoe Bar Road where many residences have been converted to commercial uses and a pedestrian link to the Community Center and Shopping Center areas is desired.

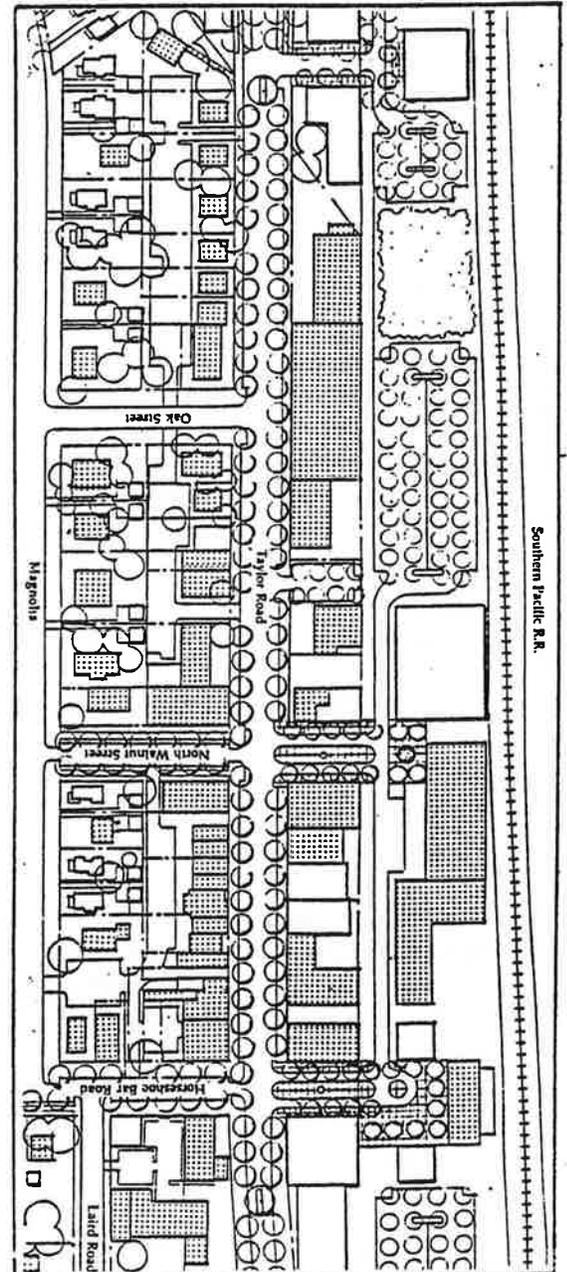
Because of its location and design, the Downtown Core can serve nearby residents without requiring that they drive. Goods and services used on a daily, or more-than-once a week, basis are especially important to the Downtown Core as they have the greatest potential for reducing reliance on the automobile. In addition, nearby residents and employees improve the economic viability of the Downtown Core.

The Downtown Core shall encourage pedestrian-oriented activity and provide an identifiable center for Loomis that builds on the Downtown Core's unique architectural character. Historic and architecturally distinctive buildings shall be conserved (Figure 9). Adaptive re-use of these unique structures into retail, specialty retail, office space and a train station is strongly encouraged, except where existing fruit distribution activities occur. Large existing sheds are an

### Downtown Core Map Revisions:

Add site on Taylor Road near King (Cagles), three sites on Walnut-Magnolia, sites on and near Horseshoe Bar Road

Delete site at Walnut/Callison



ideal opportunity for creating a market hall with offices or shops. Sheds near the end of Horseshoe Bar Road may be converted into a train station, if rail service to Loomis is established.

Viable fruit distribution and packing uses associated with the railroad shall be encouraged to maintain a sense of diversity and history of the Downtown Core. Conversion of architecturally interesting fruit sheds into a market hall is strongly encouraged, if economically feasible. The market hall could contain produce, a butcher, baker, wine shop, cheese shop, florist, cafe, and delicatessen, among other uses.

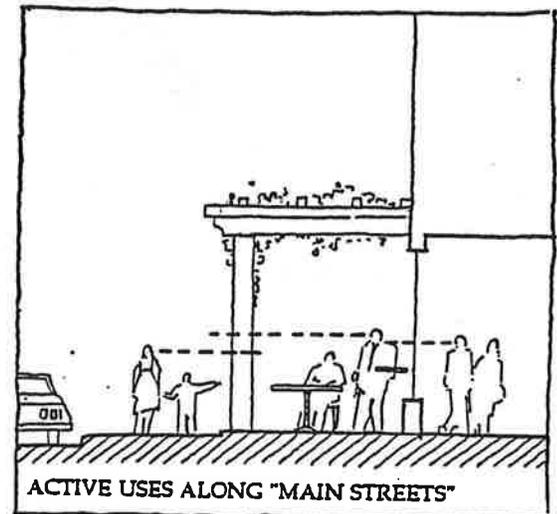
Distinctive new buildings and landscape elements are also encouraged to help establish the Downtown Core as a special place. Plazas should be created at the northern terminuses of North Walnut Street and Horseshoe Bar Road. To create a sense of entry and enclosure, large oaks should be planted in the median at both ends of the Taylor Road shopping district. New buildings shall maintain the pedestrian-oriented street edge along Taylor and Horseshoe Bar Road. A quaint lane should be created along the southern edge of the S.P.R.R. right-of-way to provide access to buildings and parking within the S.P.R.R. right-of-way, and to create an alternative path for bicycles, equestrians and pedestrians.

### *Land Uses*

Land uses within the Downtown Core shall provide an appropriate mix of goods and services, ensure economic viability, avoid potential conflict with the new Shopping Center, and respond to their proximity to future possible rail service, employment and residents.

Entertainment, employment, specialty retail, and existing fruit distribution activities shall be emphasized, in addition to basic goods and services. Theaters, bowling alleys and health clubs attract customers who will also use restaurants and stores in the area. Offices will draw employees who will also support restaurants, stores, and entertainment-oriented uses. Specialty retail shall address the needs of nearby employees and residents, and capitalize on Loomis' unique historic character.

Residential and office uses set over ground floor retail are encouraged in the Downtown Core area.



## Building Standards

### Building Intensity

Floor Area Ratios (F.A.R.) ranging from 0.35 to 0.60 are allowed. F.A.R.s higher than the minimum are encouraged to guarantee a more vibrant and active Downtown Core and to better utilize land adjacent to higher residential densities and the potential rail stop. F.A.R.s up to 1.60 may be permitted with the provision of parking structures that do not detract from the Downtown Core's pedestrian orientation.

As Loomis and the surrounding region grows, land economics will make intensification in the Loomis Town Center planning area desirable. Development plans that include a long-term planning strategy for future intensification are encouraged. Intensification will be better accommodated by providing areas for structured parking, constructing buildings so they can accommodate additions, and permitting the creation of ancillary dwelling units. Multi-storied buildings and structured parking are encouraged near the rail stop to promote efficient and pedestrian-oriented land uses.

Residential uses above ground-floor retail should not exceed 15 dwelling units per acre in the Downtown Core area.

### Height

Buildings in the Downtown Core shall not exceed 34 feet in height or 3 stories. Until appropriate fire suppression equipment or measures are available, buildings shall not exceed 30 feet in height.

### Setbacks

A defined and close commercial edge encourages window shopping and streetside activity, and forms a pleasant sense of outdoor enclosure. To reinforce the street as a focus of pedestrian-oriented activity, buildings along Taylor Road shall be built to the property line and sidewalk edge wherever possible; buildings may be set back from the front property line by as much 20 feet if the setback is intended for seating or sidewalk cafes. Buildings should be setback at least 15' along Horseshoe Bar Road for landscaping purposes, and preservation of existing buildings and front yards is

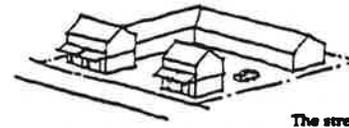
encouraged. Between Taylor Road and the railroad, buildings shall be built to the edge of plazas and sidewalks.

#### FLOOR AREA RATIO DESCRIBED

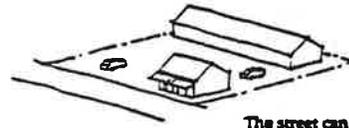
The allowable Floor Area Ratio (F.A.R.) controls the relative mass of buildings to their site. F.A.R.'s are determined by taking the gross floor area of a building and dividing it by the area of the parcel(s) on which it sits. F.A.R.'s are regulated in the Master Plan to encourage development patterns that address the street and have an appropriate level of activity.



**1.60 F.A.R.**  
The street can be fully addressed. Parking occurs either in parking structures or off-site—along streets or in public parking lots.



**0.50 F.A.R.**  
The street can be addressed, while using less-expensive surface parking on-site.



**0.25 F.A.R.**  
The street can be partly addressed while maintaining an auto-oriented arrangement.



**0.10 F.A.R.**  
Surface parking and service areas are emphasized. The street cannot be addressed well.

Arcades and awnings may encroach up to 10 feet into the street right-of-way as approved by the Town Engineer. Upstairs balconies and bays may project up to 5 feet into the street right-of-ways, again as approved by the Town Engineer.

### Parking

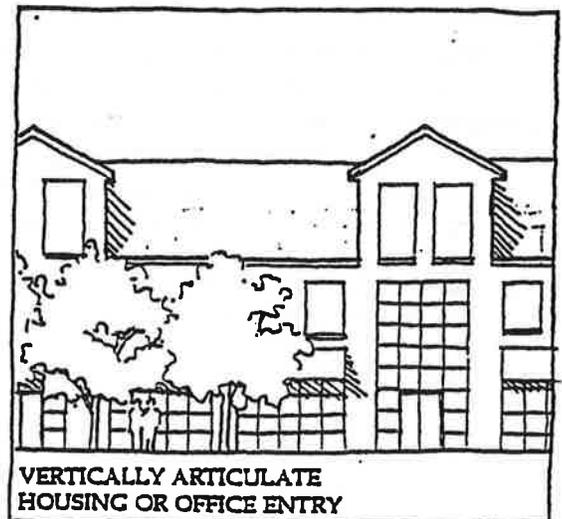
Different types of development in the Downtown Core area may share parking spaces. Because peak parking demand times occur at different times for different uses, the required number of parking spaces may be reduced after an evaluation determines how parking demand for the different uses overlap. For example, office uses need parking during the day, while entertainment uses generally need parking in the evening, and could share significant numbers of parking spaces.

Parking lots shall be located behind buildings to maintain a continuous store frontage for attractive and convenient shopping on foot. Shared access and parking lots are encouraged among landowners. New parking lots shall not occur along pedestrian-oriented portions of Taylor and Horseshoe Bar Roads, with the exception of public lots which may occur behind a 10' landscaped setback from the street if no other public parking opportunities are available. Parking lots shall also be set back at least 10 feet from adjacent residential neighborhoods and shall be buffered with dense landscaping. Parking lots shall be provided behind shops on the south side of Taylor Road, wherever possible, and access shall be provided from Oak, Walnut, or Horseshoe Bar, or directly from Taylor if easements are possible. Parking may be provided behind buildings along Horseshoe Bar Road as well. Parking should be provided in the S.P.R.R. right-of-way within the Downtown Core through acquisition, lease or other means. Project designs for the S.P.R.R. right-of-way should include a shared and jointly-operated surface parking lot that is designed to accommodate structured parking in the long-term, and should be integrated with proposed plazas and renovated sheds.

### Development Guidelines

#### Building Orientation

A shopping "main street" shall be created along Taylor and Horseshoe Bar Roads. Shops shall have entries, displays, amenities and additional building height oriented toward the "main street." Along Taylor Road, buildings shall be built to the front property line, with active frontages consisting of frequent entrances, outdoor seating, displays, and windows. Buildings may be built to the front property line along



Horseshoe Bar Road as well, although preservation of existing buildings and front yards is encouraged. Any new development between Callison and the office building in which Town Hall is located shall be compatible with the existing residential uses. Stores, offices, and residences shall be oriented towards plazas and lanes between Taylor Road the railroad, as well, to create active and safe pedestrian-oriented outdoor spaces, as well as pleasant pedestrian connections to the potential rail stop.

Vistas are created by the alignment of streets and can be used for visual emphasis. For example, the buildings and plazas at the end of Horseshoe Bar and Walnut are opportunities to place distinct and inviting features in highly observed places. Historic buildings, special landscaping and monuments can be used to make these plazas notable public places. Other views and features may be used to create similar focal points.

Street access to residences or offices on upper floors shall be frequent. Long interior corridors with few connections to public streets are discouraged.

Outdoor storage and truck loading areas shall not face public streets or parks, and shall be screened from public view.

#### Building Facades

Building facades shall be varied and articulated to provide visual interest to pedestrians, rather than create an overly unified frontage; larger projects are encouraged to use variations in floor level, facades, architectural details and finishes to create the appearance of several structures that are compatible with the scale of the historic Loomis.

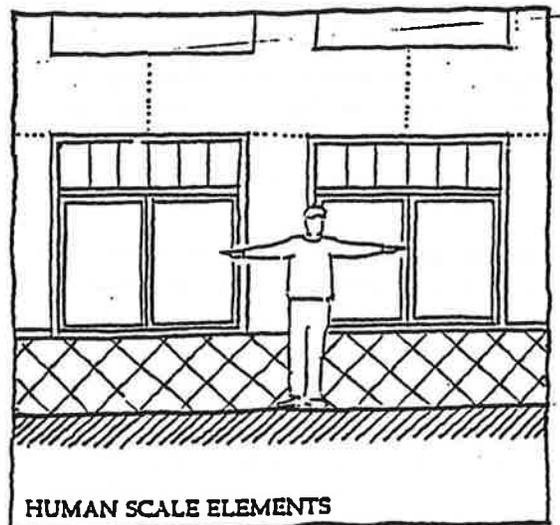
Upper stories should be articulated with bays and balconies. Arcades, outdoor seating, and patios are strongly encouraged along the street. Vertical building elements should be used to break up what may be an otherwise horizontal architectural composition; for example, entries and stairs to upper stories may be expressed vertically in the facade.

Architecture should be human-scaled. Building units and architectural elements ranging in size, from a person's hand (6 inches) to a person's reach (8 feet) are encouraged.

Building materials shall convey a sense of durability and permanence, and shall be suited to Loomis' climate. Building materials such as masonry, tile, stone and wood are encouraged;

mass curtain walls and reflective glass are discouraged.

Shading devices and techniques



are encouraged for to reduce interior glare, conserve energy and add visual interest.

All colors should be conscientiously chosen and selection should consider the color of surrounding buildings. Main building bodies should be painted with light color values and should have hues such as earth tones (browns, grays or greens) or primary colors (warm yellows, reds, or blues). Trim and accent colors are allowed to be bolder, brighter and darker. Darker trims of the same color as the body or darker complementary colors to the body color are encouraged. Roofs should be earth tones, such as charcoal, brown, terra-cotta or green; primary colors, such as reds, blues, and yellows, are not allowed except in small accent roofs.

### Miscellaneous

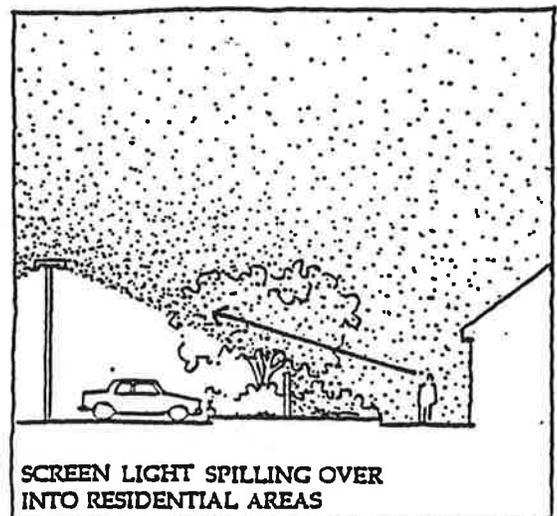
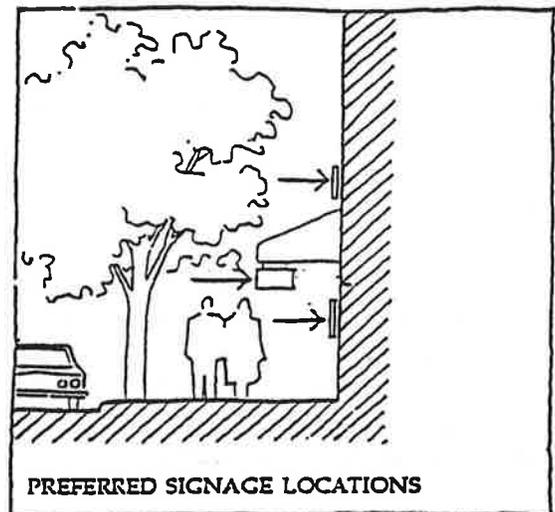
Historic and architecturally distinctive buildings shall be preserved to the greatest extent possible and renovations to historic buildings must be coordinated with the Town.

Separate awnings for each commercial bay are encouraged because they help establish the individual identity of small shops and draw attention to their number. Awning breaks also provide an opportunity for expression of vertical facade elements and structural piers, and should be complementary to the building's color.

Commercial signs may be located on awnings, arcades, display windows, or on placards suspended from awnings or arcades; permanent free-standing signs are not permitted in the Downtown Core. Signs should blend with the architecture of the building and should not overshadow the building character. Signs should be externally-illuminated (internally illuminated signs and back-lit awnings are not permitted); sign materials should be framed with wood, whenever possible; plastic cabinet signs are discouraged.

Landscape elements such as trellises, arbors, water features, amphitheaters, plazas, and courtyards enrich the built environment and are encouraged.

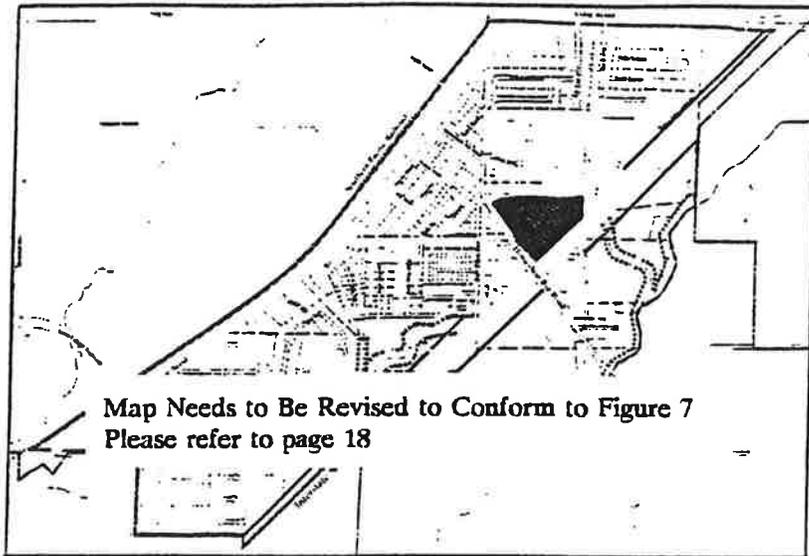
Lighting that accentuates unique architectural or landscape features is encouraged. Lighting can accentuate unique or recurrent building elements. Lighting should be designed to minimize spillover into adjacent residential areas and should be human in scale, especially along pedestrian routes.



Private plazas with architectural amenities are encouraged in the design of commercial areas. These plazas can create elegant entries and places to relax outdoors. Plazas shall be visually and physically connected to public streets.

Drought-tolerant plants and water-saving irrigation systems are encouraged for landscaped areas.

## C. Shopping Center



Shopping Center Map Revisions:

Add site on Sierra College

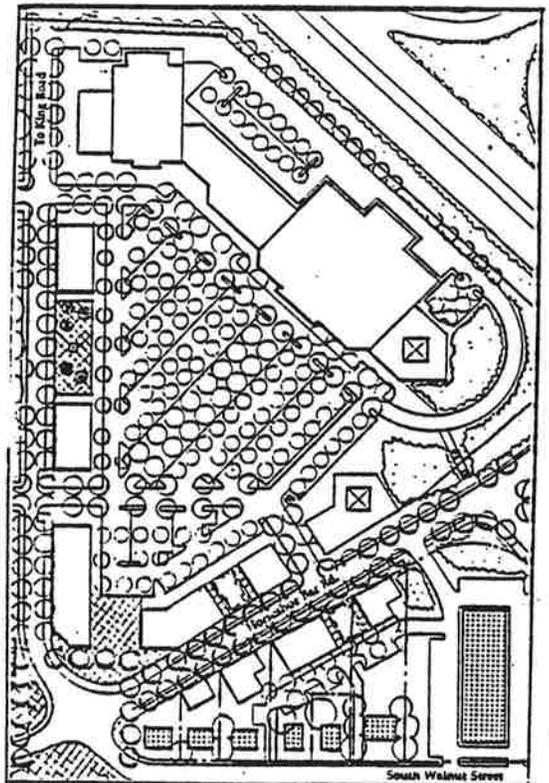
### Introduction

The Shopping Center designation applies to the northern corner of the Interstate 80-Horseshoe Bar interchange and the site on Sierra College between Interstate 80 and Brace Road. These areas contain sufficient developable land for modest centers close to the Downtown Core and higher density residential areas. In one of these areas, the Town is interested in obtaining a major grocery store.

The I-80-Horseshoe Bar Shopping Center shall maintain the pedestrian-oriented character of Horseshoe Bar Road and the South Walnut-King Road extension through the use of arcades, shaded seating areas, and other pedestrian amenities, while meeting conventional standards, retain design criteria related to ease of vehicular access and customer convenience. North Walnut Street and Horseshoe Bar Road are to provide easy and pleasant pedestrian movement between the Shopping Center and the Downtown Core.

### Land Use

The areas designated as Shopping Center should contain an anchor tenant and enough ancillary shops to ensure its viability; they may contain an additional anchor. Uses shall be typical of neighborhood shopping centers and shall be compatible with and complimentary to existing uses in the Downtown Core area. Office and entertainment uses, such as theaters, are not encouraged in the Shopping Center. Since Shopping Centers provide substantial parking adjacent to shops, shops that are more dependent on the automobile are permitted. Preferred uses for Shopping Centers include: a major grocery store, service station, fast food and/or sit down restaurants and other food services, dry cleaner, laundromat and other service and retail uses typical of neighborhood and highway commercial shopping centers.



## Building Standards

### Building Intensity

Floor Area Ratios (F.A.R.) ranging from 0.25 to 0.50 are permitted. The minimum requirement is intended to ensure a compact, pedestrian-oriented Shopping Center.

### Height

Building heights in the Shopping Center shall not exceed a height of 30 feet or 2 stories.

### Setbacks

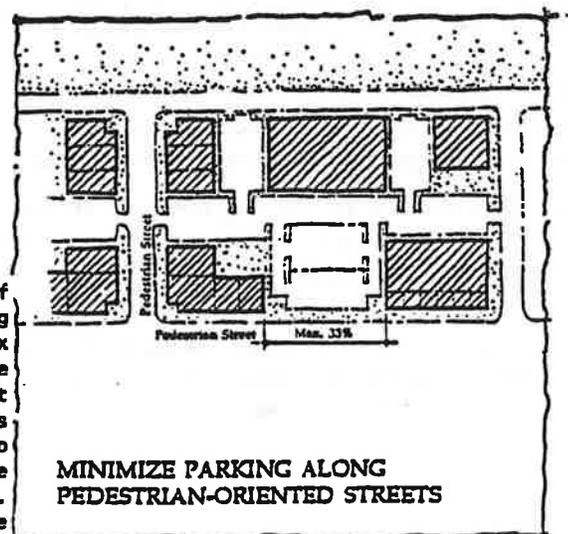
To reinforce the street as a focus of pedestrian-oriented activity, buildings along Horseshoe Bar Road, the Walnut- ing Extension and Brace Road should be built to 15' of property line and sidewalk edge wherever possible; seating or sidewalk cafes may be setback from the front property line by as much as 20 feet.

Awnings may extend up to 10 feet into the street right-of-way. Upstairs balconies and bays may project up to 5 feet into the street right-of-way.

Buildings shall be setback at least 20 feet from the freeway right-of-way. A set back at least 40 feet from the freeway right-of-way is encouraged to permit a 30 foot lane for trucks and 10 feet for dense, tall landscaping. If no truck lane is needed adjacent to the freeway, at least 20 feet of landscaping is required within the setback.

### Parking

A parking lot should not occupy more than 50 percent of the frontage of pedestrian-oriented streets, such as Horseshoe Bar and the Horseshoe Bar-King street extension. Any parking lot exception shall be interspersed with a mix of buildings, landscape and architectural features. Parking lots that are not separated from public streets by building elements, shall be set back at least 10 feet from the street right-of-way and screened by landscaping, berms or walls not exceeding 4 feet in height. The potential for a connection to local streets and other new commercial should be maintained if the Horseshoe Bar-King extension is not developed adjacent to the shopping center site. Pedestrian connections should be provided between Horseshoe Bar and the grocery store, and for pedestrians coming from the south or crossing at the light. A visual "gateway" should be created into Loomis through landscaping at intersection of Horseshoe Bar and freeway and the area along I-80 densely landscaped with native species. Any single, uninterrupted parking surface should not exceed 2.5 acres in size. In the alternative, larger parking lots shall be subdivided by buildings, tree-lined aisles, or



Shade trees shall be provided in parking lots such that 50% of the parking lot surface area shall be shaded within ten years, while preserving views of retail facades.

## *Development Guidelines*

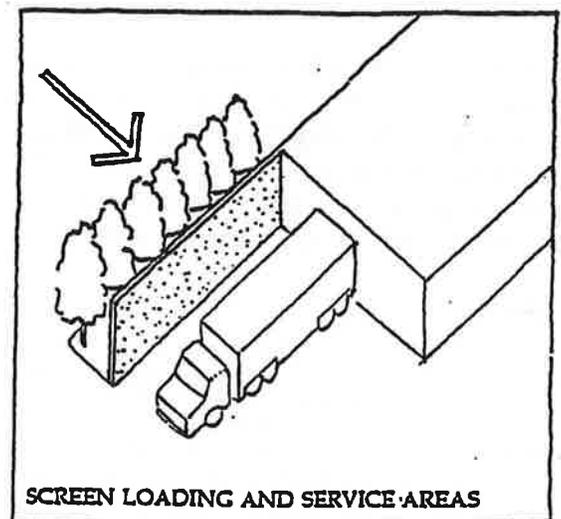
### **Building Orientation**

Shops along pedestrian oriented streets, such as Horseshoe Bar Road and the Walnut-King Street extension, shall contain windows or other architectural treatment along the street frontage to create pedestrian interest and define the edges of the streets with a "small town" sense of enclosure. Shops located at the ends of buildings, which have a predominate pedestrian orientation, such as fast food, ice cream/frozen yogurt, or pastry, shall have entrances directed onto Horseshoe Bar Road and the Walnut-King Street extension, or onto pedestrian plazas which are part of the common areas of the center.

Anchor stores and ancillary stores may be located away from streets and have their entries directed towards parking lots. Anchor stores and shops that are set back shall be connected to Horseshoe Bar Road and the Walnut-King Extension via pedestrian links. Pedestrian links that are lined with shop entrances and displays are preferred, although links sheltered by trees or trellises are acceptable. Pedestrian link should be provided for the apartments adjacent to the proposed shopping center on Sierra College.

Outdoor storage and loading areas shall not face public streets or parks, and shall be screened from public view.

Vistas are created by the alignment of streets and can be used for visual emphasis. Special landscape or architectural features shall articulate vistas created by streets terminating in the Shopping Center, such as vistas down Walnut Street or at the end of the I-80 off-ramp. Visual buffering for the apartments adjacent to the Sierra College site is required; tall walls are not appropriate for such buffering.



## **Building Facades**

Building facades shall be varied and articulated to provide visual interest to pedestrians, rather than create an overly uniform frontage. Vertical building elements should be used to break up what may be an otherwise horizontal architectural composition.

Shopping Center facades facing the freeway shall be designed to minimize their apparent size and to increase their visual appeal. A large, blank, single-height facade is not permitted; a varied building mass shall be provided and articulated with architectural elements.

Downtown Core guidelines relating to human-scaled architectural elements, building materials and color (pages 31-32) shall also apply to the Shopping Center area.

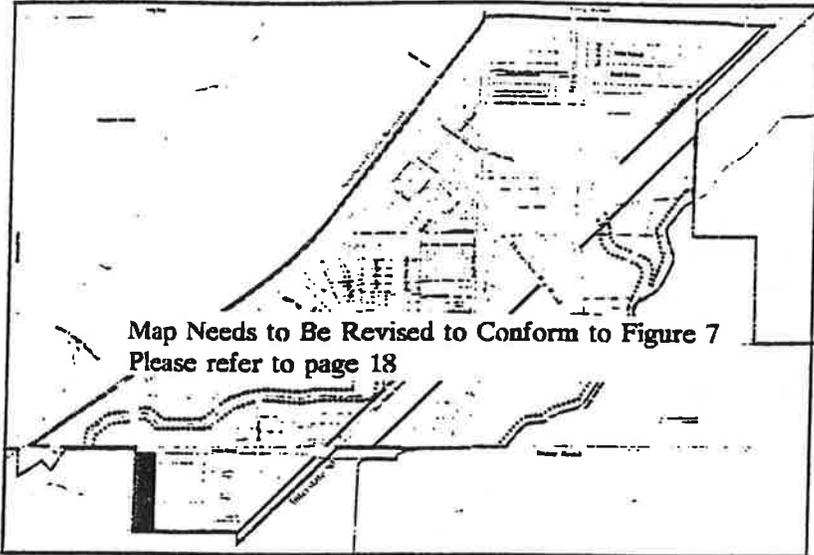
## **Miscellaneous**

Commercial signs may be located on building facias, awnings, arcades, display windows, or on placards suspended from awnings or arcades. Freestanding signs will be permitted only along the freeway at the locations designated on the Land Use Plan (Figure 7) and low-lying monument signs adjacent to freestanding buildings along Horseshoe Bar Road, the Walnut-King Street extension and Sierra College Blvd. Signs should be compatible with the architecture of the building and not overshadow the building character. Signs shall be internally illuminated channel letter design, of colors and materials characteristic of quality neighborhood shopping centers. A Master Signage Plan, illustrating a common design theme, materials, locations and size must be submitted and approved by the Planning Department.

Trees which shall attain a height at maturity of at least thirty feet shall be planted at approximately 20 feet on center along the freeway to reduce the visual impact of the Shopping Center.

Downtown Core guidelines relating to separate awnings, lighting, landscape elements, private plazas, drought tolerant plants and water-saving irrigation systems, and colors (pages 32-33) shall also apply to the Shopping Center area.

## D. Neighborhood Commercial



### Neighborhood Commercial Map Revisions:

Delete site on Sierra College  
Add site on King Road at Interstate 80

### *Introduction*

The Neighborhood Commercial designations applies to the southwest corner of King and I-80. The Neighborhood Commercial area is within walking distance of many residents who will live in the adjacent Medium and Medium-High Density Residential areas and will reduce their reliance on cars for many shopping needs. The design of Neighborhood Commercial should provide pedestrian-access from the surrounding neighborhood.

The architecture and landscaping of the Neighborhood Commercial area should create a distinctive "gateway" at this entrance to Town.

### *Land Use*

The Neighborhood Commercial area shall contain a convenience food store and ancillary shops, such as delicatessens, professional offices, video stores, and liquor stores. Gas pumps may be associated with a convenience store.

### *Building Standards*

#### **Building Intensity**

Floor Area Ratio (F.A.R.) from 0.25 to 0.50 are permitted.

### **Height**

Building heights in the Neighborhood Commercial area shall not exceed 30 feet or 2 stories.

### **Setbacks**

Buildings may be set back from Sierra College Boulevard and Brace Road. Buildings shall be setback at least 15 feet from adjacent residential properties.

### **Parking**

An orchard-like landscape shall be provided in parking lots. 50% of the lot's surface area shall be shaded within 10 years, while maintaining views of retail facades. There shall be at least one tree planted for every 6 parking spaces.

## ***Development Guidelines***

### **Building Orientation**

Buildings shall be arranged to allow uninterrupted pedestrian movement between stores and adjacent residential areas. Pedestrian access directly from adjacent residential areas must be ensured; pedestrians' reliance on King Road and the Walnut-King extension should be minimized by providing an alternative pedestrian route to the residential areas west and south of the Neighborhood Commercial area. Design and development coordination among properties designated as Neighborhood Commercial is strongly encouraged.

Storefronts and entrances shall face King and the Walnut-King extension as well as pedestrian pathways to adjacent neighborhoods.

### **Building Facades**

Building facades shall be varied and articulated to provide visual interest to pedestrians, rather than create an overly uniform frontage. Vertical building elements such as windows, towers or piers should be used to break up what may be an otherwise horizontal architectural composition.

Downtown Core guidelines relating to human-scaled architectural elements, building materials and color (pages .-32) shall also apply to the Neighborhood Commercial area.

## Miscellaneous

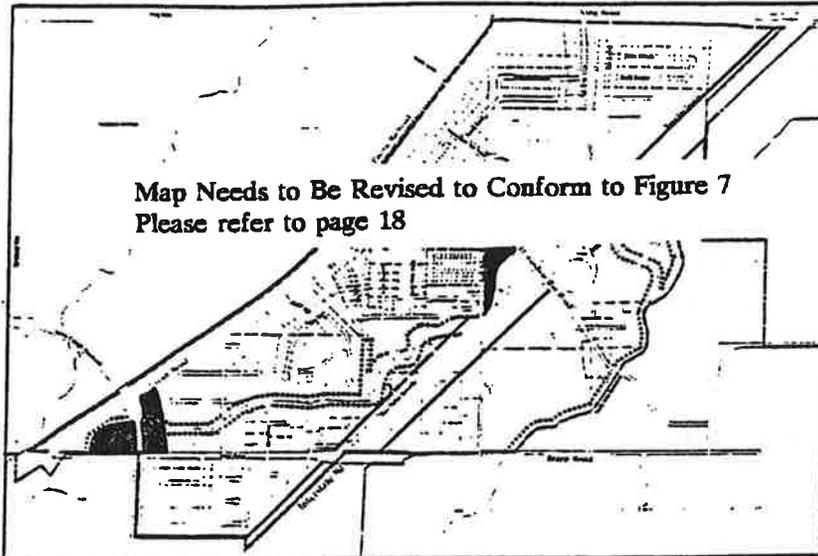
Tall trees shall be used near the intersection of King Road and the Walnut-King extension to mark this entrance into Town. Dramatic lighting of "gateway" landscaping is encouraged.

The Neighborhood Commercial area must be landscaped to maintain the Town's rural image. Commercial signage may be integrated with these landscape treatments.

Commercial signs may be located on awnings, arcades, display windows, or on placards suspended from awnings or arcades. Signs should be integrated with buildings or landscaping. Internally illuminated cabinet-type signs are discouraged.

Downtown Core guidelines relating to separate awnings, lighting, landscape elements, private plazas, drought-tolerant plant and water-saving irrigation system, and colors (pages 32-33) shall also apply to the Neighborhood Commercial area.

## **E. Office**



Office Map Revisions:

Delete sites on Horseshoe Bar and Walnut

### ***Introduction***

The Office designation applies to areas along Taylor Road and Sierra College Boulevard. Office areas should encourage pedestrian-oriented connections and activity along the street and reinforce Loomis' small town qualities.

### ***Land Use***

Offices shall be permitted in areas designated as Office.

### ***Building Standards***

#### **Building Intensity**

Offices uses must have a minimum intensity of 0.35 F.A.R. and a maximum intensity of 0.60 F.A.R..

#### **Height**

Building heights in the Office areas shall not exceed 2 stories or 30 feet.

### **Setbacks and Separations**

Office buildings may be built to within 15' of property lines along streets and shall not be set back more than 15' except where an entry courtyard is provided or as approved by Use Permit or Design Review.

### **Parking**

Parking shall be located within the interior of blocks away from streets. This can generally be provided, especially if adjacent property owners cooperate to create shared access to lots. Such cooperation is strongly encouraged.

Joint use parking allowances are strongly encouraged for Office areas adjacent to civic and other commercial uses, where their peak parking demand is different than Office areas. The Community Center and entertainment uses are especially suited to sharing parking with Office areas.

### ***Development Guidelines***

#### **Building Orientation**

While provisions must be made for employees arriving by automobile, arrival on foot must be emphasized and encouraged. New offices and renovations shall have primary entrances that face streets and shall be articulated with porches, courtyards, building elements, special materials, overhangs, or awnings.

#### **Building Facades**

Office building facades shall be varied and articulated to provide visual interest to pedestrians, rather than create an overly unified frontage. Street level windows and frequent building entries are encouraged. Upper stories shall be articulated with bays and balconies. Plazas are encouraged along the street to provide places for activities. Vertical building elements such as towers, bay windows or piers should be visually articulated to break up what may be an otherwise horizontal architectural composition. Entries and stairs to upper stories shall be expressed as vertical elements in the building facade. In no case shall the street facade of a building consist of a unarticulated blank wall.

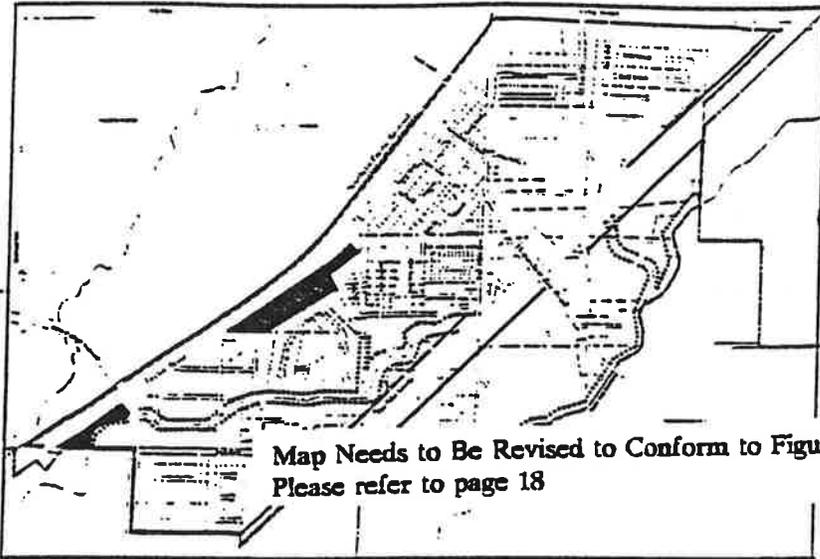
Downtown Core guidelines relating to human-scaled architectural elements, building materials, and colors (pages 31-32) shall also apply to Office areas.

#### Miscellaneous

Security fences, if necessary, shall be integrated into the buildings landscaping and architecture.

Downtown Core guidelines relating to separate awnings, lighting, landscape elements, private plazas, drought-tolerant plant and water-saving irrigation systems, signage and colors (pages 32-33) shall also apply to Office areas.

## F. General Commercial



### General Commercial Map Revisions:

Add Southern Pacific lands and site at the southwest corner of Horseshoe Bar and I-80.

### Introduction

The General Commercial designation applies to existing commercial areas along Taylor Road, excluding the pedestrian-oriented Downtown Core and at the southwest corner of the Horseshoe Bar Road/westbound I-80 interchange. General Commercial areas provide auto-oriented commercial uses that support Loomis residents and employees.

### Land Use

The following activities and uses are permitted in areas designated General Commercial: gas stations, motels and hotels, car washes, automobile service, repair and supply businesses, building materials, food franchises, and car dealers

### Building Standards

#### Building Intensity

General Commercial development shall be built at an F.A.R. of at least 0.25 and no more than 0.50.

#### Height

Buildings shall not exceed 2 stories in height.

### Setbacks

Buildings shall be set back at least 15 feet from public street right-of-ways.

### Parking

Any single parking surface shall not exceed 2.5 acres in size. Parking lots may meet this requirement by being segmented with buildings, tree-lined aisles or pedestrian paths sheltered by trees or trellises.

Parking lots should be visually integrated into the overall building and site design.

### Development Standards

#### Building Orientation

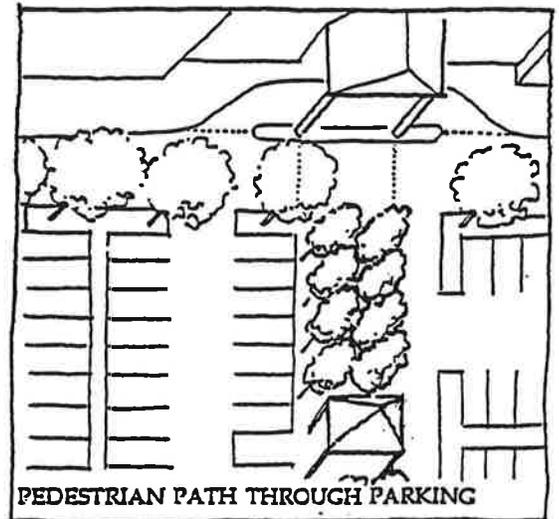
While it is understood that General Commercial uses are primarily oriented towards the automobile, they shall not preclude safe and convenient access on foot or by bicycle.

Development in General Commercial areas shall extend the planning area's network of pedestrian paths. Pedestrian access is especially vital for restaurant, hotel and motel uses in the General Commercial area, which will benefit by strong pedestrian connections to the Downtown Core and surrounding residential areas.

Buildings shall be oriented to Taylor Road, Horseshoe Bar or South Walnut wherever possible. Where buildings must be set away from the street behind parking, a landscaped pedestrian link shall be provided from street to the building's front entrance. This link shall improve the experience of moving through the parking lot to building and make the parking lots more human-scaled. This link shall be well-defined and shall lead directly from the street to the building's entrance. Sheltering elements such as trees and trellises should be provided along pedestrian links.

#### Building Facades

Downtown Core guidelines relating to human-scaled architectural elements, building materials, and colors (pages 31-32) shall also apply to the General Commercial area.

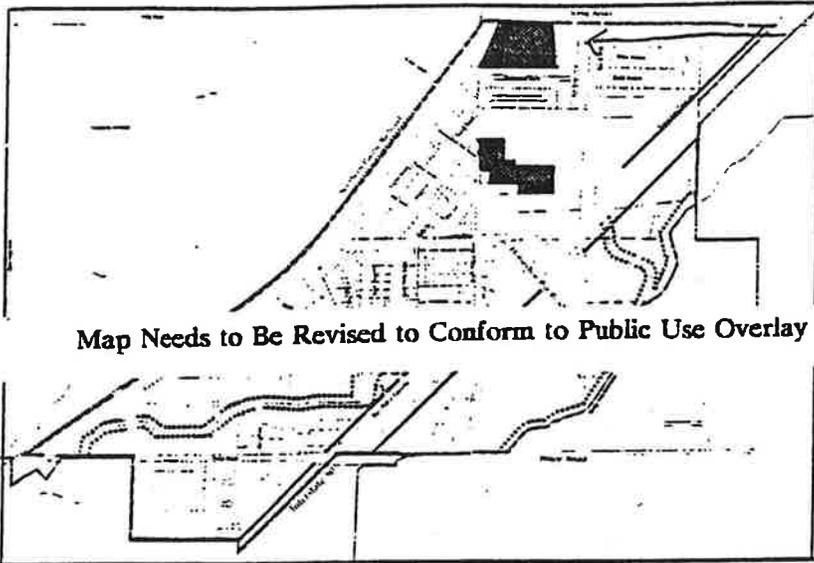


### Miscellaneous

Tall stands of trees are encouraged to enhance the plain horizontal form of many commercial buildings, and shall be integrated into an overall site design.

Downtown Core guidelines for lighting, landscape elements, drought tolerant plants and water-saving irrigation systems (pages 32-33) shall also apply to General Commercial areas.

## G. Public/Quasi-Public Overlay



Map Needs to Be Revised to Conform to Public Use Overlay

Public/Quasi Public Overlay Map Revisions:

Delete site on Taylor Road near King (Cagles)

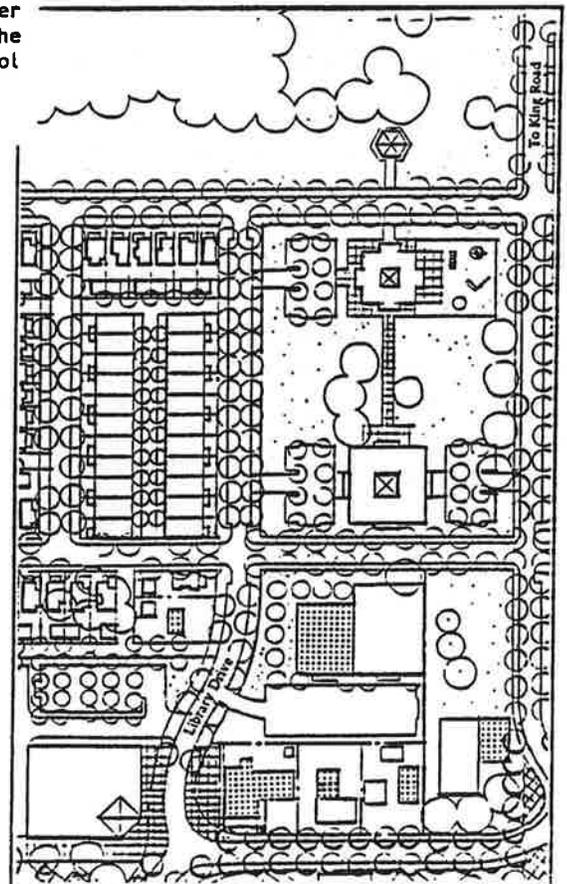
### Introduction

The Public/Quasi-Public Overlay designation applies to the Community Center area in the vicinity of Library Drive, to the potential rail stop at the northern terminus of Horseshoe Bar Road, and to the Loomis Elementary School at the corner of Taylor and King Roads.

(See next page for explanation of overlay)

The Community Center will create an important civic focus for Loomis. It addresses Horseshoe Bar Road at the southern edge of the Downtown Core and faces the Shopping Center on the other side of the new Walnut-King connection. The Community Center builds upon the existing library and Memorial Hall, and should eventually include a Community Center building with offices, meeting rooms, recreational facilities, and other civic facilities. A library expansion and post office could be part of the complex, as well. A day care facility could also be provided adjacent to the public park and the Shopping Center. The importance of the Community Center should be expressed through its design, by giving it architectural prominence and by incorporating native oaks and other distinctive features.

The rail stop constitutes an important potential public use that would contribute to the activity and vitality of the Downtown Core. The rail stop could occupy an existing historic building or a new structure, and could serve both Amtrak and the planned Sacramento-Auburn commuter line.



The Town Center Plan designates various areas for land uses which are denominated as public uses, quasi-public uses, or public parks and open space. Included within these land use categories are uses which traditionally would be thought of as publicly owned as well as some uses which would potentially be privately owned but in essence open to the public such as day care centers, other private school facilities, museums or public utilities.

Under the State Planning Law the Town's General Plan is required to have a land use element which designates areas for open space, natural resource conservation, public facilities, etc. Therefore these uses are designated in the Plan in the areas shown and labeled as public, quasi-public, and park and open space. Other provisions of the State Planning Act which require that there be a conservation element and an open space element also require that some of these items be part of any General Plan effort. The general requirements for a land use element, conservation element and open space element in the State Planning Act are found in Sections 65302 and 65563 of the Government Code.

These designated uses in the Town Center Master Plan become part of the General Plan but are intended to be in effect "planning overlays" which overlay the underlying land uses designated in the General Plan for these areas. That is, these overlay plans show where the ultimate location of these types of facilities may be located within the Town Center Master Plan area but do not commit the Town or any other public agency to actually construct any of the facilities set forth in the Plan, adhere to any time schedule in making acquisitions for the purposes described in these overlay planning areas and do not in and of themselves restrict the underlying land uses which may be made of the properties to which these overlay planning areas are applicable.

As an example of what the overlay means, a piece of property which is designated in these overlay planning areas as public open space, will nevertheless have an underlying land use planning designation such as commercial, and the zoning for the property will be consistent with the commercial land use designation in the General Plan. At such time as someone may desire to develop or re-develop the property in question, the Town will either have to determine that it will let that development process go forward or, if it wishes to implement the planning overlay designations in the Loomis Town Center Plan, make provisions to acquire the property from the owner of that property prior to the development or re-development in question, through negotiated purchase or eminent domain if that became necessary.

The Loomis Elementary School provides an opportunity to create a prominent civic focus at King and Taylor Roads. A "gateway" should be created to mark this entrance into the Town Center.

### *Land Use*

Permitted land uses in areas designated as Public and Quasi-Public include public and public-serving facilities, such as parks, libraries, museums, fire stations, police stations, post offices, day care, auditoriums, community centers, schools, government offices, and utility facilities.

### *Building Standards*

#### **Building Intensity**

Public and Quasi-Public development should not exceed an F.A.R. of 0.60.

#### **Height**

Buildings shall not exceed 2 stories in height.

#### **Setbacks**

New Public and Quasi-Public buildings shall address the street and shall not be set back more than twenty feet, except where an entry courtyard or plaza is provided. Primary entrances to new Public and Quasi-Public buildings shall not be set back from streets behind off-street parking.

#### **Parking**

Parking lots shall be located within the interior of blocks, away from streets.

Joint use parking allowances are strongly encouraged for Public and Quasi-Public areas adjacent to Office and other commercial uses.

### *Development Guidelines*

#### **Building Orientation**

While provisions must be made for arrival by automobile, arrival on foot must be emphasized and encouraged. Public

and Quasi-Public buildings shall have primary entrances that face streets and are articulated with courtyards or plazas, architectural elements, and special materials.

Public architecture should take advantage of existing view corridors down public streets.

#### **Building Facades**

Public and Quasi-Public building facades shall be varied and articulated to provide visual interest to pedestrians, rather than create an overly unified frontage. Street level windows and frequent building entries are encouraged.

Downtown Core guidelines relating to human-scaled architectural elements, building materials and colors (pages 31-32) shall also apply to Public and Quasi-Public areas.

#### **Miscellaneous**

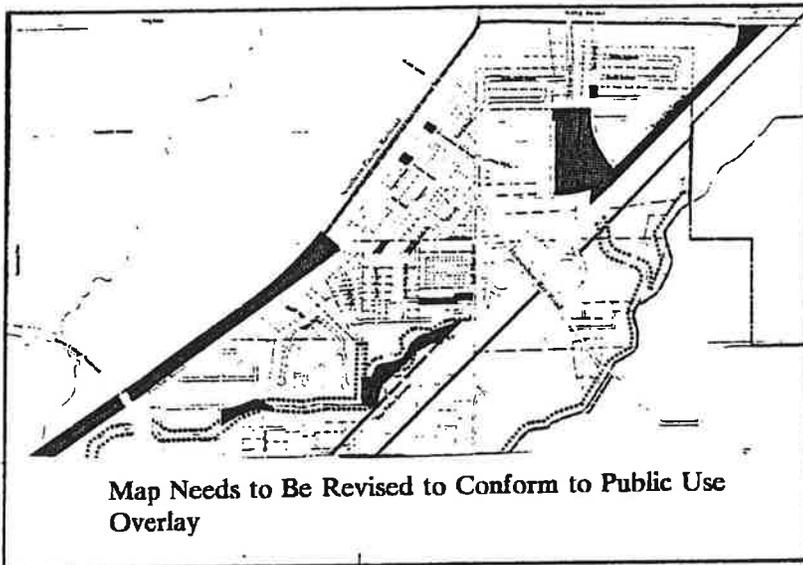
The design of the Community Center should attempt to incorporate existing native oak trees, possibly through the creation of a small, public "green."

The rail stop shall provide shelter for pedestrians, convenient passenger loading zones, and secure bike storage. A drop-off and bus staging area shall be provided off of Webb Street west of Taylor Road. A public plaza shall be associated with the stop at the end of Horseshoe Bar Road. Shelters shall be easily recognized, yet be integrated with the surrounding architecture and landscaping; re-use of existing historic structures is strongly encouraged. Newspaper stands, vending machines, bicycle storage, public phones, and other elements should be incorporated into the overall design of the transit stop site.

Tall trees should be planted on the elementary school site, near the intersection of Taylor and King Roads to create a distinctive "gateway" into the Town Center area.

Downtown Core guidelines for lighting, landscape elements, drought-tolerant plants and water-saving irrigation systems (pages 32-33) shall also apply to Public/Quasi-Public areas.

## H. Public Parks and Open Space Overlay



Public Parks and Open Space Overlay Map Revisions:

Delete site at Brace and I-80

### *Introduction*

Public Parks and Open Space contribute greatly to Loomis' small town image and provide important opportunities to rest, play and enjoy the outdoors. Several areas within the Town Center are overlaid with public uses as parks, plazas, and passive open space. (See page 47a for a further explanation of the overlay.) Each area has a special character suited to its context, and contains varying degrees of active and passive uses. Privately-owned and maintained plazas are also encouraged. The Town has included a policy to develop a Park Master Plan/needs assessment study for parks for the entire town within the Implementation Guide. The Overlay Plan proposes the following parks for the Area:

#### **Community Center-Day Avenue Park Overlay**

The largest park overlay occurs between the Community Center and Day Avenue. This area contains woodlands, granite outcroppings and a perennial creek. The existing network of informal trails should be maintained. Grassy areas near the planned Community Center may be used for playing fields, if size permits, or picnicking.

#### **Downtown Plazas Overlay**

Small plazas should occur within the Downtown Core where Walnut Street and Horseshoe Bar Road end, within the S.P.R.R. right-of-way. These plazas will create a civic focus and outdoor amenity for revitalized uses along Taylor Road and will serve as an ideal location for regular farmers'

markets and as an amenity associated with the proposed rail station. Architecturally-interesting buildings that now exist, sensitively-designed new buildings, and appropriate site-design can come together to create human-scaled plazas and paths, strongly defined by buildings and landscaping. (See Illustrative Plan, Figure 8.)

#### **Horseshoe Bar-Walnut Overlay**

A pedestrian link shall be provided between Walnut and the Shopping Center.

#### **Taylor Road and the S.P.R.R. Overlay**

A trail shall be provided within the Taylor Road right-of-way outside of the Downtown Core, along the S.P.R.R. right-of-way. In addition, the Town should consider the creation of a linear park with recreational facilities and landscaping. The S.P.R.R. land is sufficiently wide to accommodate a variety of recreational uses including basketball courts, tennis courts, play lots, par courses and parking; or it could be designated for private open space uses. It will also create a green "gateway" to the Taylor Road shopping district.

#### **Christmas Tree Farm and Pond Overlay**

Another park is designated near the Christmas tree farm where South Walnut Street now terminates. This area contains some heavily-vegetated areas surrounding a creek and pond. Some small, grassy areas may be suited for picnic and informal play areas. A trail suitable for equestrians is planned within the adjacent street right-of-way along the South Walnut Extension. (See Figures 15-17.)

#### **Walnut Street to King Road Trail and Landscape Easement Overlay**

The berm to mitigate freeway noise for new residential development near the Day Avenue extension shall contain a trail and naturalistic landscaping. An entry sign, visible from the freeway, shall be erected within this open space to alert travellers to Loomis.

### **Western Creekside Park (Walnut Street to Brace Road Trail) Overlay**

A small park is situated between Brace and Taylor Roads, along the creek and new residential street. This open space protects riparian habitat, but shall also contain a small picnic area and playlot to serve nearby residents.

### **Community Park Overlay**

As discussed in Section L, if the optional "commercial reserve" designation is utilized in the area south of the freeway, a community park site has been identified. Active recreation areas should avoid impact on adjacent Secret Ravine riparian areas, as well as the large stands of heritage trees. Connections should be provided to trails along the length of the creek.

### ***Land Use***

Permitted land uses in areas designated as Public and Quasi-Public include public parks and public-serving facilities, such as day care, auditoriums, community centers, government buildings, recreation facilities and utilities, as well as private open space, such as the S.P.R.R. right-of-way southwest of the Downtown Core.

### ***Building Standards***

#### **Building Intensity**

Buildings on Public Parks and Open Space areas should not exceed an F.A.R. of 0.10.

#### **Height**

Buildings shall not exceed 2 stories in height.

#### **Setbacks and Separations**

Buildings shall be set back at least 10' from all property lines.

### Parking

Parking lots shall be located at least 10 feet from property lines.

Joint use parking with other uses is strongly encouraged for Public Parks and Open Space areas.

### *Development Guidelines*

#### Orientation

Parks shall be located in a way that maximizes their access from the neighborhoods they serve. Street patterns and pedestrian paths shall provide easy and direct access to these parks. Parks should be placed next to public streets, rather than hidden behind private development.

Parks shall also provide visual focal points for Loomis' neighborhoods. Parks and any park structures shall be sited to terminate vistas along streets.

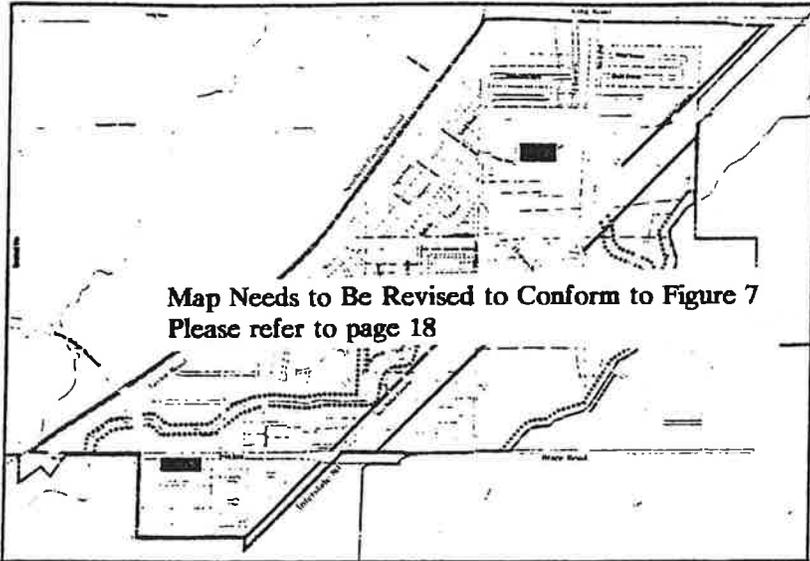
#### Miscellaneous

Parks shall provide adequate shading for comfortable mid-day summer use and sunny areas for winter use. Landscape design shall respect vistas created by streets.

Parks shall incorporate special site features such as creeks, drainageways, detention areas, rock outcroppings, ponds, and trees. Stormwater detention areas shall be incorporated into the design of parks, possibly providing additional playing fields or parking areas. Developers shall work with the Town to determine how and if these facilities can be used to meet park requirements.

Development funding will be utilized for park facilities to the extent possible.

# I. High Density Residential



High Density Residential Map Revisions:

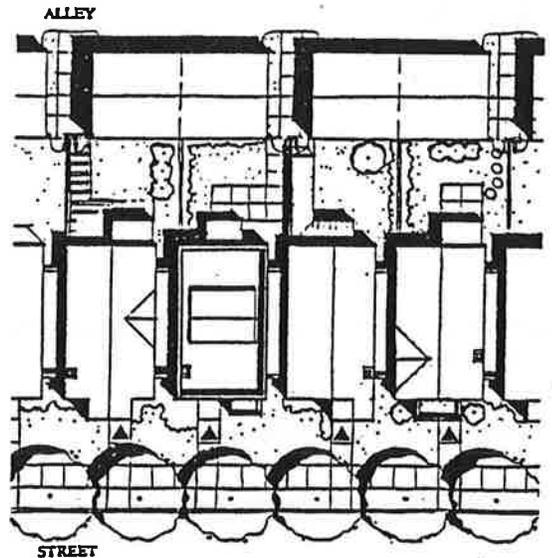
Delete Location on "Gates Property"  
(See Planned Development)

## Introduction

The High Density Residential designation applies to a few small, discrete areas: where apartments now exist on Brace Road (near one anticipated Shopping Center) and within a PD designation near the Community Center and Shopping Center. High Density Residential development in these locations will provide affordable housing for single parents, students, and senior citizens, which is conveniently located near shops. High Density Residential building types will also contribute to the image of the Community Center as the center of the community.

The density requirements of the High Density Residential designation necessitate attached units, such as apartments, townhomes, and duplexes. These building types should be designed in a way that enhance the pedestrian-oriented character of the Town Center and maintain the small town charm of Loomis. Primary ground floor entries must orient to streets, not to interior blocks or parking lots, and blank garage doors should not be allowed to dominate the appearance of neighborhoods.

New townhomes, apartments or duplexes may be built next to the Civic Center. These housing types can be designed in a way that maintains the traditional, small town character of Loomis and enhances the street. Each townhome has its own front yard and entrance, and a private back yard.



STREET ELEVATION

TOWNHOME

Townhomes are attached at their sides in groups of three or more. There is no sideyard separations between most units although skylights or light wells may be provided. Parking and garages are set behind these units to avoid featureless facades and driveways, and to enhance the street with friendly porches and well landscaped yards. Because there is only one unit per lot, townhomes can be owner-occupied.

Apartment buildings have units that are stacked and attached. If properly designed, apartment buildings can maintain Loomis' small town character by adopting many characteristics found in large manor houses. The size of each individual building can be limited to maintain the scale of existing neighborhoods. The form of the building and roof can suggest a single "house". And, architectural features such as porches, bays and dormers can create visual interest and avoid monotonous facades.

**Land Use**

Townhomes, apartments and duplexes are permitted in High Density Residential areas.

**Building Standards**

**Building Density**

Between 10 and 15 dwelling units per gross acre are permitted in High Density Residential areas.

**Height**

Buildings in High Density Residential areas shall not exceed 35 feet in height.

**Setbacks and Separations**

Buildings shall be set back at least 15 feet and no more than 25 feet from front property line, to create a comfortable street edge for the pedestrian and to reduce the visual impact of parking lots and garages.

There is no minimum property line setback for sideyards, except where High Density Residential areas abut other land use areas, in which case a 10 foot side setback shall apply. Where units are not attached, they shall be separated by at least 20 feet; a smaller separation may be acceptable if a submitted design can be shown to ensure visual privacy between neighboring units by off-setting windows.

**RESIDENTIAL LAND USE DESIGNATIONS AND TYPES**

<u>Land Use Designation</u>	<u>Base Density</u>	<u>Permitted Types</u>
Downtown Core	up to 15 du/ac	Apartments over Commercial
High Density Residential	10-15 du/ac	Apartments, Townhomes & Duplexes
Medium-High Density Residential	6-10 du/ac	Small Lot Single Family Homes, Zero Lot Line Homes, Duplexes & Ancillary Units
Medium Density Residential	2-6 du/ac	Large Lot Single Family & Ancillary Units
Rural Estate Residential	0.22-0.43 du/ac	Rural Estate Residences & Ancillary Units

Except for garages, buildings shall be set back at least 10 feet from rear property lines.

Porches, bays, and balconies may extend up to 5 feet into the front setback. Chimneys and eaves may also extend into required setbacks.

Garages shall be set back at least 5' from the rear property line if accessed by an alley. Garages may be built to one side property line, but shall be set back at least 8' from the other.

### **Parking**

Garages shall not exceed a width of 25 feet (approximately 2 car widths). Additional on-site parking may be provided within sideyards adjacent to the primary house. Tandem parking is permitted. Detached garages accessed by alleys or side drives are encouraged. Attached garages may be incorporated into the side or rear of buildings, but shall be set back at least 10 feet from the front facade, to reduce their visual impact from the street. All garages must be setback at least 5 feet from side and rear property lines and at least 15 feet from front property lines.

## ***Development Guidelines***

### **Building Orientation**

Primary ground floor entries must orient to and be visible from the street; entries should be articulated by a porch. Interior living spaces should also be oriented toward the street; this is made possible by placing garages to the rear of lots or by recessing garages behind the front facade.

### **Building Facades**

In order to prevent the appearance of separate subdivisions and promote the sense of a whole community, each home builder shall develop as much variety in design and material as possible. Newly developed areas of more than 5 acres must have at least 3 models, each having 3 different primary front elevations.

High quality materials are encouraged and unsubstantial, inexpensive materials are discouraged. Materials must convey a sense of permanence and durability. Wood siding, stone, and brick are encouraged in all areas.

Downtown Core guidelines relating to human-scaled architectural elements, building materials and colors (pages 31-32) shall also apply to High Density Residential areas.

**Open Space and Landscaping**

Private yards, patios or balconies shall be provided for each unit.

Landscaping can be used to define entries and private ground-level open space. Landscaping can also be used to improve privacy.

Low hedges, retaining walls, fences and sloped banks are encouraged adjacent to sidewalks to better define sidewalks and yards, and increase visual interest. Hedges, walls, fences and banks shall rise no more than 3 feet from sidewalk grade.

Downtown Core guidelines relating to drought tolerant plant and irrigation systems (pages 32-33) shall also apply to High Density Residential areas.

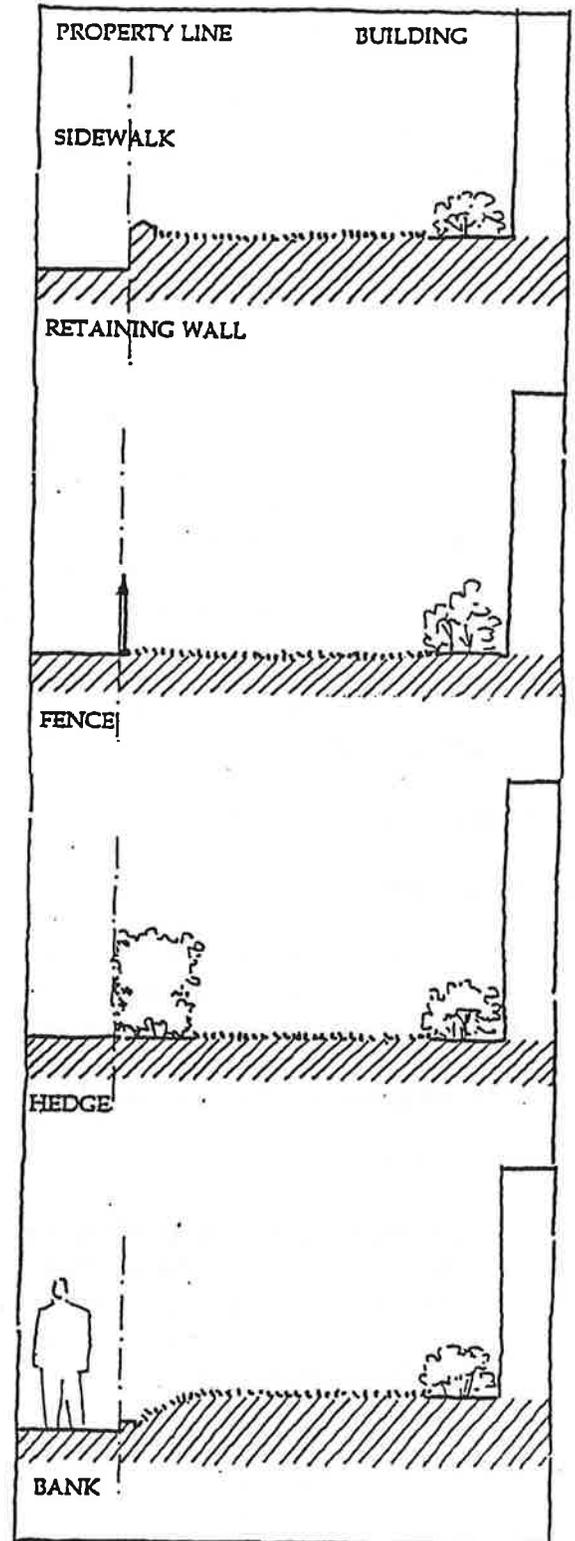
**Miscellaneous**

Bays, dormers, porches chimneys and cupolas can further contribute to architectural interest and diversity. Street elevations shall also be broken with reveals, recesses, and other architectural features to provide visual interest.

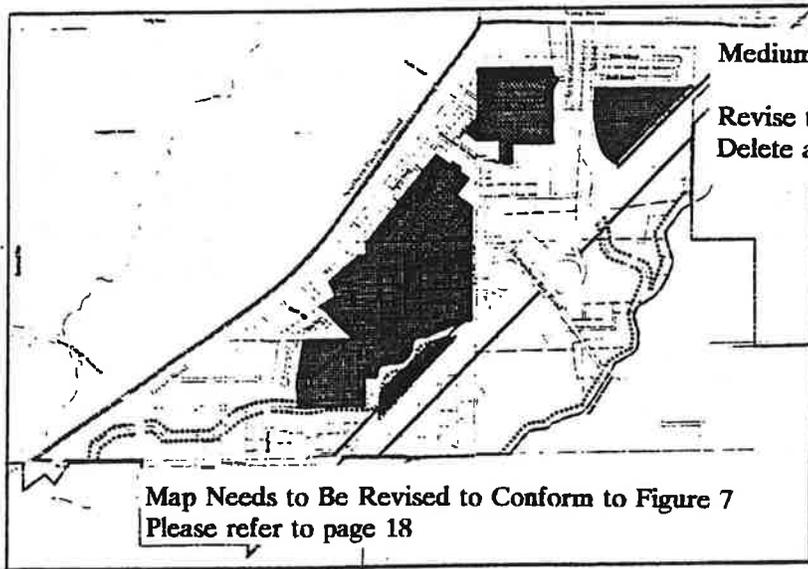
Gabled roofs are strongly encouraged to maintain a small-town image. Gabled roof ends shall face primary streets. Mansard roofs are not allowed. Changes in roof configuration shall reflect the buildings massing below.

Elements such as overhangs and trellises are encouraged to respond to the climate of the Placer Foothill's and provide visual interest.

Windows with vertical proportions predominate in traditional American architecture and are more human in scale. Windows should have a height greater than or equal to their width.



## J. Medium-High Density Residential



Medium-High Density Residential Map Revisions:

Revise to show underlying land uses

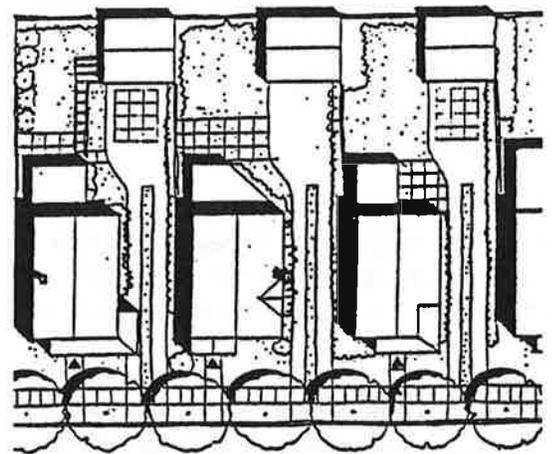
Delete a portion of Sierra College/Brace site for Shopping Center

### Introduction

The Medium-High Density Residential designation applies to most residential areas within walking distance of shopping opportunities within the Downtown Core, Shopping Center or Neighborhood Commercial. Placing a greater concentration of residences near Loomis' shops provides residents with the option of walking for many goods and services, as well as helping to support local businesses.

While the Medium-High Density requirements necessitate smaller lots, a variety of housing types can be used including attached duplexes, zero-lot line homes and small lot single family homes. Zero-Lot Line Homes are detached single-family dwellings with only one private side yard; the other side contains no windows that might compromise the neighbor's privacy. Small Lot Single Family Homes are like Zero-Lot Line Homes except that units have side setbacks on both sides, allowing windows to occur on all sides. Duplexes contain two units that are attached but not stacked.

These building types should be designed in a way that enhances the pedestrian-oriented character of the Town Center and maintains the small town charm of Loomis. Primary ground floor entries must orient to streets, not to



STREET ELEVATION

SMALL LOT SINGLE FAMILY

interior blocks and blank garage doors should not be allowed to dominate the appearance of neighborhoods.

Second Residential Units, or ancillary units, are permitted in Medium-High Density Residential areas. These units can be used to increase the number of rental and affordable units in the Town Center, while maintaining its single-family character and ownership patterns. These Second Residential Units can be used in a variety of ways. They can be rented to offset housing costs for the primary unit and they can provide needed space for a teenage or elderly family member.

Second Residential Units that are built above a detached garage are called Carriage Houses. Carriage Houses provide versatile space that can be rented or serve as a at-home studio or office. Carriage Houses are less suited for infill development because their design must be coordinated with adjacent properties.

**Land Use**

Zero-lot line homes, duplexes, small lot single family, senior citizen residences and Secondary Residential units are permitted in Medium-High Residential areas. Secondary Residential Units are also permitted.

**Building Standards**

**Building Density**

Between 6 and 10 dwelling units per gross acre are permitted in areas designated as Medium-High Density Residential, with the exception of the area just south of Day Avenue where between 6 and 8 dwelling units per acre are permitted.

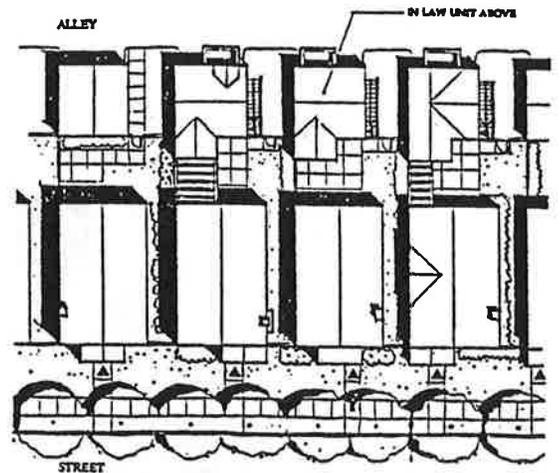
**Height**

Buildings in Medium-High Density Residential areas shall not exceed 35 feet in height. Proposed duplexes adjacent to Hunters Crossing off of Brace Road and next to the proposed Shopping Center shall be single-story.

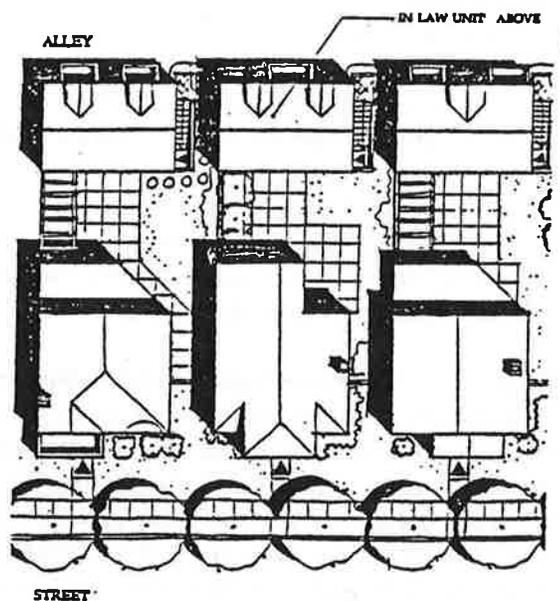
**Setbacks and Separations**

Buildings shall be set back at least 15 feet and no more than 25 feet from front property line, to create a comfortable street edge for the pedestrian and to reduce the visual impact of parking lots, garages and cars.

Setbacks to side property lines may be zero on one side and must be least 10 feet on the other. Windows are not



ZERO-LOT LINE



STREET



STREET ELEVATION

CARRIAGE HOMES

permitted within 10 feet of the property line, unless they are designed in a way that ensures the privacy of the neighbor and resident. Medium-High Density Residential buildings must be set back at least 10 feet from properties containing other land uses.

Except for garages, buildings shall be set back at least 20 feet from rear property lines.

Garages and Carriage Houses (Ancillary Units over detached garages) shall be setback at least 5' from the rear property line if accessed by an alley. Garages and Carriage Houses may be built to one side property line, but shall be setback at least 8 feet from the other. Carriage Houses should be separated from the primary building by at least 20 feet, unless landscaping design and fenestration patterns shall ensure privacy. Carriage House balconies and bays may extend up to 5' into the rear setback or front house separation. Neighboring carriage house units shall not have windows facing each other unless separated by at least 15 feet.

Porches, bays, and balconies may extend up to 5 feet into the front setback. Chimneys and eaves may also extend into required setbacks.

**Parking**

High Density Residential guidelines pertaining to Parking (page 56) shall also apply to Medium-High Density areas.

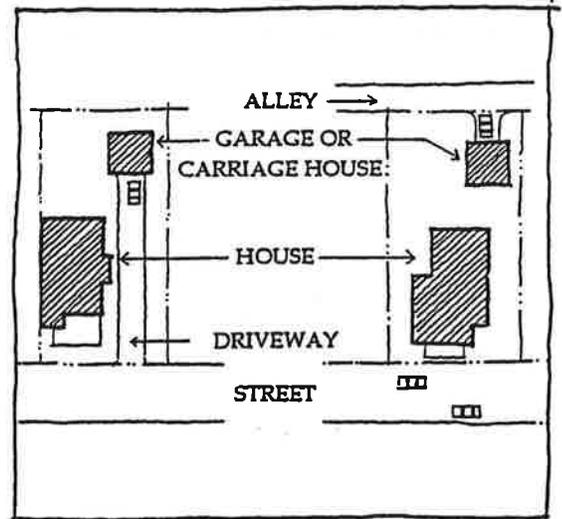
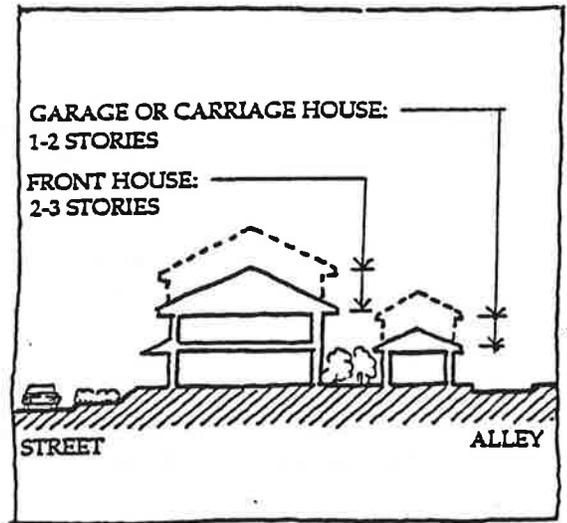
**Development Guidelines**

All Development Guidelines for High Density Residential (pages 56-57) should also apply to Medium-High Density areas.

**Additional Development Guidelines**

Carriage Houses should be accessed from along side yards or from alleys. Paths to a Carriage House's front entrance shall be articulated with landscaping, special paving or trellises to signal their location to visitors and to create a sense of arrival.

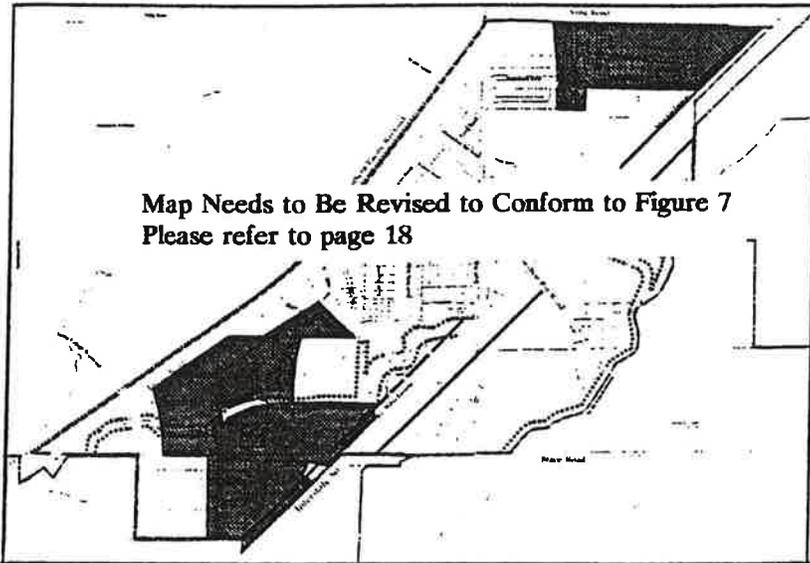
Within the "Highway Building Lines" shown on the Land Use Plan, new residential development shall be required to mitigate indoor noise levels in excess of 65dB by utilizing any combination of the following measures such that the the top



of the stack of a semi-truck to the eave of the house is obstructed:

- take advantage of existing topography to site new buildings below the area affected by excessive noise levels;
- build a "natural looking" landscaped berm along the freeway to a height sufficient to meet the attenuation criteria;
- build a combination berm/sound wall, meeting the above criteria, such that the wall is no more than 4 feet high and architecturally articulated;
- limit buildings to one story; and /or
- set buildings back beyond the area affected by noise (approximately 300 feet without berms).

## K. Medium Density Residential



### Medium Density Residential Map Revisions:

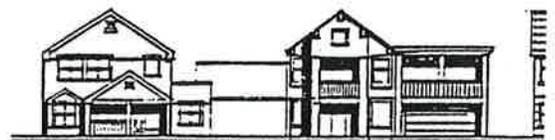
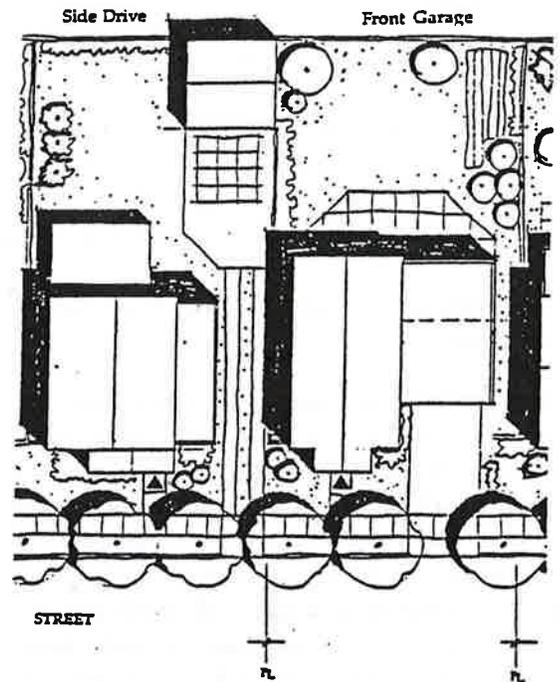
Add in Brace and I-80 site and areas covered by Public Use Overlay adjacent to existing Medium Density

### Introduction

The Medium Density Residential designation generally applies to residential areas that are not within easy walking distance of shopping opportunities and are not south of the freeway.

The Medium Density requirement permits larger lots with side yards on both sides. Residences should be designed in a way that enhances the pedestrian-oriented character of the Town Center and maintains the small town charm of Loomis. Primary ground floor entries must orient to streets, not to interior blocks and blank garage doors should not be allowed to dominate the appearance of neighborhoods.

Second Residential Units (ancillary units) are permitted in Medium Density Residential areas. These units can be used to increase the number of affordable units in the Town Center, while maintaining its single-family character and ownership patterns. Second Residential Units can be used in a variety of ways. They can be rented to off-set housing costs for the primary unit. They can provide needed space for a teenage or elderly family member. They can serve as an at-home studio or office. Second Residential Units built above a detached garage are called Carriage Houses.



STANDARD LOT SINGLE FAMILY

### ***Land Use***

Small lot single family residences are permitted in Medium Residential areas. Secondary Residential Units, such as Carriage Houses, are also permitted.

### ***Building Standards***

#### **Building Density**

Between 2 and 6 dwelling units are permitted per gross acre in areas designated as Medium Density Residential.

#### **Height**

Buildings in Medium Density Residential areas shall not exceed 30 feet in height.

#### **Setbacks and Separations**

Buildings shall be set back at least 20 feet from front property line.

Setbacks to side property lines must total at least 15 feet.

Except for garages, buildings shall be set back at least 20 feet from rear property lines.

Garages and Carriage Houses (ancillary units over detached garages) shall be set back at least 5' from the rear property line if accessed by an alley. Garages and Carriage Houses may be built to one side property line, but shall be setback at least 8 feet from the other. Carriage Houses should be separated from the primary building by at least 20 feet, unless landscaping design and window placement shall ensure privacy. Carriage House balconies and bays may extend up to 5' into the rear setback or front house separation. Neighboring Carriage House units shall not have windows facing each other unless separated by at least 15 feet.

Porches, bays, and balconies may extend up to 5 feet into the front setback. Chimneys and eaves may also extend into required setbacks.

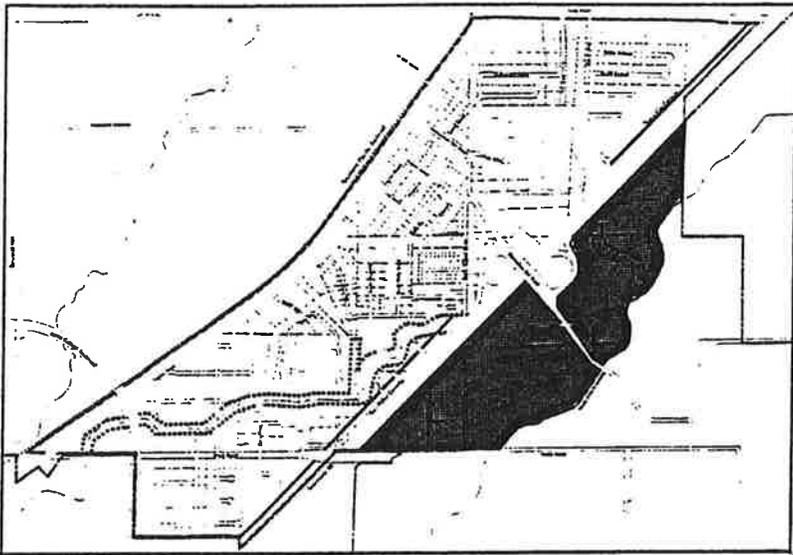
#### **Parking**

High Density Residential guidelines pertaining to Parking (page 56) shall apply to Medium Density Residential areas.

## **Development Guidelines**

All Development Guidelines for Medium-High Density Residential (pages 60-61) should apply to Medium Density Residential areas.

## **L. Rural Estate and Commercial Reserve**



### ***Introduction***

The Rural Estate designation occurs south of the freeway in an area where the rural character of Loomis is to be maintained, unless a master plan and EIR for a mixture of uses is adopted by the City Council. The visual character of this area is an extremely important part of the entry experience to Loomis from Interstate 80. The sensitive nature of Secret Ravine must also be addressed in the Rural Estate area.

### ***Land Use***

Very large lot single family residences are permitted in Rural Estate areas. Second Residential Units, such as Carriage Houses, are also permitted. This area is designated for Commercial Reserve as noted in the General Plan. A Community Park shall be included on the south side of the freeway.

### ***Building Standards***

#### **Building Density**

From 0.22 to 0.43 dwelling units per gross acre are permitted in areas designated as Rural Estate.

#### **Height**

Buildings in Rural Estate areas shall not exceed 30 feet in height (with the possibility of 35' with Design Review Approval).

### **Setbacks and Separations**

Buildings shall be set back at least 50 feet from front property line.

Setbacks to side property lines must be least 25 feet.

Except for garages, buildings shall be set back at least 25 feet from rear property lines.

Porches, bays, and balconies may extend up to 5 feet into the front setback. Chimneys and eaves may also extend into required setbacks.

### **Parking**

High Density Residential guidelines pertaining to Parking (page 56) shall also apply to Rural Estate areas.

### **Wastewater**

Rural Estate development must have adequate septic and well service and may not be built at densities requiring sewer or water service.

### **Development Guidelines**

#### **Additional Guidelines**

A sign, visible from the freeway, shall be erected along the freeway to welcome travellers to Loomis.

## **M. Planned Development**

Map to Show the Gates' Property

### ***Introduction***

The Planned Development designation applies to the Gates property to meet a concern to allow some flexibility in the development of the land close to the Downtown Core.

### ***Land Use***

Permitted land uses include a mix of townhomes, apartments, duplexes, zero lot line homes, small lot single family residences, secondary residential units, offices, Downtown Core type commercial (see page 28), public and/or public-serving facilities.

For the property commonly known as the "Gates property", the percentages of the permitted land uses shall be ( $\pm 5\%$ ) 9% Shopping Center (approximately 2.6 acres), 48% Downtown Core (approximately 13.78 acres), 10% high density residential (approximately 2.87 acres), and 33% medium high density residential (approximately 9.47 acres). These percentages assume that a public area/park is included in the planned development of the site.

### ***Building Standards***

The Building Standards will be established as part of the conceptual development plan following the design concepts of the Loomis Town Center Master Plan.

### ***Development Guidelines***

The Development Guidelines will follow those listed for similar uses in the Town Center Master Plan (i.e. if the use is office, the office development guidelines should be followed).

### ***Miscellaneous***

The Downtown Core guidelines for lighting, landscape elements, drought-tolerant plants and water-saving irrigation systems (pages 32-33) shall also apply to Planned Development areas.

## VII. Design Standards and Guidelines for Streets and Paths

### *A. Introduction*

Streets and paths are an important part of Loomis' fabric and character. They define a public realm that is encountered daily and helps create an environment that makes walking more pleasurable. Therefore, streets and paths provide an important tool for maintaining Loomis' small town qualities, while addressing practical access issues.

These standards and guidelines are to be used by Town of Loomis staff and developers as they make improvements in the Town Center. They should be used in the planning and design of new areas, as well as where pedestrian connections should be enhanced or new transportation features are needed.

This chapter has two sections: "Streets" and "Other Paths." "Streets" describes requirements and guidelines pertaining to improvements occurring within street right-of-ways. These improvements include: the cross-section of various streets found in the Town Center, intersections and turning lanes, on-street parking, street trees, signage and lighting, and sidewalks and paths. "Other Paths" identifies pedestrian connections to be provided outside of street right-of-ways.

### *B. Streets*

#### *Introduction*

To maintain the area's pedestrian-oriented and scenic character, street trees are sometimes required, the width of street pavement should be kept to a minimum, and sidewalks should be provided in new areas. Street trees are required to enhance pedestrian connections along Walnut, Horseshoe Bar and Taylor, as well as in newly-developed areas.

Pavement widths shall not exceed that needed to serve the actual level of traffic to be served. In general, narrow street pavement slows traffic, provides more space for landscaping and pedestrian paths, and enhances the small town image of neighborhood streets by allowing arching tree canopies and larger landscaped areas. Additional rights-of-way must be

provided in some instances, however, to accommodate anticipated traffic volumes. The following section describes required street sections and where they should be applied.

### *Hierarchy of Streets*

Streets in the Town Center are classified within an hierarchy that assigns streets into categories based on their functional requirements and special setting (Figure 10). The dimension and arrangement of key features are outlined in the following text and sections, including vehicular travel lanes, parking, bike lanes, sidewalks and landscaping. Special settings are also addressed for streets adjacent to parks and the freeway.

Existing streets will not be altered unless otherwise noted. Actual locations of new local streets may be revised at the time of development.

Each category of street is described here and in Figures 11-21.

**"Main Street":** "Main Street" describes the main shopping street along Taylor Road and the northern most part of Horseshoe Bar Road. "Main Street" provides ample sidewalks, parallel parking and travel lanes. A middle lane or median can be used for turning or landscaping; large oaks shall be planted in this median to mark both ends of the Taylor Road shopping district, and to contribute to the street's rural and enclosed character.

**Rural Highway:** Taylor Road, King Road, Brace Road and Sierra College Boulevard are rural in character and carry high volumes of traffic. These Rural Highways contain two travel lanes and bicycle lanes. Additional lanes and pavement are discouraged to maintain their rural character. Trails and formal rows of tall trees are to be placed on each side of Taylor and Sierra College to create an notable, pedestrian-oriented entry into the Downtown Core. Tall trees shall mark "gateways" to the Town Center at Brace Road and Sierra College Boulevard and at Taylor and King Roads. New trails and landscaping will not be required along King and Brace Roads, until new development occurs along them.

**Town Collector:** Town Collectors carry higher traffic volumes. Parking does not occur along Town Collectors where high volumes of traffic or limited right-of-way widths occur along Horseshoe Bar, between the freeway and Library Drive, and along South Walnut. Town Collectors with parking lanes include Horseshoe Bar Road north of Library Drive and the Walnut-King Connector. At least one additional lane for left-turns will be needed along Horseshoe Bar if commercial development occurs south of the freeway.

**Town Lane:** North Walnut is designated as a Town Lane because it shall become an important pedestrian connection between the new Shopping Center and the Downtown Core. Town Lanes minimize the size of parking and travel lanes to slow traffic, and provide rows of trees on each side of pedestrian paths. An equestrian trail is provided. Right-of-way widths vary to avoid rock outcroppings.

**Frontage Streets:** Frontage Streets have parkland on at least one side. With residences on only one side, on-street parking are reduced and pavement widths can be reduced. A parkside trail suited for equestrians is provided.

**Minor Neighborhood Streets:** Minor Neighborhood Streets will serve local traffic, have low traffic volumes, and pavement widths are minimized. Minor Neighborhood Streets will occur in new, non-rural residential areas. A 52' easement shall be maintained along some pedestrian connections to allow for future Minor Residential Streets, if needed, such as between Day Avenue and new streets to the south, between Magnolia and South Magnolia, between Holly and South Holly, and between South Holly and Walnut.

**Minor Rural Street:** Minor Rural Streets serve local traffic and have low traffic volumes. Because they serve very large lots, most spillover parking can be accommodated on-site or on gravel shoulders. Minor Rural Streets will occur within residential areas south of the freeway.

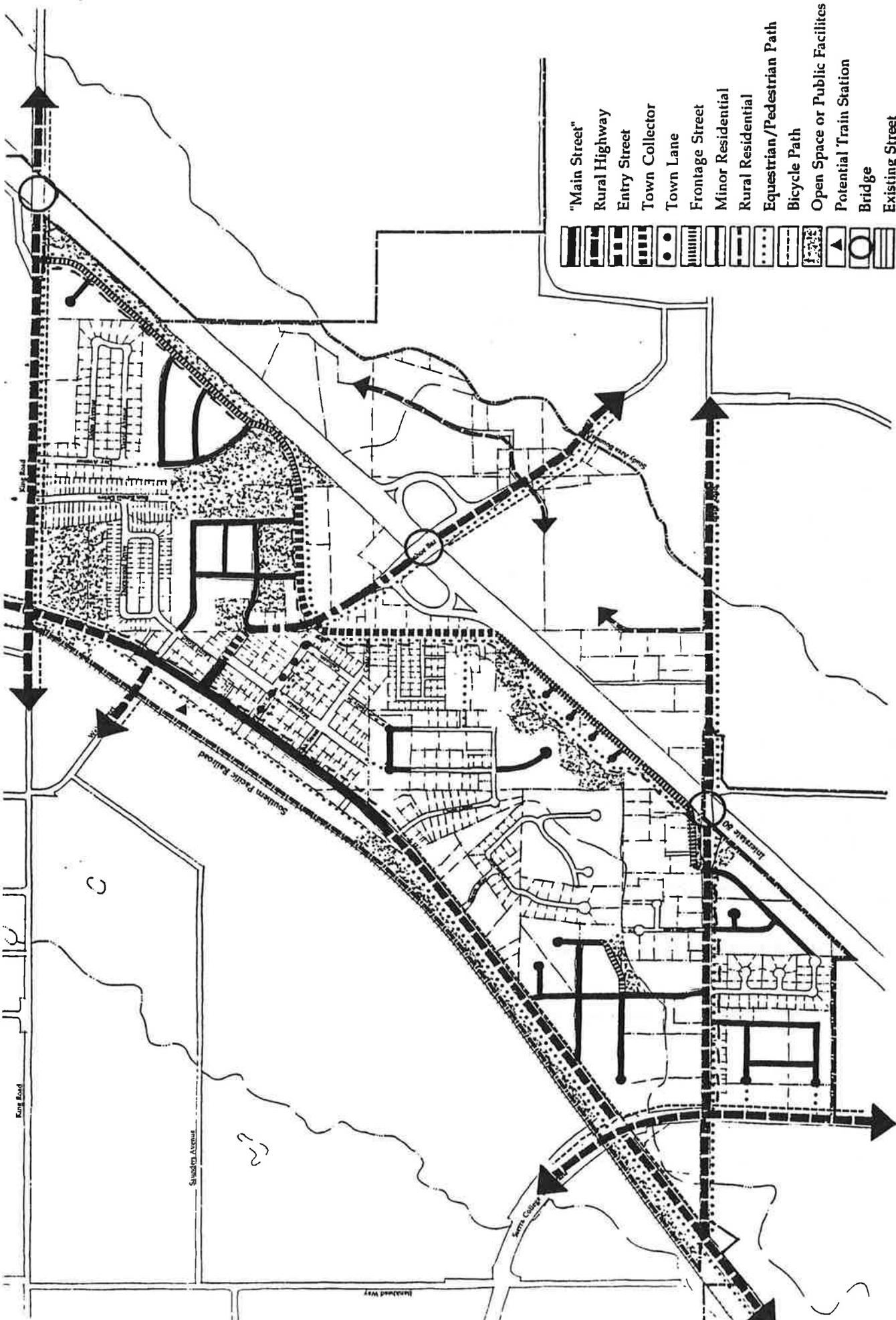
**Alleys:** Alleys are narrow cartways (18' minimum with no parking) that provide rear access to garages, Carriage Homes, on-site parking, and services. They may be used in all areas within the Town Center, meeting engineering and fire requirements.

**Bike paths:** Bike paths are typically separated from the roadway and provide access for bicyclists.

**Bike lanes:** Bike lanes are adjacent to roadways and provide access for bicyclists.

**Existing Streets:** Most existing streets will remain unaltered unless otherwise noted.

**Freeway Bridge:** Bridges over the freeway shall be designed to accommodate pedestrians and equestrians. It is likely that the Horseshoe Bar Road bridge (and Horseshoe Bar Road) will need to be expanded to accommodate the additional through traffic. New designs for this bridge should provide, at a minimum, separate paths for horses, bicyclists and pedestrians; a center turn-lane may also be required. Future improvements may include a separate path for equestrian crossing.



- "Main Street"
- Rural Highway
- Entry Street
- Town Collector
- Town Lane
- Frontage Street
- Minor Residential
- Rural Residential
- Equestrian/Pedestrian Path
- Bicycle Path
- Open Space or Public Facilities
- Potential Train Station
- Bridge
- Existing Street

Note: New streets shown on plan

may be revised during project reviews.

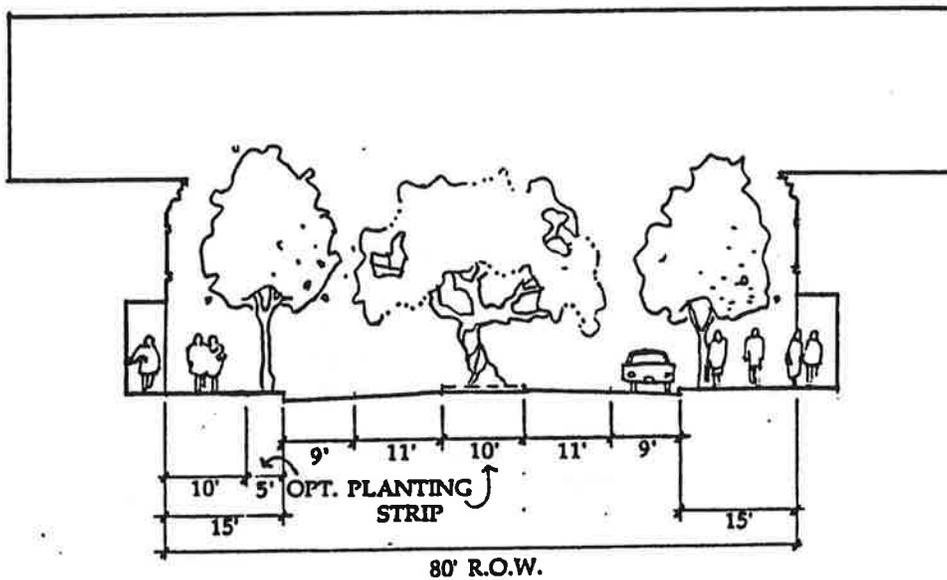
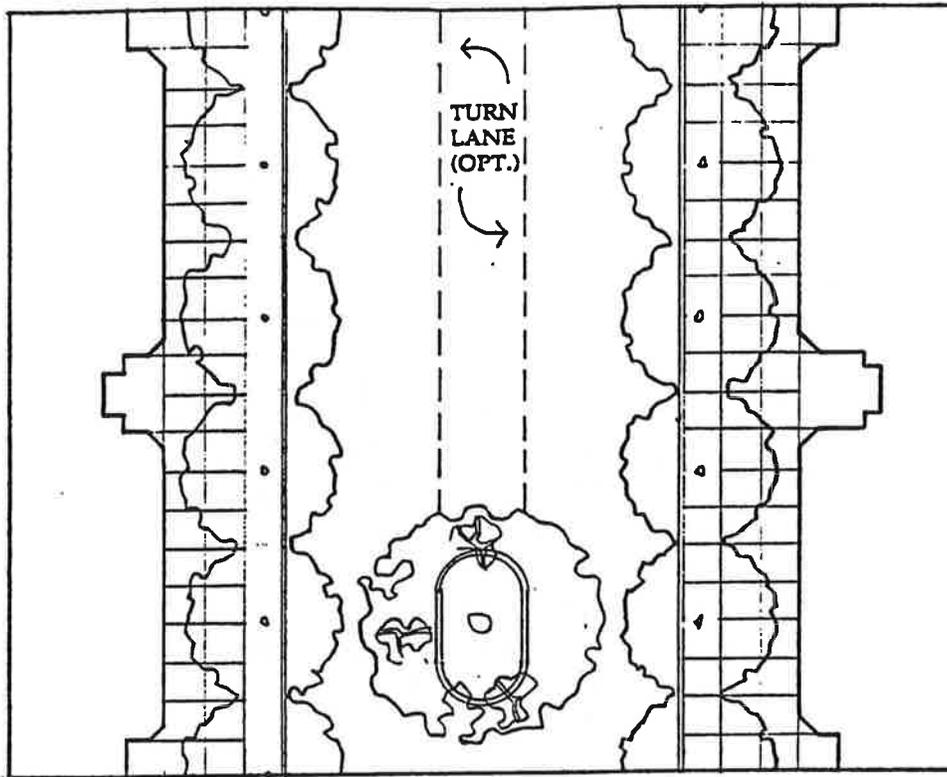


# HIERARCHY OF STREETS

LOOMIS TOWN CENTER MASTER PLAN  
TOWN OF LOOMIS, CALIFORNIA

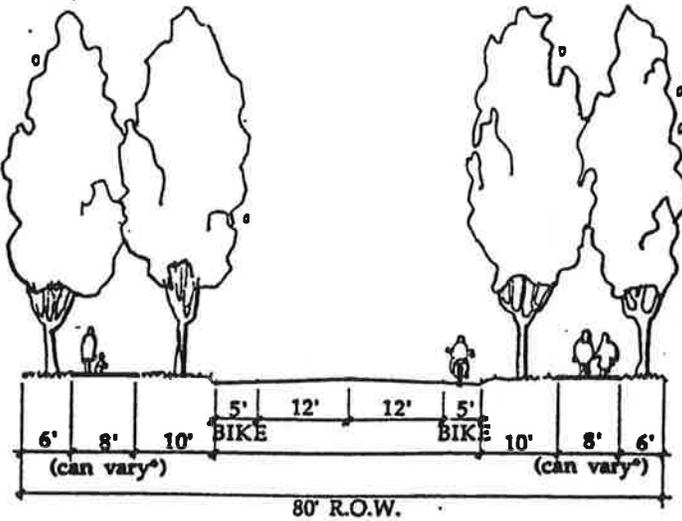
FIGURE

CALTHORPE ASSOCIATES  
SAN FRANCISCO, CALIFORNIA  
MINTIER & ASSOCIATES  
DEAKIN, HARVEY, S... DONIS  
MOORE IACOFANO C... MAN



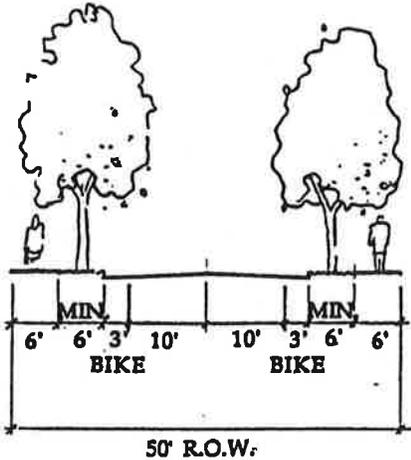
**"Main Street"**  
Taylor Road within Downtown Core  
Horseshoe Bar Road near Taylor

Figure 11



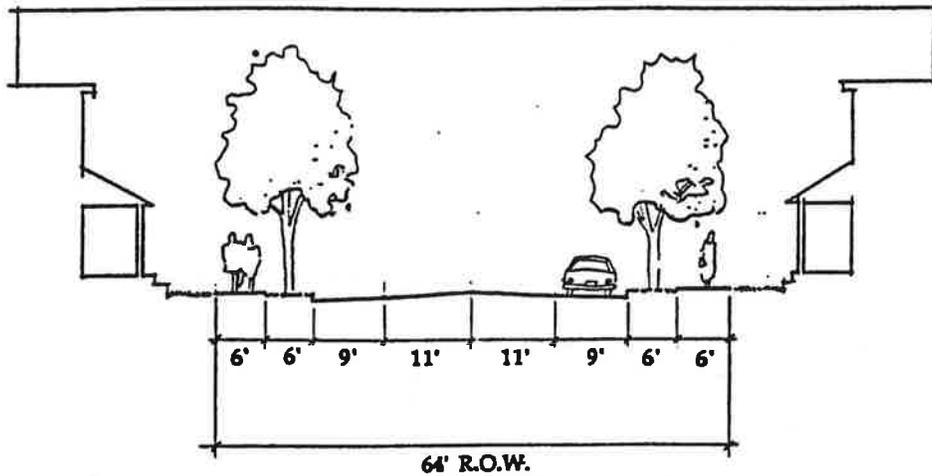
**Rural Highway**  
Taylor Road outside of Downtown Core  
Brace & King Roads  
Sierra College Boulevard

Figure 12



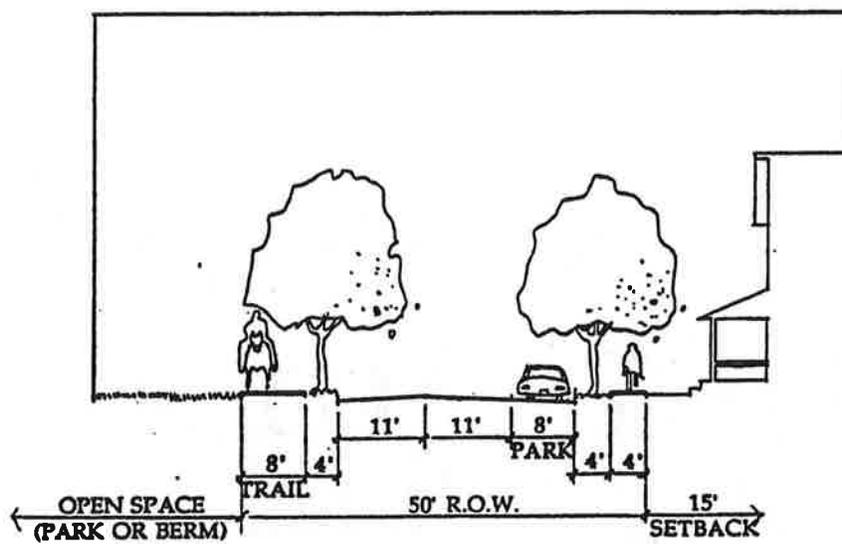
**Town Entry Road**  
Horseshoe Bar Road between Library Drive and the Freeway

Figure 13



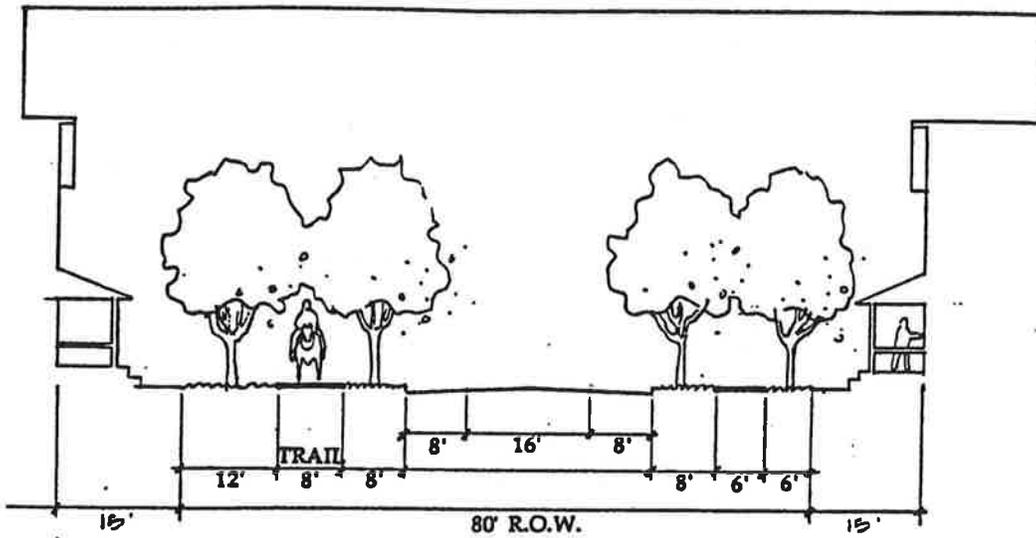
**Town Collector**  
South Walnut, Walnut-King Connector  
Horseshoe Bar north of Library Drive

Figure 14



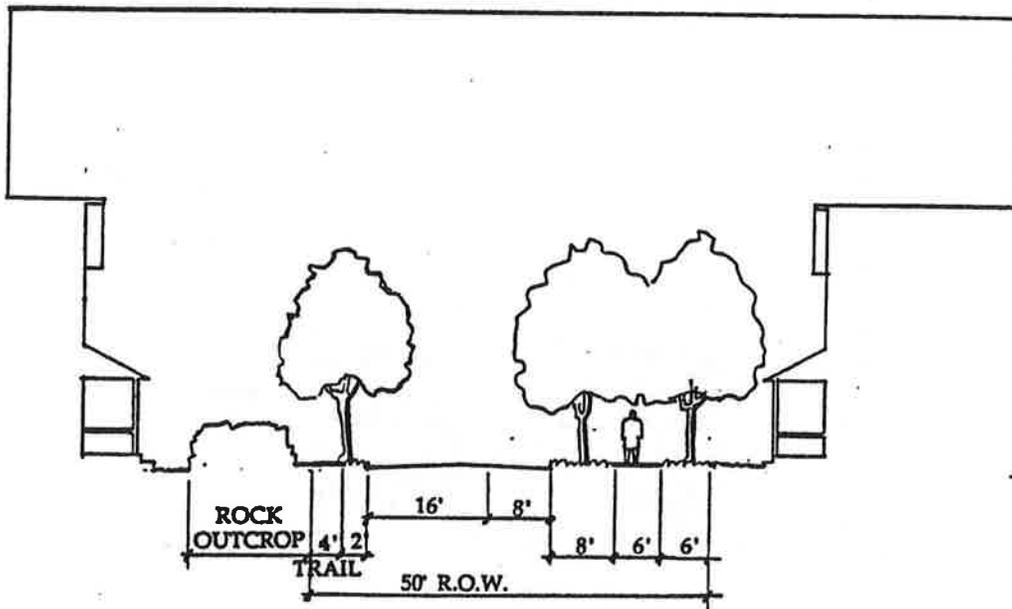
**Frontage Road**  
South Walnut at Park  
South Walnut-King Connector

Figure 15



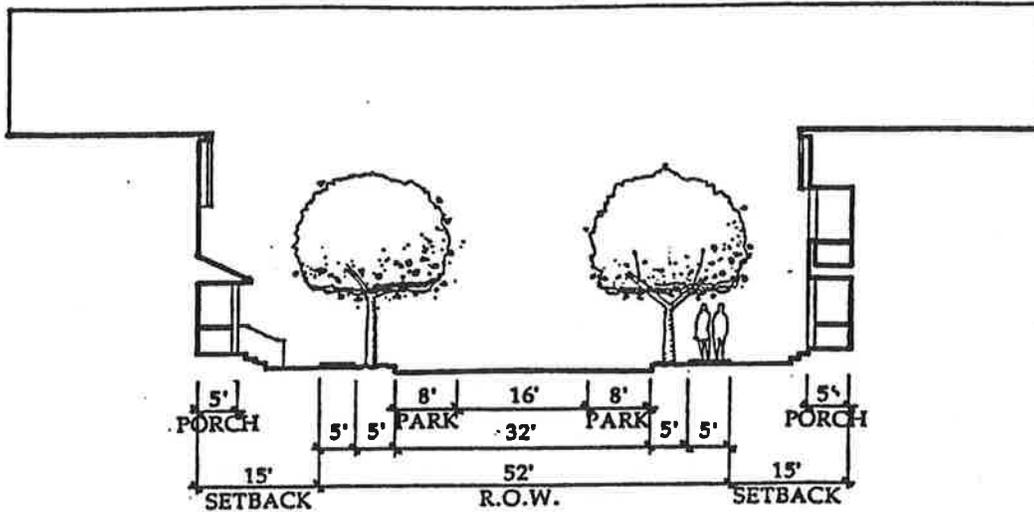
**Town Lane**  
North Walnut Street

Figure 16



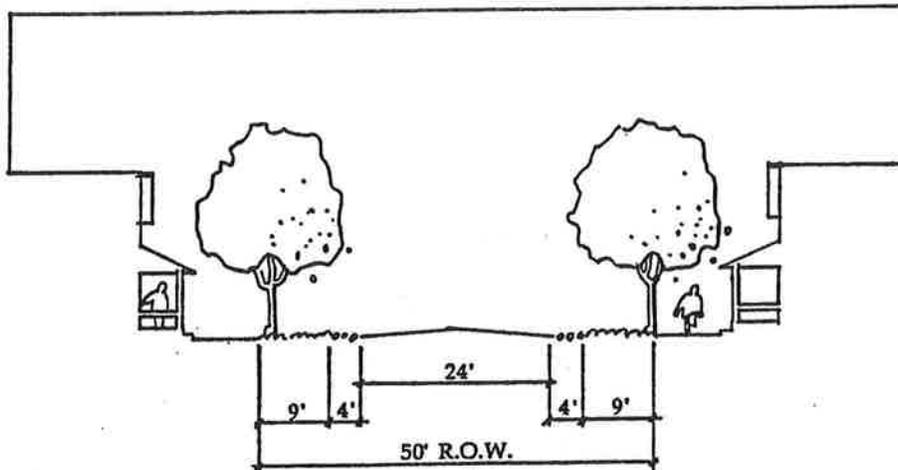
**Town Lane**  
North Walnut Street between Magnolia & Callison

Figure 17



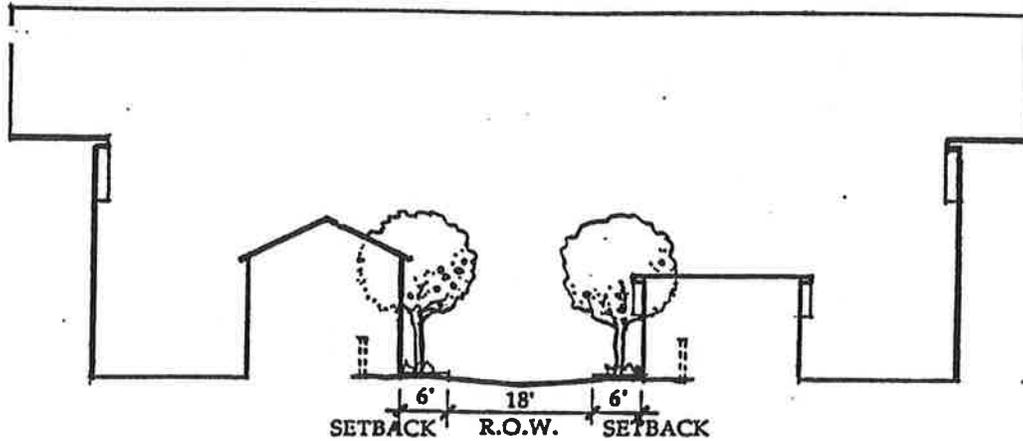
**Minor Neighborhood Street**  
New Non-Rural Residential Areas

Figure 18



**Minor Rural Street**  
South of Freeway

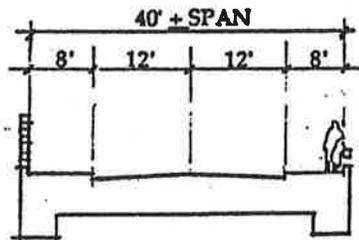
Figure 19



**Alley**  
Throughout Town Center

Figure 20

Revise to follow EIR



**Freeway Bridge**  
Interstate 80 at Horseshoe Bar, King and Brace Roads

Figure 21

### *Intersections and Turning Lanes*

In general, intersection dimensions shall be minimized to reduce pedestrian crossing distances and help slow vehicular traffic. Larger intersection dimensions may be necessary for intersections with high truck traffic, such as the intersections of Library Drive and Horseshoe Bar Road, Taylor Road and Horseshoe Bar, Taylor Road and Sierra College, and Taylor Road and Webb.

Existing signals will be maintained at Taylor and King Roads, Taylor and Horseshoe Bar Roads, and Taylor Road and Sierra College Boulevard. New signals should occur at: Horseshoe Bar and the South Walnut-King connection, the Horseshoe Bar/I-80 ramps (both eastbound and westbound), and at Sierra College and Brace. Sierra College Boulevard's intersection with Brace Road will operate at an acceptable level of service as configured, although additional review shall be carried out as development occurs, because the location of driveways may lead to the need for turn lanes. The Rural Estate designation for areas south of the freeway may reduce the need for signals at the I-80 ramps. As development proceeds, a detailed review will need to be conducted in consultation with Caltrans, taking into consideration sight distances and ramp operations.

Turning lanes will be required along Horseshoe Bar Road between Library Drive and I-80, and along Sierra College Boulevard at Taylor. Special care shall be taken to minimize additional traffic on Horseshoe Bar between Taylor and the freeway. Traffic analysis shows that projected demand on Horseshoe Bar approach that which would require four travel lanes instead of two. To avoid traffic congestion and the need for a four-lane road, an entrance directly from Horseshoe Bar to the Shopping Center shall be discouraged, left turns from Library Drive onto Horseshoe Bar shall be prohibited, and driveways along this portion of Horseshoe Bar shall be minimized. Uses that require left turns from Horseshoe Bar to function effectively shall be prohibited, unless additional travel lanes on Horseshoe Bar are provided. Once the Walnut-Brace connection is constructed, access to the parcel west of Horseshoe Bar, which currently contains Town offices shall be restricted to right turns only or shall be closed. Additionally, preliminary analysis indicates that if commercial and higher density residential uses are permitted south of the freeway, additional lanes will be needed along Horseshoe Bar north of

the freeway, where existing development may make additional acquisition of additional right-of-way difficult.

### *On-Street Parking*

On-street parking shall be maximized through use of alleys and shared driveway cuts.

### *Street Trees*

Street trees are required along major pedestrian connections along North Walnut Street, Horseshoe Bar Road and Taylor Road, as well as in newly developed areas. Street trees and their canopies protect pedestrians from sun and wind, and provide a pleasant sense of enclosure. Regular spacing of trees is best suited to the formal character of the Town Center's residential neighborhoods that lie north of the freeway. Less formal areas may call for irregular, naturalistic plantings, such as along the freeway and park frontages.

Shade trees must be provided along pedestrian-oriented streets, and shall be spaced a minimum of 30 feet on center, unless they occur within parking lanes, in which case they may be 40 feet on center. Trees shall be planted at least 2 feet from the back of curbs.

Special streets and gateways call for special landscape treatments. Rows of tall trees shall flank Taylor Road outside of the Downtown Core. Tall, columnar trees shall mark the Town Center entry on Horseshoe Bar Road just north of the freeway. North Walnut and North Horseshoe Bar shall have flowering or other special trees to articulate these special links between the Shopping Center and Downtown Core. In addition, freeway ramps shall be landscaped to mark this major entry.

### *Street Signage and Lighting*

Signage and lighting shall be kept human-scaled to reinforce Loomis' small town character.

Lighting in residential areas shall be minimized to maintain Loomis' small town character. A single, human-scaled light standard design is encouraged throughout the entire planning area (regardless of property ownership boundaries). Street lighting standards shall not exceed 20 feet in height.

Lighting should be provided along paths that do not coincide with streets. Path lighting shall be incorporated into adjacent buildings, be provided by post or bollard lights, or be provided by modestly-scaled standards not exceeding 16 feet in height.

### *Sidewalks, Equestrian Paths and Bike Paths*

In the Loomis Town Center planning area, all streets are to be designed and enhanced for pedestrian travel. Sidewalks shall be provided on new streets, as indicated in the Street Sections.

Sidewalks shall be designed to parallel streets and to avoid unnecessary meandering and elevation changes.

Equestrian paths should be provided as indicated in the Hierarchy of Streets (Figure 10), along portions of Taylor Road, between Taylor Road and the railroad in the Downtown Core, along Brace and King Roads, along the new Walnut-King and Walnut-Brace connector streets, along Horseshoe Bar south of Walnut, and along North Walnut.

Bicycle paths should be provided as indicated in Figure 10: along portions of Taylor, King, Brace and Horseshoe Bar Roads, and Webb Street. Bicycle parking facilities shall be provided throughout the Downtown Core and Shopping Center, and adjacent to office buildings, schools, civic buildings, parks, and the potential rail stop.

## *C. Other Paths*

### *Additional Pedestrian Connections*

Pedestrian connections should be provided between Magnolia and South Magnolia, between Holly and South Holly, between South Holly and South Walnut, and from Day Avenue to the new streets to the south. In these locations, minimum 6' wide asphalt paths must be provided connecting with the adjacent streets. Additionally, a 52' easement for a potential Minor Residential Street shall be kept in these locations to allow future connections, if necessary.

Pedestrian connections should also be maintained through proposed parks, especially between Sun Knoll Drive and the Community Center, between South Magnolia to the Walnut-Brace connector road, and from the northern end of Howard Lane to the park just to the north.

## VIII. Bibliography and List of Contacts

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## ***B. List of Contacts***

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Henry Ross, California Department of Transportation

### ***Private Contacts***

Karen Fox, property owner representative

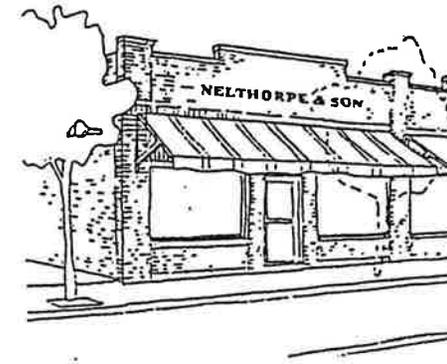
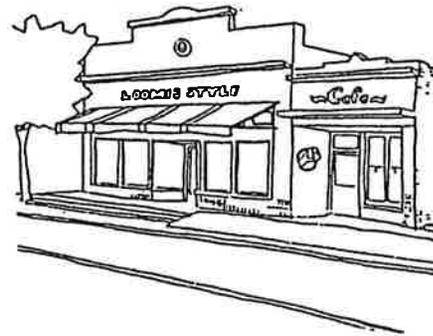
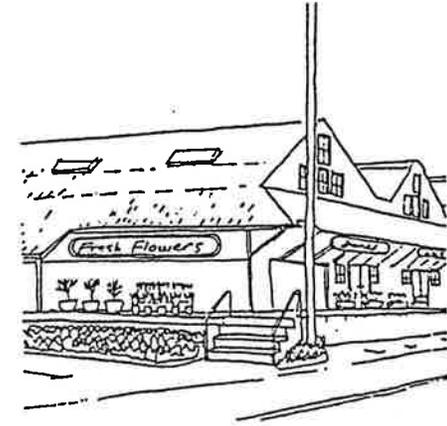
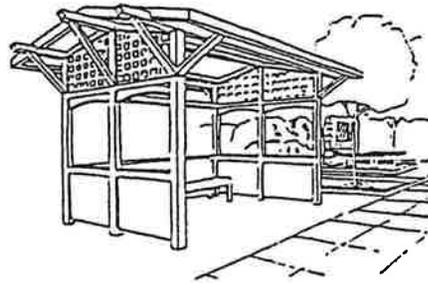
Howard Jones, property owner

Marge Thompson, property owner



*Downtown Loomis*

*Economic Development Implementation Program*



**DESIGN GUIDELINES HANDBOOK**



**ECONOMIC DEVELOPMENT COMMISSION**

**Members:**

Roy Cornelius, Chair  
Owner, True Value Hardware

Ginger Abalkhail  
Owner, Loomis Travel

Don Ansley,  
Pacific Gas & Electric

Gary A. Gramm,  
Physician

William Helms  
Owner, Cal-Lawn

Bob Myer,  
Hebard Real Estate

Glenda Picone  
Owner, Peddler's Cove

Gordon Takemoto  
Owner, Main Drugstore

Hazel Hincine, Office Manager  
Loomis Basin Chamber of Commerce

**Staff:**

Joan L. Phillipe, Town Manager

Kathy Kerdus, Planning Director

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**A. INTRODUCTION**

**1. Economic Revitalization**

Historic Downtown Loomis is at a crossroads. The community can attempt to attract the kinds of goods and services sought by a growing region, or see such businesses establish themselves elsewhere. It can work together to enhance Downtown's underlying strengths, or let property owners and merchants attempt to work independently.

Recognizing that revitalization of Downtown requires a concerted, joint effort of the business community and local government, the Town of Loomis undertook a planning process guided by an "Economic Development Commission", representing business and property owners and City staff. Members of the Commission are listed following the title page.

The planning culminated in the Loomis Economic Development Program Handbook, and this accompanying Design Guidelines Handbook. Together these two documents define an integrated strategy to help revitalize Downtown.

The Economic Development Handbook includes such components as Centralized Retail Management, Business Retention and Recruitment, Improved Merchandising Techniques, a Downtown Marketing Strategy focused upon an historic rehabilitated "fruit shed", and Civic Beautification.

**2. The Design Guidelines**

The proposals in this handbook broaden the concept of Civic Beautification to improve the quality of the overall physical environment so that Downtown will attract more visitors, shoppers and potential new investors. Ultimate goals of the guidelines are to:

- Create a people-oriented setting that encourages fun, excitement and interest;
- Improve the convenience and safety of Downtown for drivers and pedestrians.

- Enhance business transactions, employment, and property values; and
- Instill a sense of "pride of place" built upon the Town's unique history and character.

### 3. Area Subject to the Guidelines

Although the Town Zoning Ordinance and Town Center Master Plan refer to the "Downtown Core", these guidelines focus on that portion of the Downtown Core which is really the heart of the community: Taylor Road, roughly between Webb Street and Circle Way. Some proposed programs, such as the Facade Improvements Program, apply to an even smaller area: Taylor Road between Horseshoe Bar Road and Oak Street.

The purpose of this sharp focus is to avoid dissipating energy and funds over too wide an area, and to highlight sites with the greatest opportunity for improvement.

### 4. Organization of the Guidelines

This Handbook is action-oriented. The heart of the document is Chapter B., which includes descriptions and illustrations of eight improvement projects which are seen as pivotal to the long term success of Downtown Loomis. Chapter C. provides specific guidelines which should be used by the Town to review potential proposals for improvements to building facades, expansion of existing buildings, and development of new projects.

Chapter D. Appendix provides supplemental information on cost estimates for the public and private projects discussed in Chapter B.

It is hoped that the community, armed with the overall Implementation Program, will inspire Town officials, property owners, merchants and citizens to undertake a systematic program of actions to enhance the convenience, character and visual attractiveness of Downtown, thereby helping to bring about its economic revitalization.

**B. PRIORITY IMPROVEMENT PROJECTS**

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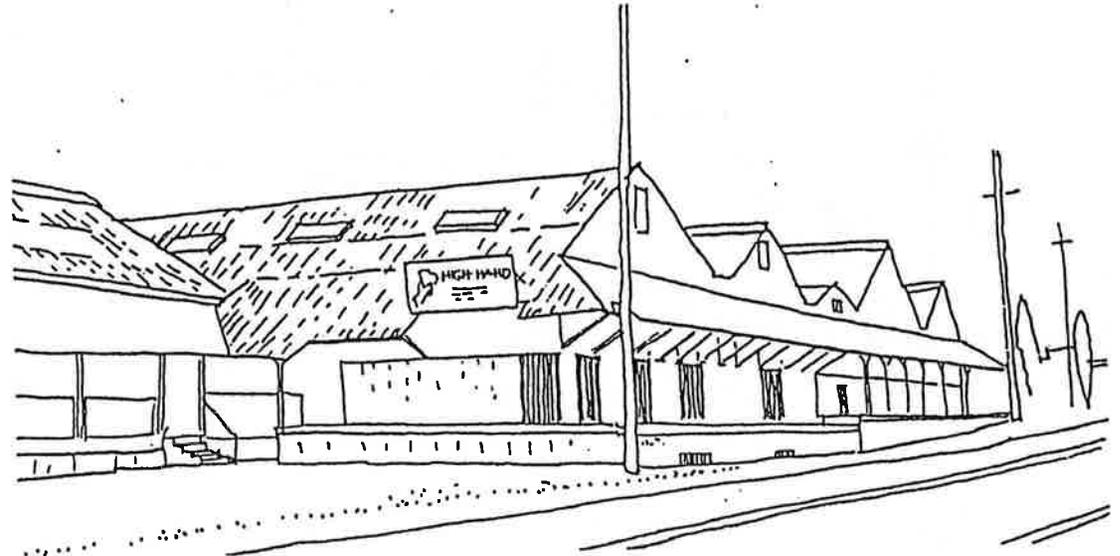
Downtown revitalization will depend, in part, on a concerted effort to improve the quality of downtown for residents, visitors, property owners, merchants and other business persons. Together, these improvements are intended to strengthen the identity of Downtown, make it more attractive and exciting as well as more convenient to use.

Eight projects are proposed:

1. Reuse of Historic Fruitshed.
2. Reuse of Historic Train Depot.
3. Street Tree Enhancement.
4. Facade Improvements.
5. Public Arts Program.
6. Entrance Features.
7. Parking and Vehicular Circulation Improvements.
8. Pedestrian Circulation Improvements.

**1. Reuse of an Historic Fruitshed**

Fruit growing and packing has been at the heart of the Loomis economy for most of this century. The Loomis Fruit Grower's Association was chartered in 1901, and continues to operate today. In recent years, however, fruit growing has declined and most of the area's large fruit packing "sheds" have been closed. Today, packing occupies only a small floor area in the two vast sheds still operated by Loomis Fruit Grower's Assn. and the Blue Anchor Company in Loomis. In fact, these two companies have discussed merging their operations into one shed.



*The Loomis Fruit Grower's Shed looking northeast along Taylor Road.*

Of the sheds in Loomis, the Loomis Fruit Grower's shed at 3750 Taylor Road (opposite Oak St.) presents the best opportunity for conversion to uses which would help to revitalize downtown Loomis. This shed is located directly on Taylor Road, with a raised covered walkway along the front of the building. Five prominent gables face the street, suggesting the possibility of separate stores or businesses (although inside, the entire floor is not subdivided, allowing for great flexibility in use). Recently, Green Valley Produce opened its fresh fruit store at the west end of the structure.



*The Loomis Fruit Grower's shed looking southwest along Taylor Road.*

### Existing Structure and Layout of the Shed

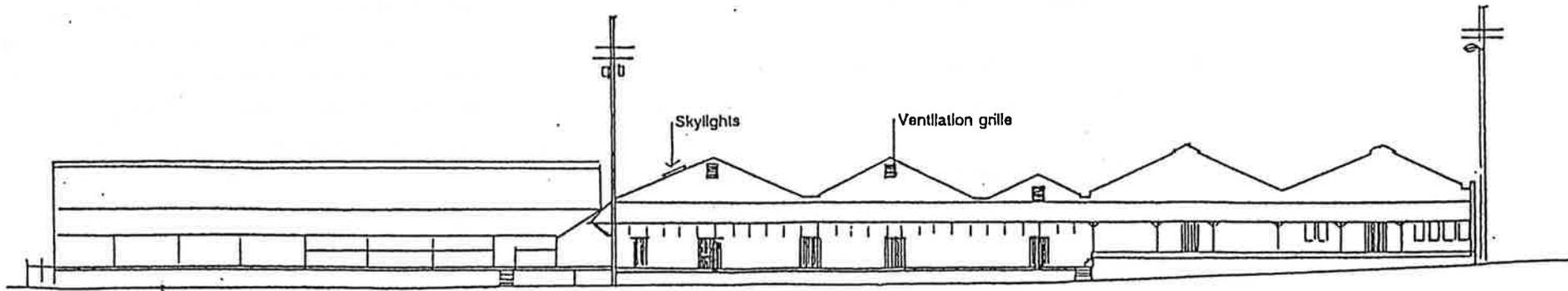
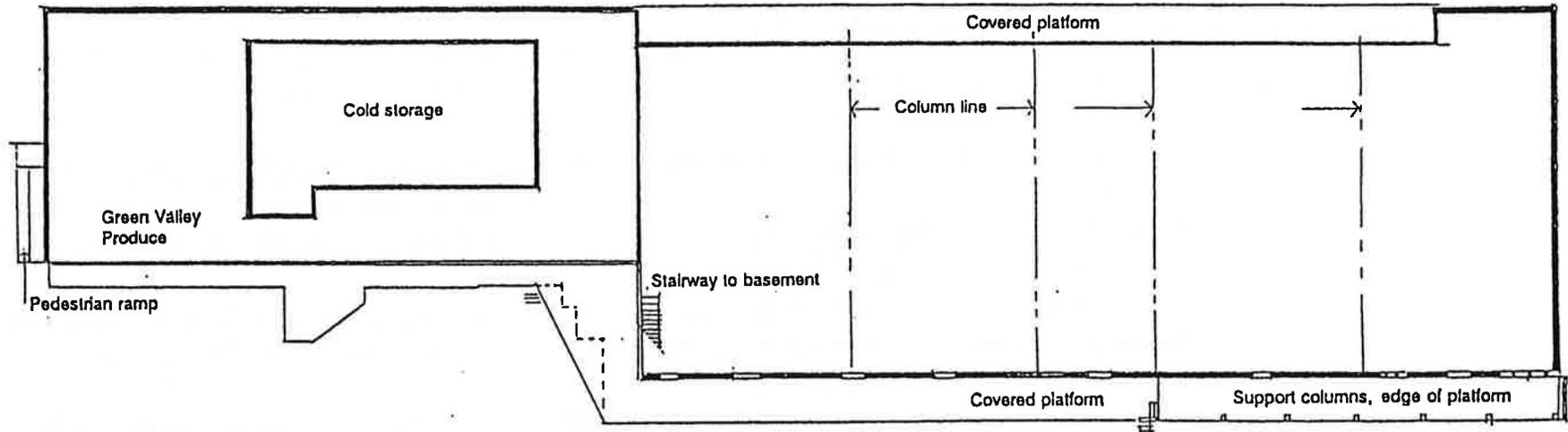
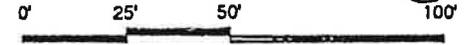
The packing house was the first of its kind in Placer County, begun in 1926 and added onto as late as 1956. Its heavy timber, post and beam construction shelters about 25,300 square feet of floor area, including a 3,000 sf cold storage room. There is also a cool, dry basement with another 11,250 sf. The flooring, corrugated metal cladding and roofing are in good condition. However, the foundation may need replacement, and seismic upgrading could be required.

An attic is used for storage and assembly of fruit packing boxes which are slid down to the main floor on unusual curving tracks. Conveyor belts carry fresh and boxed fruit around the floor. The cavernous space is illuminated by relatively small skylights and hanging lamps along the assembly lines. To visitors, the operations - largely unchanged since the shed was put into use - are fascinating.

Behind the shed are the Southern Pacific Railroad tracks, which once carried boxcars of peaches and plums to Eastern Markets. Today, much smaller shipments are made by truck.

The structure is noted in the Historic Resources Inventory of the Department of Parks and Recreation of the State of California.

EXISTING FRUITSHED, TAYLOR ROAD  
LOOMIS FRUITGROWERS



### Potential New Uses for the Shed

The Board of the Loomis Fruit Grower's Association supports the conversion of floor area in the shed to uses which will help to revitalize Downtown and provide a return on investment. Potential uses should:

- Capitalize upon the building's history and character;
- Take advantage of its large floor area;
- Support a mixed use concept, whereby visitors are encouraged to walk between businesses;
- Not require major or costly conversion, such as fully enclosed air conditioned space; and
- Open up to Taylor Road, with new windows and activity along the covered platform.

Potential uses include:

- Fresh Produce sales. Green Valley Produce recently opened a store in the fruit shed.
- Fruit Packing in a portion of the shed for periodic operation and attraction to visitors.
- Fresh Flowers, or other, colorful use particularly at the southwest corner of the

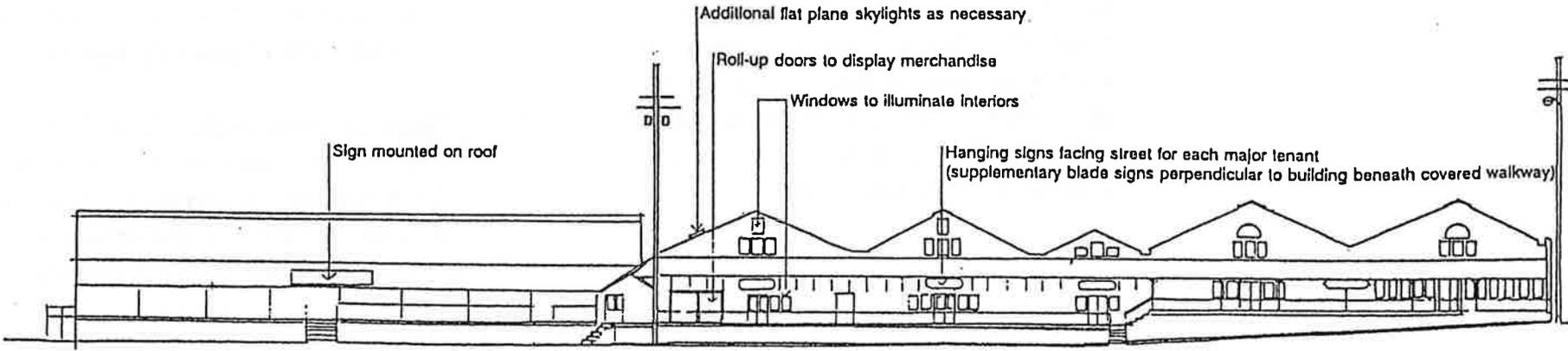
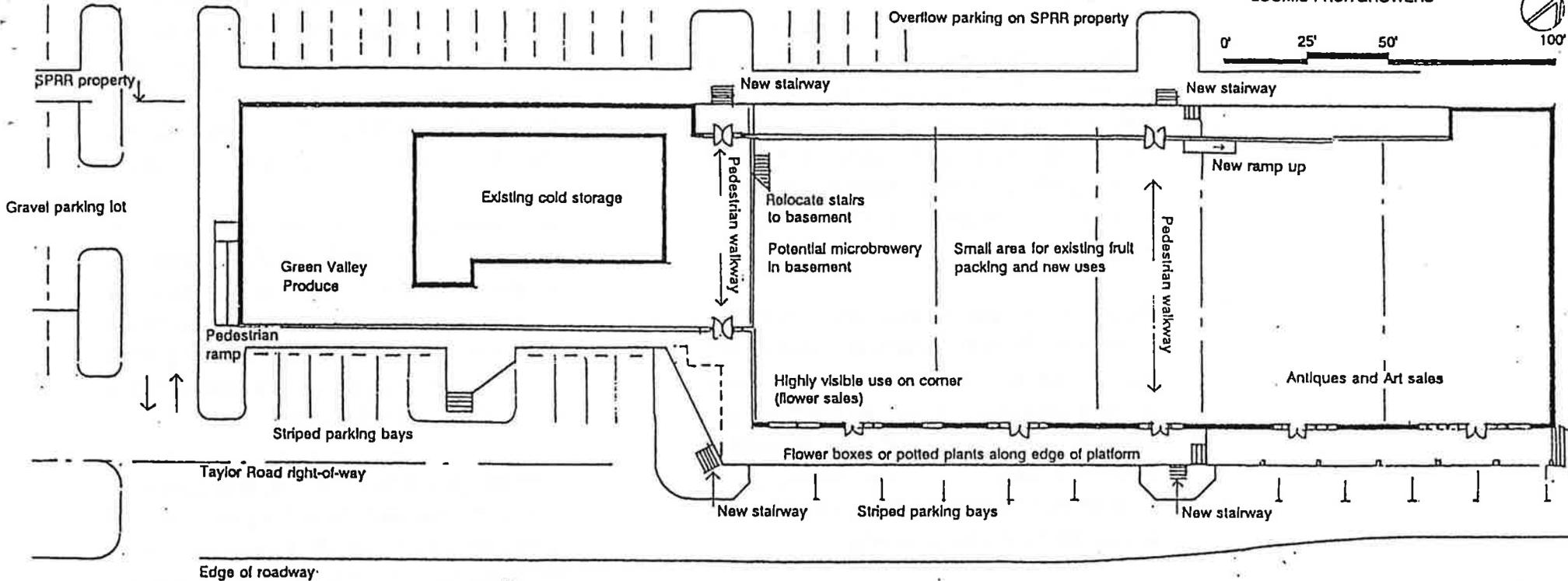
shed nearest Taylor road, where merchandise could be displayed on the platform (see drawing on Page 9).

- Restaurants/cafes with outdoor seating along the front platform.
- Art Gallery and Antiques, taking advantage of the availability of large floor area which may not require air conditioning or heating.
- Micro-Brewery and Pub, taking advantage of the cool basement level for storage.
- Specialty Retail, such as a coffee shop/bakery.

### Improvements to the Shed and Adjacent Areas

1. Covered Walkway. Provide stairways to Taylor Street where shown on the plan on Page 7. Provide a handrail along the edge of the platform. The covered walkway would serve as a public sidewalk, and would require approval of the Loomis Building Inspector. Additional stairways could be built on the rear of the shed, if parking were to be provided on that side of the building.

POTENTIAL RENOVATION AND REUSE OF  
FRUITSHED, TAYLOR ROAD  
LOOMIS FRUITGROWERS



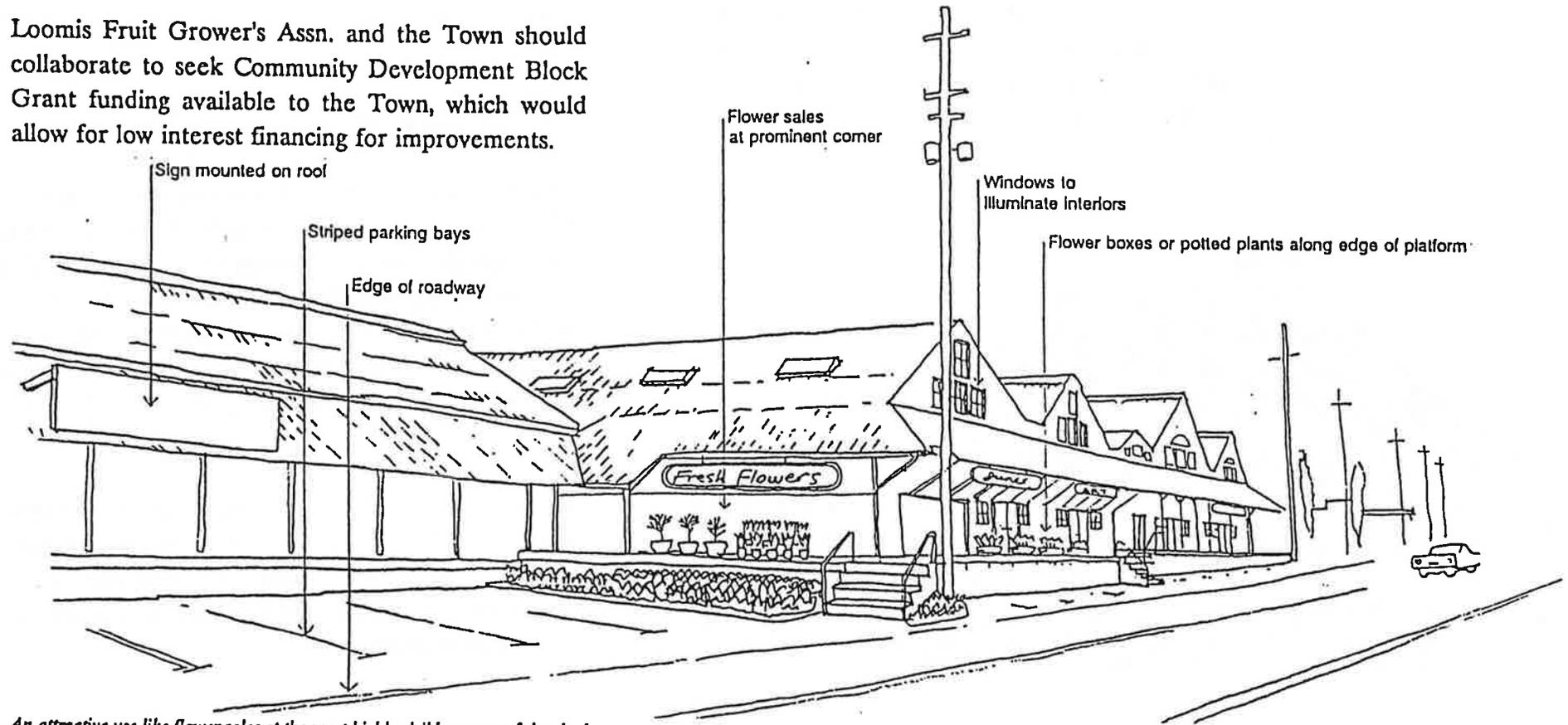
2. Windows. Install windows along the Taylor Road walkway frontage to attract visitors, display merchandise, and illuminate the interior. Also, provide high windows to replace the grilles near the peaks of gables, and/or add additional flat plane skylights in the roof, where needed. Windows should be in the same proportion and size as existing windows and grilles.
3. Doors. Doors and adjacent windows should be centered beneath gables, as shown in the elevation on page 7. The placement of doors at these locations will help to reinforce the effect of separate "stores" beneath gables. Roll-up or lift-up doors are encouraged to open up the structure to display merchandise, and reveal activity to passers-by.
4. Signs. Hanging signs would be installed by tenants, according to guidelines discussed in Chapter C. They would be hung along the edge of the walkway canopy. Smaller blade signs would be hung across the walkway as well, opposite each entry. Signs would be illuminated by external sources.
5. Parking. Spaces would be provided along Taylor Road and southwest of the structure on Loomis Fruit Grower's property. If needed, spaces would be provided on the adjacent land leased from SPRR. The Town should consider allowing for gravel surface parking.  
  
Convenient parallel spaces in front of the walkway would continue the pattern of parallel parking downtown. Fruitboxes could be treated to become planter boxes and placed along the walkway to screen views of parked cars. These parking spaces are located within the Taylor Road right-of-way.
6. Utilities and Other Tenant Improvements. Water supply, sewage collection, electrical distribution, or other site improvements may be required, but have not been evaluated. Some of these improvements may be carried out as part of tenant improvements depending upon the needs of particular tenants.
7. Off-site Improvements. The Town should endeavor to improve the image of the Mid-Town Apartments, opposite the fruit shed. It is an eyesore which may adversely affect the commercial viability of the fruitshed project.

**Cost of Improvements**

Itemized costs of fruitshed improvements are estimated at \$871,537 (see Chapter D for details).

**Implementation**

Loomis Fruit Grower's Assn. and the Town should collaborate to seek Community Development Block Grant funding available to the Town, which would allow for low interest financing for improvements.



*An attractive use like flower sales at the most highly visible corner of the shed would help to attract visitors to the entire shed.*

## 2. Reuse of Historic Train Depot

Loomis' historic passenger train depot lies in disrepair at the northern extension of Horseshoe Bar Road, about 50 feet from the railroad tracks. The long, narrow structure (approximately 30 feet wide by 110 feet long) has a raised floor at the northeast end accessible by an adjacent loading dock. The passenger waiting area on the southwest end is at ground level.



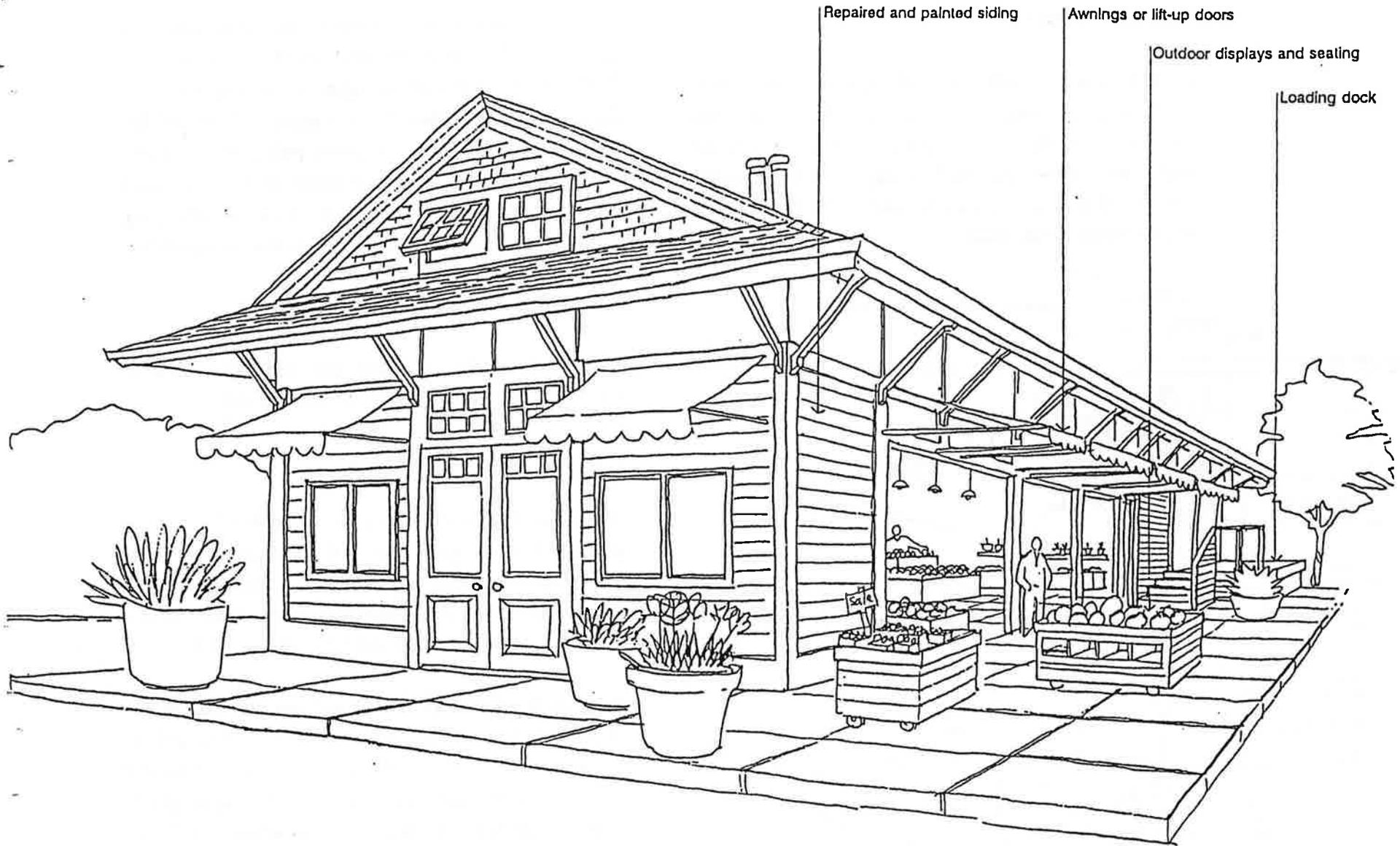
*The Loomis train depot as it looks today.*

The depot enjoys a visible location, nearly on axis with Horseshoe Bar Road as it approaches the intersection with Taylor Road, the main intersection in town. The structure also appears to be in essentially sound condition.

### Potential Uses for the Depot

The historic structure could be converted to specialty retail use, restaurant/cafe, or both. A civic use such as a museum could be considered. The key to the success of the conversion would be to take advantage of the shed's visibility, by opening it up with new windows and doors, and by making the depot a centerpiece in a plaza containing other amenities and features.

As the drawing on Page 11 shows, the addition of new windows and doors, in keeping with the original structure, coupled with awnings and attractive paving could create an attractive setting for a specialty foods market, or outdoor cafe.



*The depot could be opened up to display colorful activities and merchandise attractive to visitors and residents alike.*

Site Improvements

A civic plaza would be built around the depot, containing seating and a possible sculpture memorializing the role of Japanese fruit pickers in the early economy of Loomis. Parking would be provided on each side of the plaza, accessible from a cul-de-sac on Horseshoe Bar Road.

Sidewalks would be widened on each side of Horseshoe Bar and the corners "bubbled out" at Taylor road, to create an entrance to the area. A flagpole would be placed in the middle of the cul-de-sac, which would be prominently visible on approach via Horseshoe Bar Road. Banners or flags could be displayed on shorter poles in the plaza. Landscaping would frame the depot and plaza and screen parking.

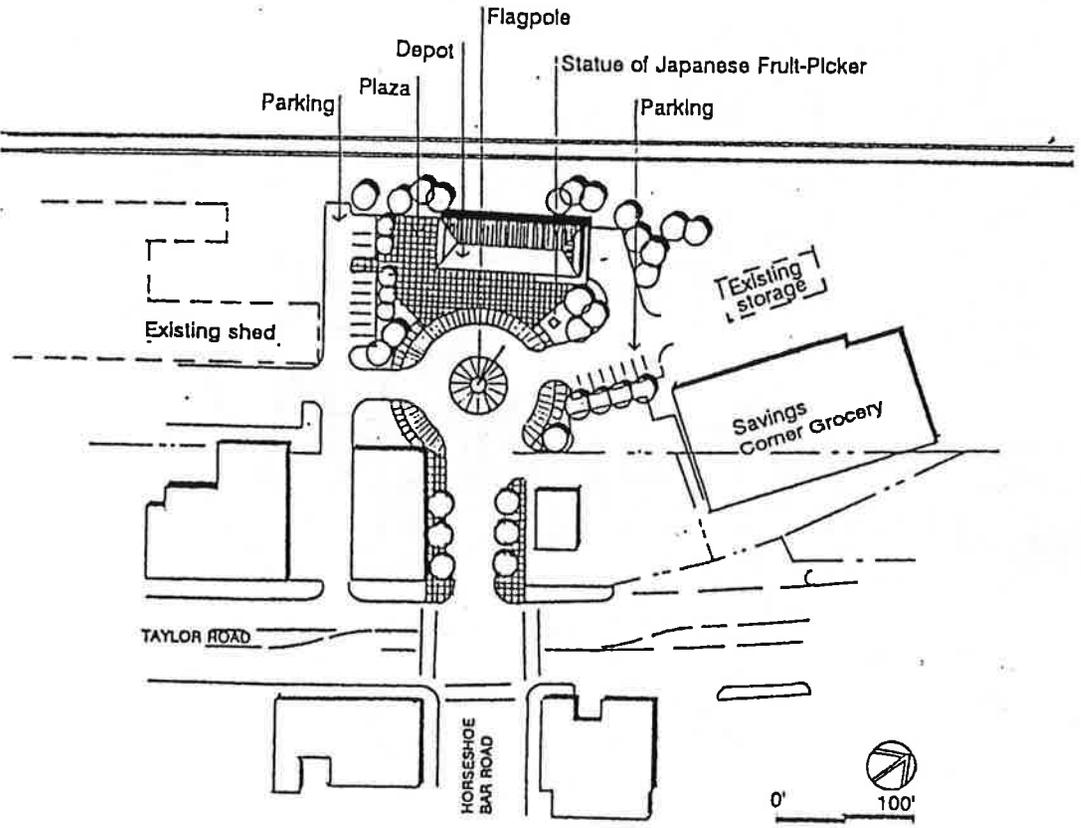
Cost of Train Depot Improvements

Preliminary costs for depot and site improvements total \$871,537 (see Chapter D. for details).

Implementation

The Blue Anchor Company owns the building. Blue Anchor has a ground lease with the Southern Pacific Railroad. Possible future use of the depot as a passenger depot for commuter rail service is not anticipated nor being planned for at this time.

Blue Anchor has offered to sell the building to the Town of Loomis for a nominal amount, and to sublease the site for a dollar per year. All or portions of the depot could be subleased for appropriate commercial uses, or the entire structure used as a community center.



### 3. Street Tree Enhancement

In the mid-1980s the Town of Loomis planted street trees in the sidewalk on both sides of Taylor Road, between Horseshoe Bar Road and Walnut Street. Sixteen trees were planted on one side and 18 on the other. Different types of street trees are planted irregularly on other blocks in Downtown.

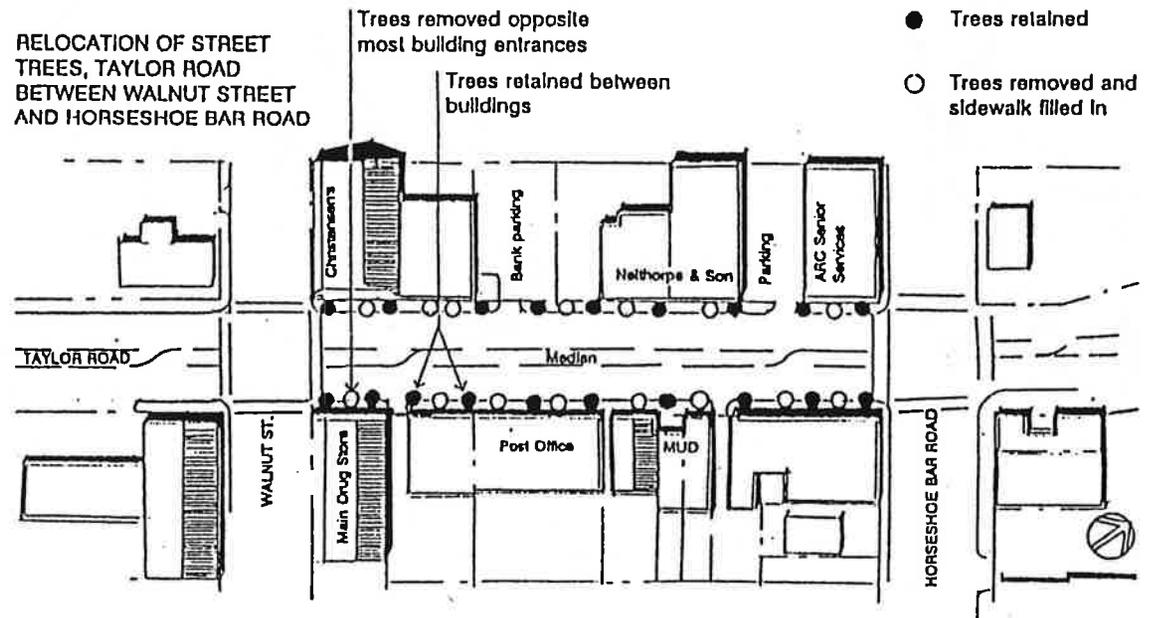
The street tree beautification program was a good idea, and has provided sun protection and introduced attractive fall color to Downtown, but it has had some perhaps unintended effects. The Chinese Pistache trees tend to branch out horizontally, and have grown up against awnings and buildings, often obscuring business signs, architectural features and building entrances. Because the trees are close together, the visual effect is almost uninterrupted foliage all along the street, above awning height, as shown at right.

#### Street Tree Improvements

Selective removal of some trees is proposed to better reveal building entrances, architectural features and business signs. About every other tree would be removed, particularly opposite building entrances, while retaining them at the junctures between buildings (see the adjacent street plan).



*Dense foliage obscures buildings along Taylor Road, as seen from its intersection with Walnut St.*



RELOCATION OF SOME STREET TREES  
ON TAYLOR RD. BETWEEN WALNUT ST.  
AND HORSESHOE BAR ROAD

Tree trimming by arborist to raise  
tree canopy above awnings and parapets

Approximately every other  
tree removed to maintain  
rhythm of street trees, but  
expose views of buildings  
and entrances



*Selective removal of about every other tree will reveal buildings, signs and entrances without interrupting the visual rhythm of street trees.*

Brick would be filled in where the trees are removed. Benches would replace the removed trees at two locations on each side of the street. Planter boxes in place of the removed trees are not recommended, due to the narrowness of the sidewalks. Plaques honoring persons who contributed to the original street tree program would be relocated adjacent to plaques at the base of retained trees.

Annual trimming of trees by an experienced arborist is recommended to direct the trees into a more vertical shape. Trimming, in combination with removal of some trees will also facilitate the installation of canopies and awnings under the proposed Facade Improvements Program.

**Cost of Street Tree Enhancement**

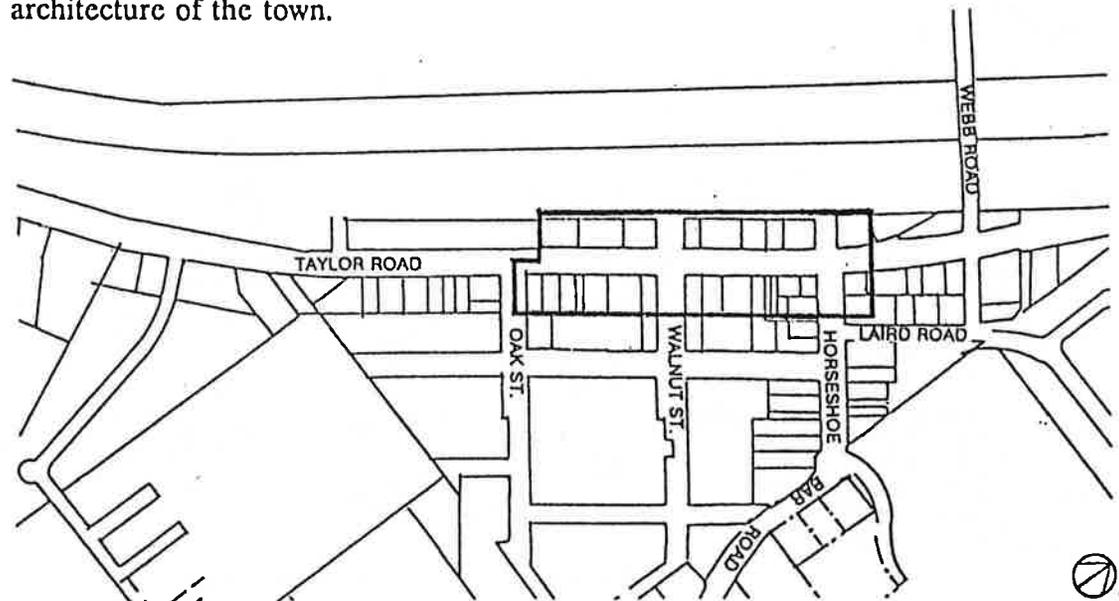
The street tree program is estimated to cost \$22,798 (see Chapter D. for details).

**Implementation**

This would be a project of the Town of Loomis. Funding contributions from benefiting property owners might be considered.

**4. Facade Improvements**

Attractive commercial buildings invite visitors and instill pride in a community. Loomis has some fine historic buildings which have been well maintained (particularly the Greek Revival style Bank of Loomis, now owned by South Placer County Municipal Utility District). Even more modest buildings with false fronts and fixed, sloping canopies over the sidewalk (such as Christensen's Saddlery, with corrugated metal over a braced timber structure) continue a design vernacular perhaps begun by the historic fruitshed architecture of the town.



*The boundary of the facade improvements program would be tightly focused on the Downtown core.*

Unfortunately, there are other historic buildings in Downtown which have been stripped of ornament and canopies, leaving flat, featureless facades (as shown on this page). Other buildings are painted with dark, unappealing colors, or with just one color, obscuring differently-patterned brickwork or millwork detail.

#### Implementation of the Facade Improvements Program

A program is proposed for the Town of Loomis to subsidize improvements to the facades of buildings

facing Taylor Road or Horseshoe Bar Rd. (see the limits of the area of eligibility). A number of cities have such programs to revitalize their declining downtowns. The Town could consider providing grants with an equal match from property owners (or tenants), up to a fixed amount. Narrow frontage buildings would receive less than wider buildings. The Town could pay for schematic-level designs (more detailed construction plans would be the responsibility of the owner). The Town could also waive permit fees. Matching funds would be distributed upon satisfactory completion of eligible improvements.



*The Nelthorpe Building, built in 1915, has lost the awnings it once had.*

Awning support structure similar to Christensen's or Placer Savings and Loan

Sloped awnings mounted at existing line of bricks

Awnings extend from building about 6 feet (to not interfere with street trees)

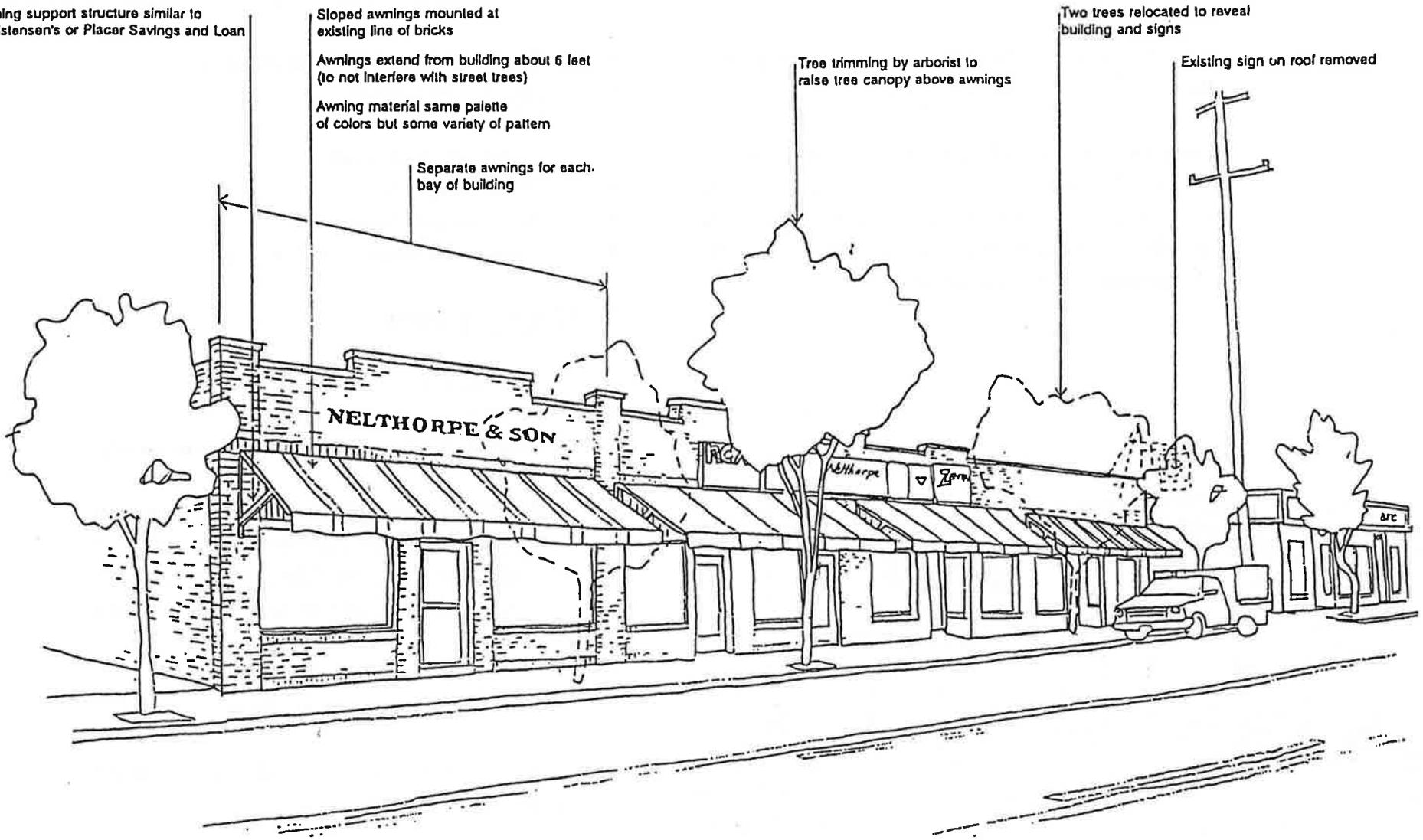
Awning material same palette of colors but some variety of pattern

Separate awnings for each bay of building

Tree trimming by arborist to raise tree canopy above awnings

Two trees relocated to reveal building and signs

Existing sign on roof removed



*Historic Nelthorpe family signage, replacement of awnings within each bay of the building, and removal of two street trees would enhance Downtown.*

*A trellis or other landscaped structure constructed across the front of the Nelthorpe parking lot would desirably screen parked cars (not shown above).*

### Eligible Beautification

All improvements would have to be consistent with design guidelines established in Chapter C.

The program is aimed particularly at buildings with flat, undifferentiated facades, where historic design features may have been covered up or painted over, and there are opportunities to restore some of the character of the original building.



*The General Merchandise store on Horseshoe Bar Rd. at Taylor Road has a flat facade, with out-of-scale signs and boarded up transom windows.*

### Particular items which would be funded:

- Fixed, sloping canopies or awnings
- Signage and lighting
- Painting
- Plaster or stucco work
- Wood treatment
- Windows and doors
- Appropriate decorative features

### Ineligible Improvements

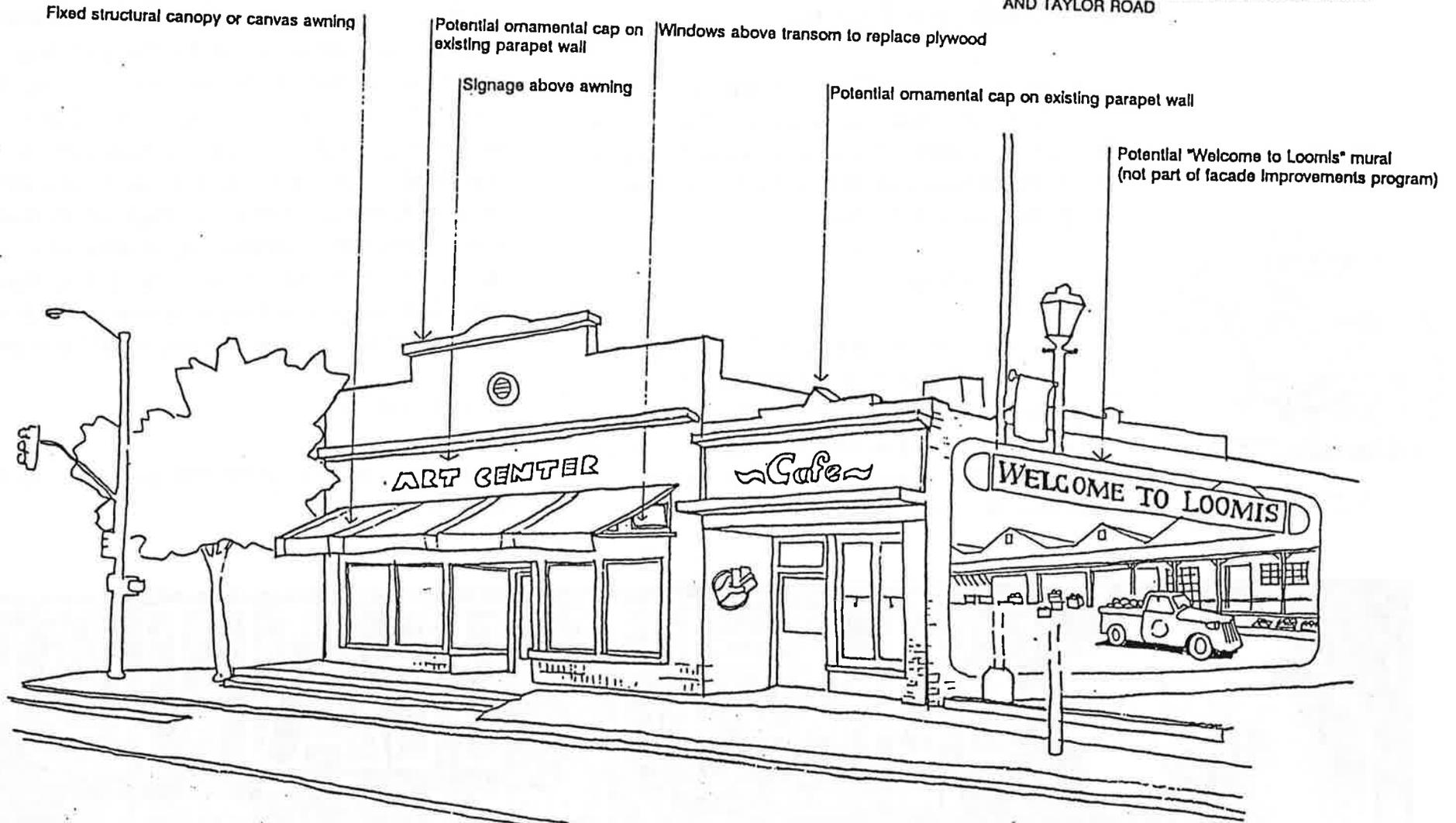
- Maintenance
- Roofing
- Structural improvements unrelated to facade
- Paving
- Seismic retrofit of unreinforced masonry buildings (parapet caps shown on Page 19 would necessarily be light materials such as metal or "Dryvit", or otherwise retrofit would be required)

### Cost of the Facade Improvements Program

Facade improvements are estimated to cost \$65,062 (see details in Chapter D).

**B. PRIORITY IMPROVEMENT PROJECTS**

POTENTIAL FACADE IMPROVEMENTS,  
EXISTING VACANT STORES,  
SOUTHEAST CORNER HORSESHOE BAR ROAD  
AND TAYLOR ROAD



*The kinds of facade improvements shown above would be eligible for matching funds under the facade improvements program. The "Welcome to Loomis" mural would be separately funded by the Town.*

## 5. Public Arts Program

Public artwork can lend identity, a sense of place and pride in a community. Artwork in outdoor public places, unlike gallery art, must be conceived as part of an overall architectural and landscape architectural design for a particular setting.



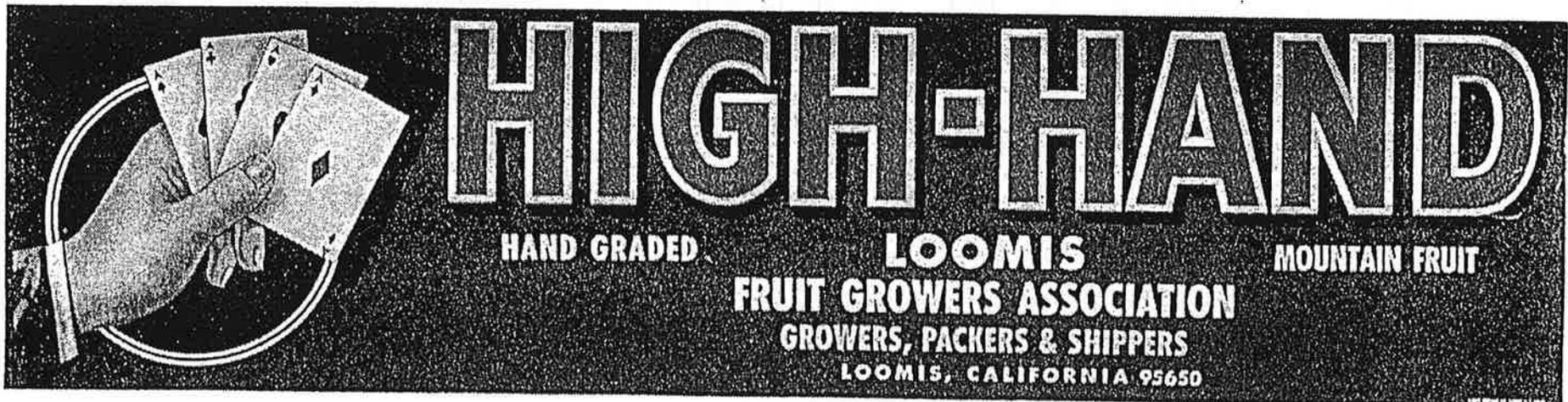
### Murals and Sculpture

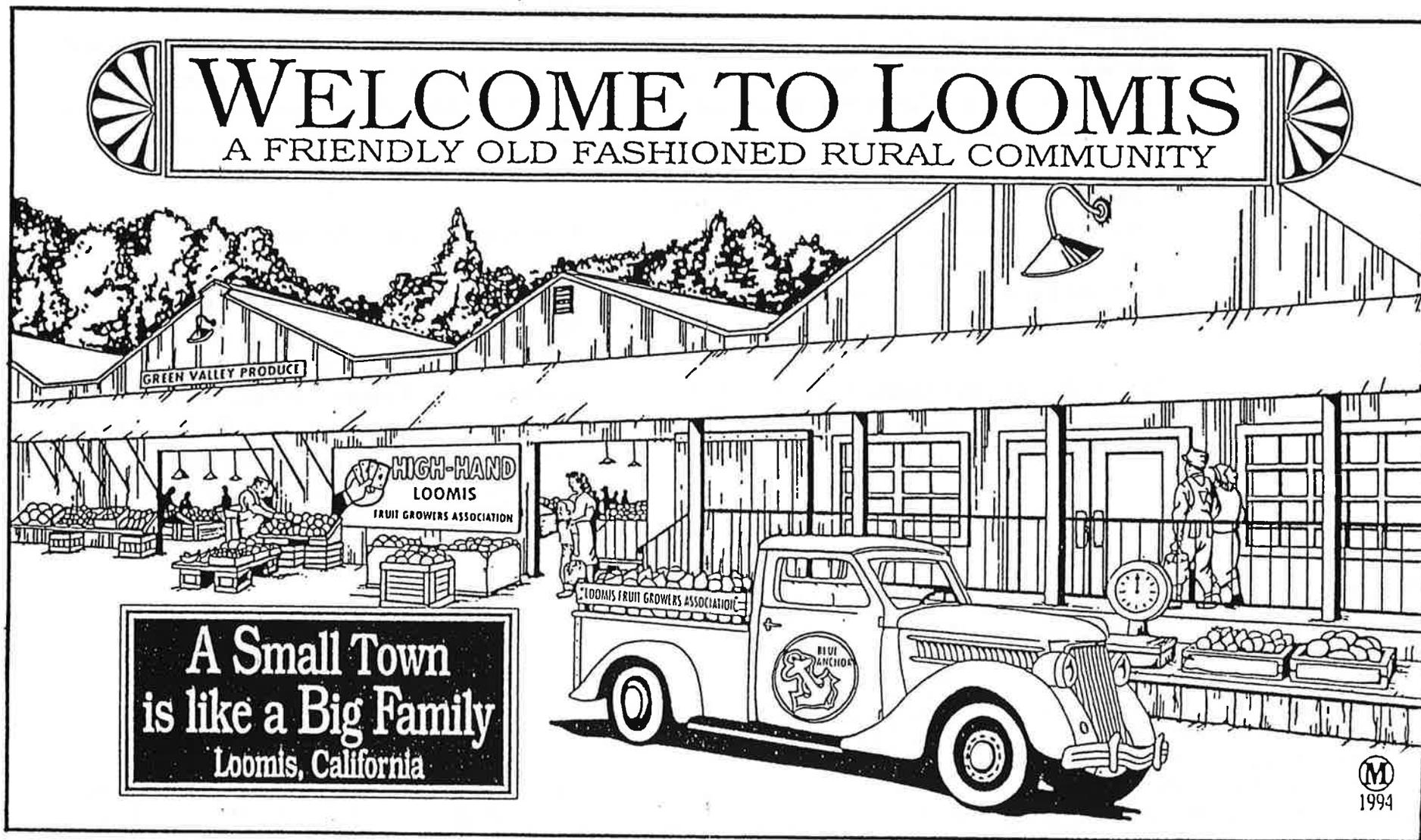
Wall murals incorporating historic fruitbox label advertising art (example below) are recommended to be painted on conspicuous blank walls in Downtown (for example, the wall in Nelthorpe's parking lot, and the west wall of former feed and grain store on Horseshoe Bar Road - see Page 19).

A sculpture commemorating the role of the Japanese-American community in the Loomis area may be appropriate as part of the proposed reuse of the historic train depot (see Page 12). Fountains, monuments, mosaics and other features should be considered in Downtown, in addition to Downtown entrance features, discussed on Page 22. Decisions about appropriate artworks and selection of artists should be made by an Arts in Public Places Committee, comprised of arts professionals, architects, and representatives of the community and Town staff.

### Cost of Public Arts

Costs are estimated at \$15,000 (see Chp. D for details).





*This mural is proposed to be painted on a blank wall in downtown. It could also be displayed on a billboard visible from Hwy. 80 on approach to Loomis.*

### 6. Entrance Features

The Downtown economic revitalization program aims to enhance the identity of Downtown as a unique destination for visitors. Part of that identity can be conveyed by giving visitors a sense of arrival by car.

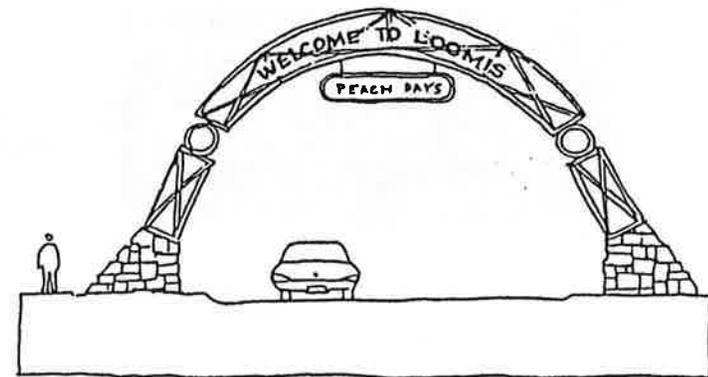
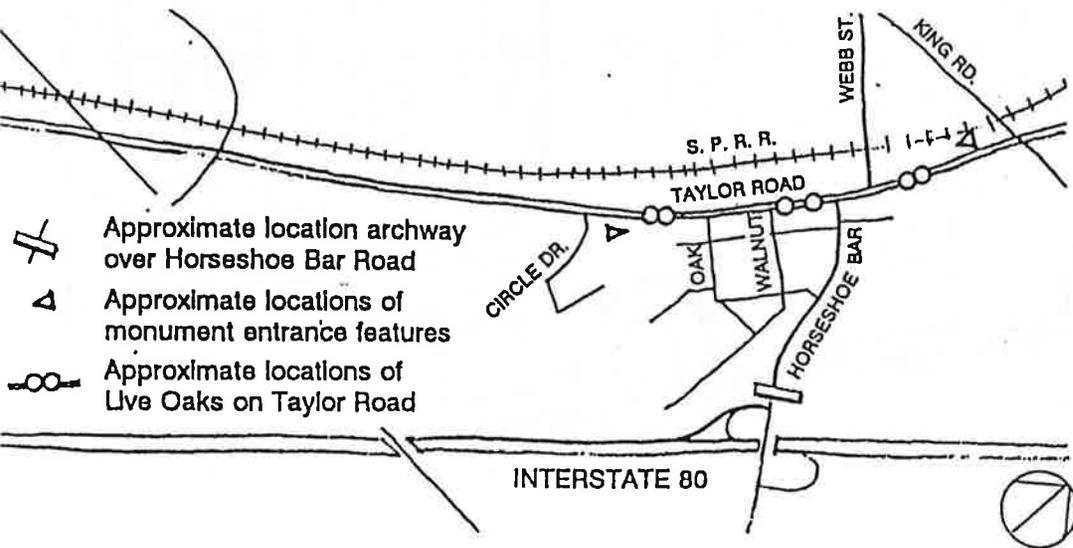
It may not be possible to place signs along the freeway directing drivers to Downtown, because of federal and state restrictions on advertising signage close to the freeway. However, entrance features can greet them when they exit the freeway.

Three kinds of entrance features are proposed: 1) a welcoming archway crossing Horseshoe Bar Rd. on the north side of the freeway; 2) monument signs on

Taylor Road at either end of downtown; and 3) Live Oaks planted in the median of Taylor Road at three locations in downtown. The approximate locations of these features are shown in the map opposite. Precise locations would depend upon right-of-way, land availability, the character of the surrounding area, roadway geometry and traffic safety.

#### Archway on Horseshoe Bar Road

A free-standing archway over the road could be designed to incorporate local materials and to symbolize the history of the area. It might have a foundation of Loomis granite, and a steel superstructure to represent the historic railroad, perhaps as shown below. Timber elements reflecting the heavy timber construction of the historic fruit sheds might also be considered in different designs.

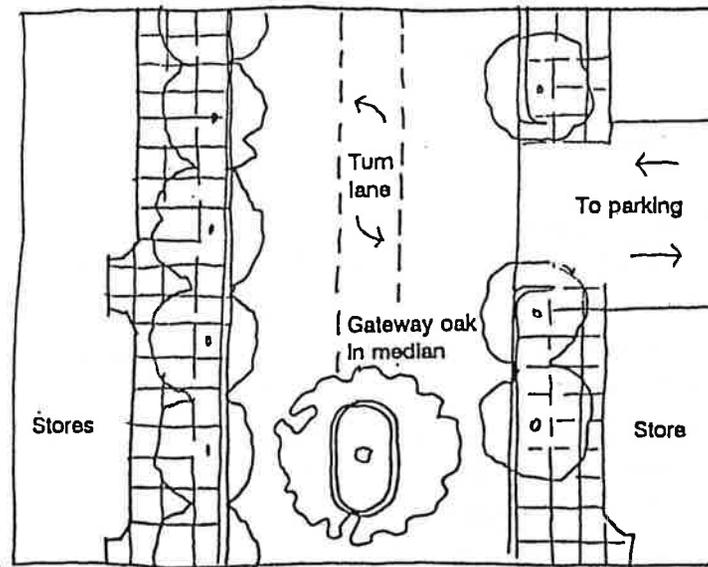


**Monument Signs**

Monument signs could be placed adjacent to Taylor Road. Their design could incorporate Loomis granite and highlight the fruit-growing history of the area (perhaps incorporating the image of a cornucopia).

**Gateway Oak Trees**

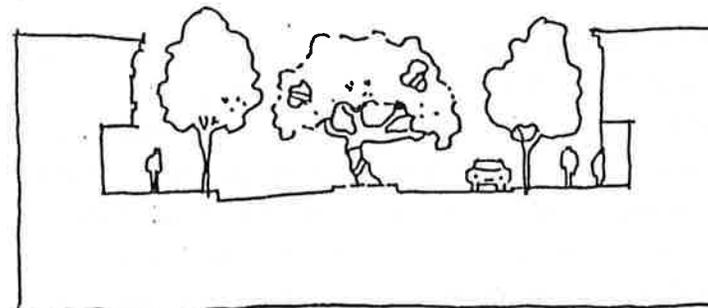
Live oak trees are proposed within the median of Taylor Road in Downtown. The plan at right shows typical placement in the block between Horseshoe Bar Road and Walnut Street. The oaks would alert drivers to slow down upon entry to the pedestrian-oriented Downtown.



*Typical plan, oak tree in raised median in Taylor Road between Horseshoe Bar Rd. and Oak St.*

**Water Tower Artwork**

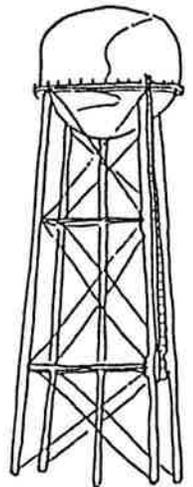
A tall water tower is located northeast of Downtown. Concern about graffiti on the highly visible tank suggests that artwork, potentially designed by students at the nearby high school, be professionally painted on the tank. The painted tower could give identity to Loomis and become a prominent entry feature.



*Typical cross-section, oak in raised median.*

**Cost of the Entrance Features**

Preliminary costs are \$50,275 (see Chp. D for details).



*Water tower*

## 7. Parking and Vehicular Circulation Improvements

### Parking Shortage

Some property owners and merchants have observed localized shortages of parking in Downtown which may be discouraging to existing and potential customers. While there appears to be enough parking in the aggregate, there are localized shortages that are adversely affecting some property and business owners. For example, some properties were developed many years ago with no off-street parking. They rely solely upon on-street parking. Owners of some vacant buildings without off-street parking have found it hard to lease business space.

An inventory of on-street and off-street parking was conducted in the downtown area as part of this plan. The number of available spaces was compared with the number required by the Zoning Ordinance for the amount of building space served. These calculations were done on a block-by-block basis as well as on a 300' walking distance basis, as measured from the Taylor Road intersections of Horseshoe Bar Road and Walnut St. The brief study found that there is a shortage of parking on the east side of Taylor Road in the vicinity of these two intersections.

### Proposed Public Parking Lot

A 26-space parking lot is proposed to be developed by the Town on two surplus lots owned by Placer County Water Agency. The lots now have empty water tanks and a small utility shed which would have to be removed, the site graded and paved, parking stalls striped and the lot landscaped.

The site and 60° parking configuration is shown on Page 27. The lot would have a one-way loop drive, with no connection to Magnolia Avenue, to avoid impacts to residences along that street. Trees would be planted around the perimeter to screen cars and provide some shade.

The parking lot could serve businesses such as Main Drug as well as vacant buildings on Horseshoe Bar Road at Taylor Rd. It could also serve the Post Office, since the U. S. Postal Service has indicated an interest in leasing 9 spaces (9 spaces are in the entrance aisle of the proposed lot).

The Town could establish a Parking Assessment District [pursuant to Sec. 13.16.070(6) of the Zoning Ordinance] so that parking could be provided for benefiting businesses through in lieu payments.

**Potential Parking on Fire District Property**

The fire district has purchased property adjacent to the firehouse on Horseshoe Bar Road, to accommodate eventual expansion of district facilities. Their properties include a small white house on the corner of Horseshoe Bar Road and Magnolia Road, and a vacant parcel behind the firehouse and the house. Until the fire district facilities are expanded, it might be possible for the Town to negotiate for the use of a portion of the vacant parcel for public parking. This site is cleared and would only require proper posting and enforcement of parking regulations.

**Parking on SPRR Property**

There is no current parking shortage on the north side of Taylor Road. However, adaptive reuse of the Loomis Fruit Grower's Shed and the Train Depot, or commercial development of Southern Pacific Railroad property could warrant development of parking on SPRR property behind buildings which front on Taylor Road, as shown in the plan on the following two pages.

The plan shows a great deal of potential parking, accessible not only from Horseshoe Bar Road and Walnut Street, but also from the rear of existing

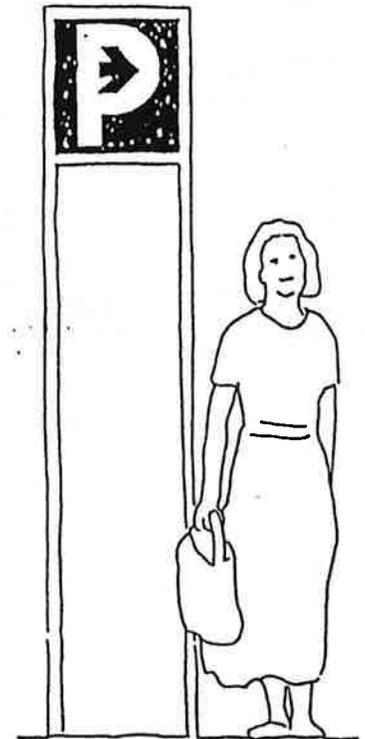
private parking lots, like the Placer Savings and Loan lot, and the Nelthorpe lot. The purpose of vehicular access from private lots to parking on SPRR property would be to continue the pattern of vehicular access from Taylor Road; if the private lots are full, drivers can continue onto SPRR property. The parking would be developed by the Town of Loomis, under a ground lease from SPRR.

**Parking Directional Signs**

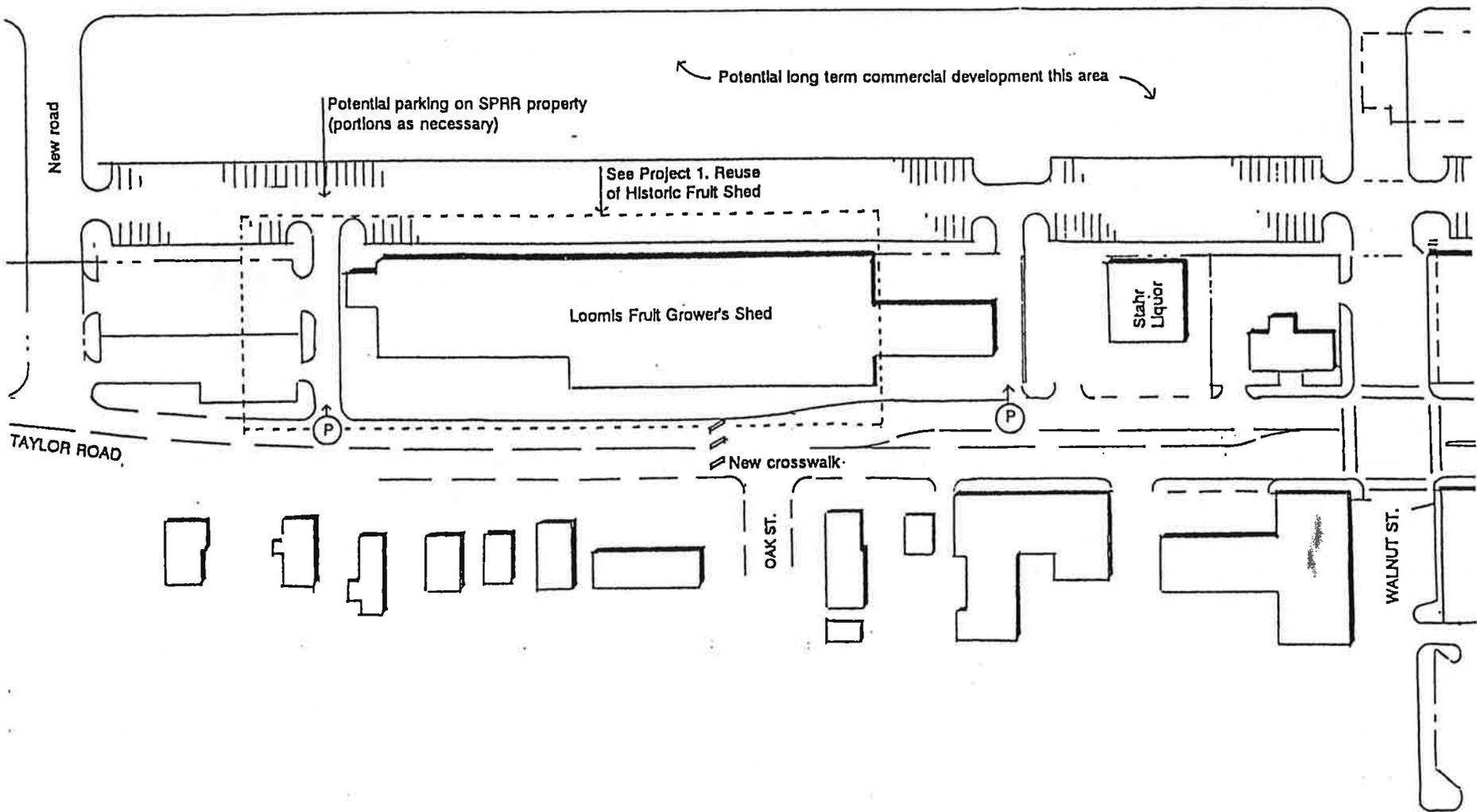
Visitors to downtown, and even residents may not be aware of the public parking now provided on the back side of commercial buildings. There are driveways and walkways between buildings which lead to this parking, but these passageways are not well-marked.

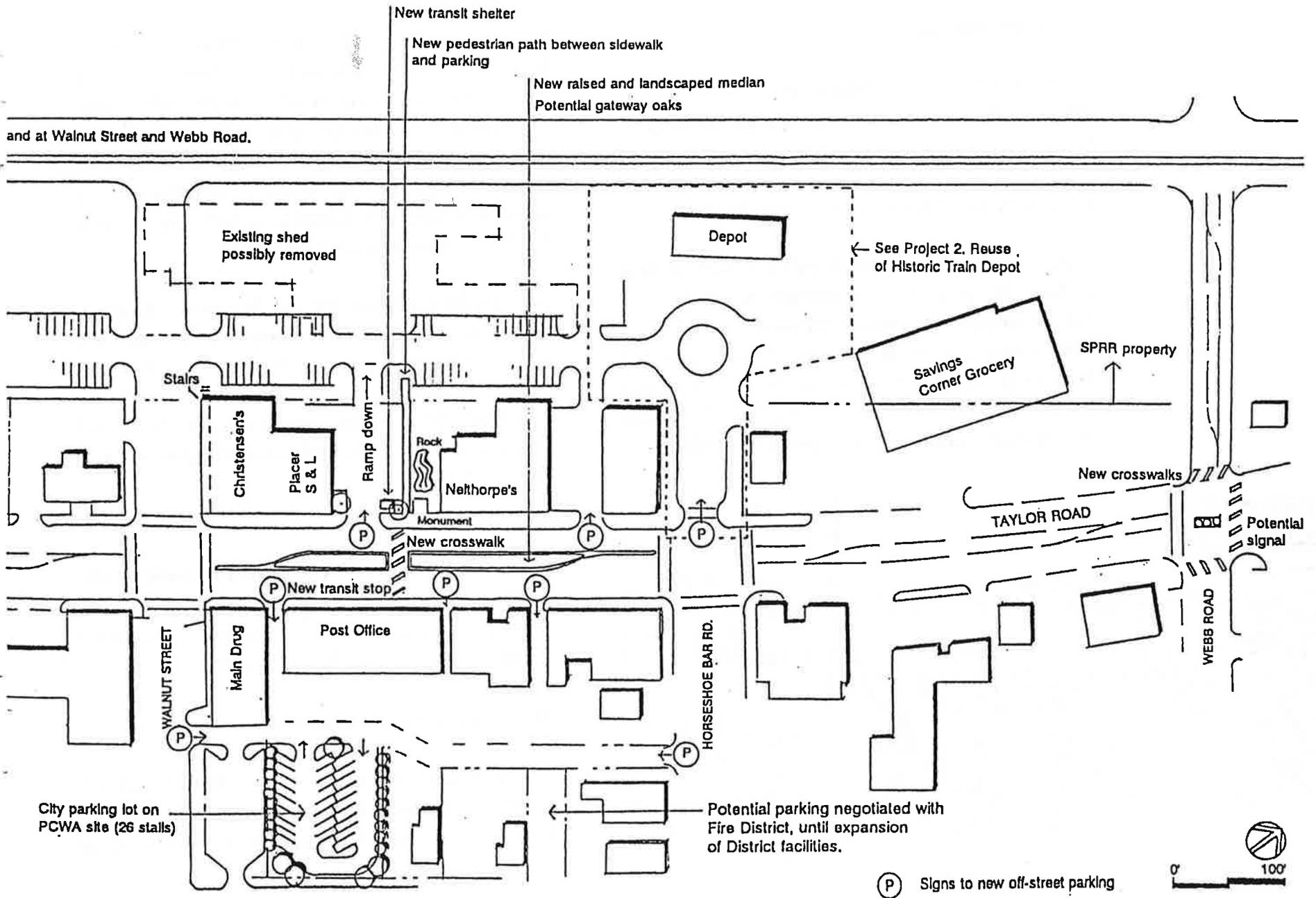
To lead drivers to existing and proposed off-street parking lots, parking directional signs are proposed to be installed by the Town in the sidewalk at locations shown on the plan on the following page.

*To direct drivers and pedestrians to off-street parking, steel-framed signs, such as the one shown here, could be placed in the sidewalk.*



NEW ROAD: Long term relocation of Taylor Road through traffic to Railroad right-of-way, with connections at a new road west of Loomis Fruit Grower's Shed,





### Cost of Parking Improvements

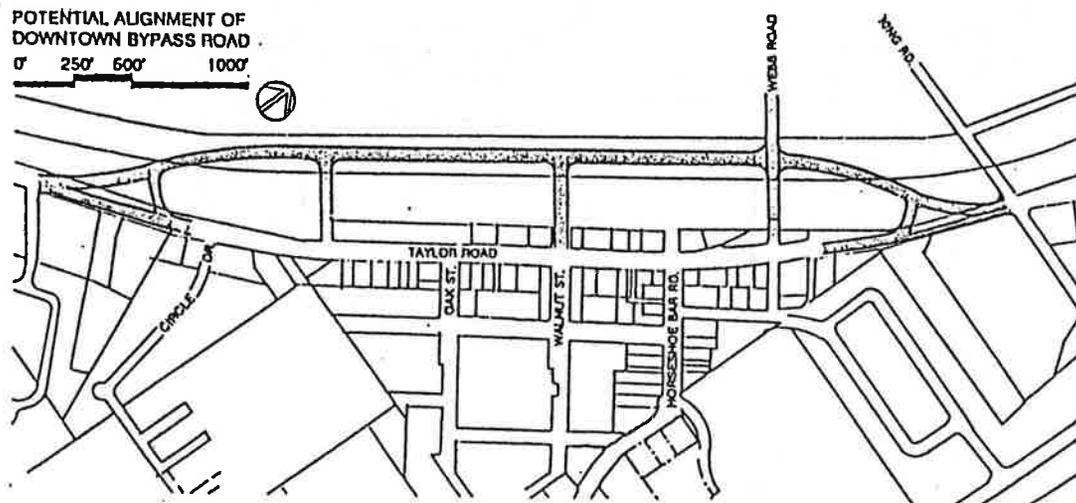
Costs are estimated at \$77,978 (see Chapter D. for details). This estimate does not include parking on SPRR, except for projects 1 and 2.

### Long Term Diversion of Taylor Road Traffic

Taylor Road carries through traffic as well as local traffic. While it may be possible for Downtown Loomis to capture a certain amount of business from drivers passing through the area, it could also lose business if Taylor Road becomes much more heavily traveled. Heavy traffic could make the achievement of a pedestrian-oriented downtown more difficult.

While the prospect of significantly greater amounts of traffic is not foreseeable in the short run, the Town should consider diversion of through traffic from Taylor Road to the Southern Pacific Railroad right-of-way over the long term. This policy assumes future abandonment of the right-of-way for railroad or other mass transit purposes, although no such abandonment has been determined at this time.

A potential alignment for the Downtown bypass is shown below. Road connections between the new road and Taylor Road are also shown on Pages 26 and 27. However, if the railroad ROW remains dedicated for rail use indefinitely, it would not undermine the land use and circulation plan on Pages 26 and 27.



## 8. Pedestrian Circulation Improvements

Improvements are proposed to make pedestrian circulation more convenient and safe.

### Pedestrian Access to Parking Lots

The preceding section mentioned signs to identify pedestrian walkways leading to off-street parking. If parking is developed behind Placer Savings and Loan

or Nelthorpe's Appliance Store, a paved walkway is proposed to connect the parking to the Taylor Road sidewalk. The walkway would pass between an existing monument (containing a Kiwanis Club recognition of Loomis, Doc Takemoto's memorial and a memorial to Viet Nam soldiers) and the asphalt curb which forms the north side of the Placer Savings & Loan parking lot, as shown on Page 27.

If parking is developed behind Christensen's Saddlery, it should be connected to the raised sidewalk on the Walnut Street side of the building with a new stairway (see page 27).

#### **Crosswalks and Signalization**

Additional crosswalks are needed at the intersections of Taylor Road with Webb Road and Oak Street (see Pages 27 and 28). A mid-block crossing opposite the Post Office is warranted because the block is nearly 400 feet long and jaywalking now frequently occurs at that location.

The mid-block crossing could pass between sections of a proposed raised and landscaped median, replacing the present painted median between Horseshoe Bar Road and Walnut St. The median will close off left

turns into the driveways along this block, which will benefit traffic flow along Taylor Road.

Traffic volumes and turning movements should be studied at the intersection of Webb Road and Taylor Road, to determine whether or not the intersection should be signalized. Currently, vehicles and pedestrians attempting to cross Taylor Road can experience significant delays during peak hours.

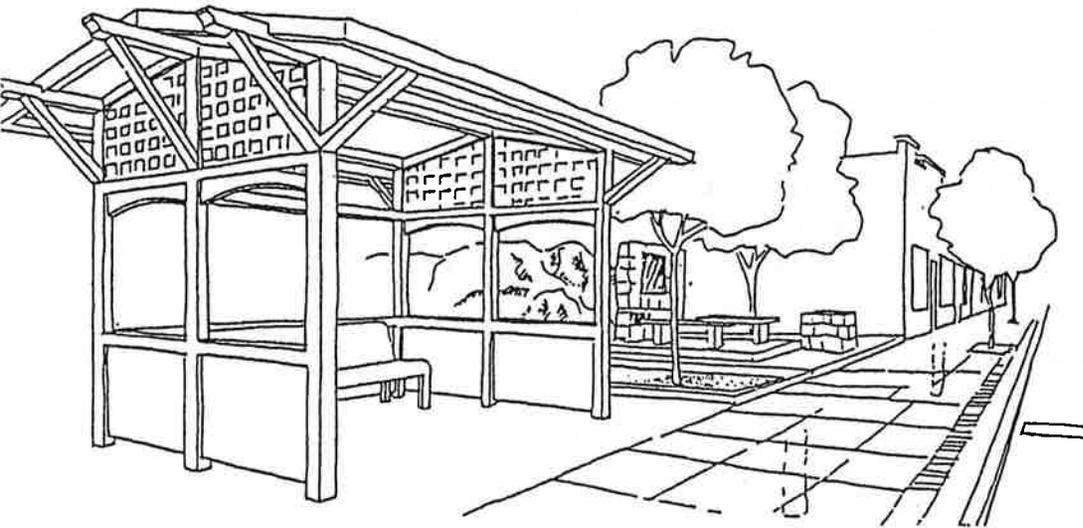
#### **Pedestrian Scaled Street Lights**

Currently, Horseshoe Bar Road is illuminated with approximately 14 ft. high, colonial style lantern lamps. The lamps provide good lighting with low brightness, illuminate sidewalks and are in scale with the street and the small-town character of Loomis.

By contrast, Taylor Road is illuminated with "cobra-head" highway fixtures mounted on aluminum arms well above the street. These luminaires provide good intersection lighting, but are not appropriate for mid-block lighting for pedestrians.

Pacific Gas and Electric Company will be undergrounding some utilities in Taylor Road, as funding permits. Concurrent with that program, new

light posts and fixtures which are the same or very similar to those in use on Horseshoe Bar Road should be installed along Taylor Road. Assuming poles about 100 ft. apart on both sides of the road, about 25 poles would be required between Webb St. and Oak Street. About 15 poles would be required in the priority area of Horseshoe Bar Road to Oak Street.



*A new bus shelter could be built adjacent to the monument, near a mid-block crosswalk leading to a new bus stop in front of the Post Office.*

### Transit Shelter

The Town of Loomis contracts for bus service with Placer County Transit District. Buses currently stop in Downtown opposite Stahr Liquor. There are no bus shelters. The Town should reconsider a more central location for the bus stop, adjacent to the Post Office on one side of Taylor, and west of the monument on the opposite side. A shelter is recommended to be provided by the Town, perhaps within the first parking space in the Placer Savings & Loan parking lot. These improvements are shown in the plan on page 27. A bus shelter could be designed to be compatible with the historic heavy timber construction used in fruit sheds in Loomis, with tempered glass on three sides and a wood lattice-work above, as illustrated here.

### Cost of Pedestrian Circulation Improvements

Proposed improvements are estimated to cost \$166,929, of which \$150,000 is for traffic signalization (see Chapter D. for details).

**C. DEVELOPMENT GUIDELINES**

The design guidelines in this chapter serve two purposes: 1) help implement the Facade Improvement Program discussed in Chapter B.4., and 2) assist in the existing Design Review process for new projects and significant expansions of existing development (> 500 sq. ft.) in the Downtown Core and Shopping Center zoning districts.

In the first case, projects would have to comply with the guidelines in order to be eligible for participation in the Facade Improvements Program.

In the second case, new projects would be evaluated against these new guidelines, as well as the standards in the Zoning Ordinance, Sign Ordinance and design guidelines in the Town Center Master Plan.

Where there is a conflict between these guidelines and the Town Center Master Plan, these guidelines shall prevail. Some of the guidelines dealing with signage may be incorporated into an update of the Sign Ordinance.

The guidelines are applicable in the area generally described as the "Central Commercial Area" in the Sign Ordinance, including Taylor Road between Circle Drive and Webb Road, and a portion of Horseshoe Bar Road.

The guidelines address the following topics: contextual building design, architectural materials, color, signs, awnings and canopies and lighting.

**1. Design Guidelines for Facade Improvements as well as for New Construction**

**Building Compatibility**

1. Context. New development and improvements to existing buildings should respond in a compatible manner to the existing materials, and color of nearby significant buildings.
2. Building Materials. Exterior materials normally not permitted include imitation or

fake materials, plastics, mirror glass, dark tinted glass, indoor-outdoor carpet, plywood, and materials that are a fire or public safety hazard.

The principal facade facing the street should use durable and quality materials, such as brick and tile. Wood is acceptable if finished lumber - not veneers such as plywood.

#### Building Color

3. Three Colors. Two compatible colors should predominate. If intense colors are used they should be applied as accents.

In general, building colors should be coordinated with sign colors and colors of adjacent buildings, if appropriate. Neutral colors like greys, warm whites, and beiges bring out the most architectural detail.

#### Signs

Maximum sign size and other requirements are prescribed in Sec. 1.4 of the Sign Ordinance.

4. Sign Clarity. A sign is intended to identify a business. Signs do not have to be large and overbearing or cluttered with excess information. Too many signs competing with each other can give Downtown a cluttered and confused image, which may make it less able to compete with a shopping mall using consistent, readable signage. Text should be kept to a minimum. Location, size, materials and other features should be selected to achieve sign legibility.

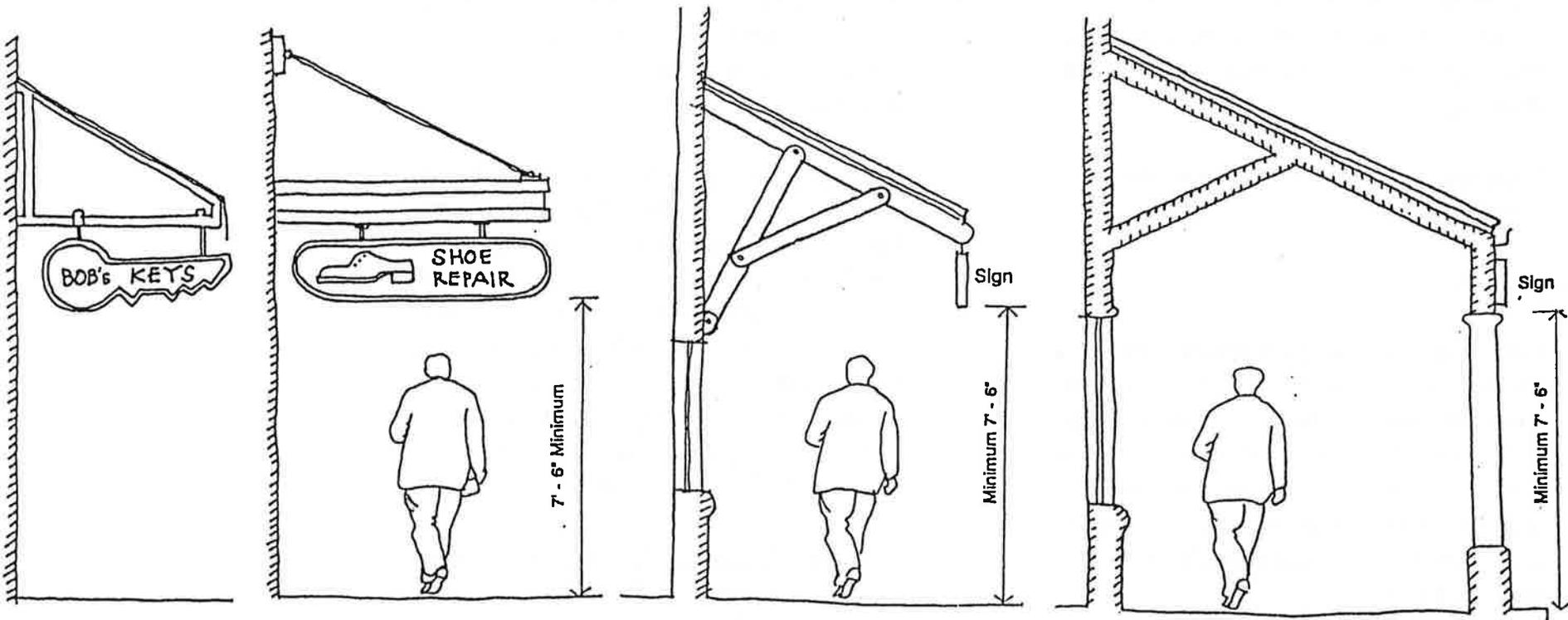
The objective of sign guidelines is not uniformity, but elimination of elements that result in a cluttered and unattractive setting. The guidelines provide basic parameters for creative signs that may be as unique as the businesses they represent.

5. Sign Color. Sign colors should be coordinated with the colors of the building.
6. No Free-Standing Signs. Such signs are not allowed. All permanent signs must be located on buildings.

7. Sign Height. No signs may extend above the height of the immediately adjacent roofline or parapet. No signs may be mounted on the roof (see Table 1.5 a. of the Sign Ordinance).
8. Sign Location on Building. Signs on storefronts should be located above display windows or awnings. However, large signs near the top of building facades are discouraged.
9. Hardware. All mounting hardware for signs must be concealed.
12. Blade Signs Under Canopies or Awnings. The minimum height of the bottom of a blade sign from the sidewalk is 7'-6". Maximum sign area is 9 square feet. Blade signs should be at least twice as wide as their vertical dimension.
13. Window Signs With Painted or Vinyl Letters. Temporary and permanent window signs may not exceed 25% of the window area of the entire facade.
14. Signs on Awnings. The skirt face of an awning is preferred to the top of the awning for signage. Letters may not exceed 10" in height on the skirt face. A wall mounted sign above the awning, with a potential secondary sign on the face of the awning has been traditionally used in Loomis, and is especially preferred. Signs on awnings must be painted, printed, marked, stamped, or otherwise permanently impressed upon the awning.

Permitted Signs

11. Flat Mounted or Painted Wall Signs. If letters are mounted directly on walls, they should be three-dimensional. Such signs should align with major architectural elements, such as doors and windows. Ornamental elements, such as moldings, recesses, pilasters, arches, roof eaves or cornice lines should be used as frames for signs.
15. Exceptions for Signs on the Sloping Surface of Awnings. A logo, an identification emblem, graphic or similar feature not exceeding 20% of the sloping surface area of an awning or canopy may be painted, placed or installed.



*Examples of acceptable sign locations in relation to acceptable awning, fixed canopy and arcade structures (arcades acceptable in Shopping Center District but not the Downtown Core).*

16. Routed, Carved or Sandblasted Wood. Historically derived decorative lettering and scrollwork is appropriate.

17. Engraved Metal or Wood.

18. Channel Letters.

19. Unpermitted Signs.

- Internally illuminated box signs (typically "lucite" plastic materials).
- Neon lighting (see Exceptions, below)
- Flashing lights
- "Reader board" signs
- Portable reader board signs
- Temporary signs for sales and/or special events which are displayed for more than 5 days.

- Temporary sandwich board signs placed within the public right-of-way.

- Free-standing signs.

- Projecting signs (perpendicular to the facade of the business). Projections of any kind must not exceed 9".

20. Exceptions to Sign Guidelines. It is recommended that the Sign Ordinance be revised so that exceptions may be granted for exceptional circumstances, such as impaired or difficult visibility, or unique or innovative design, consistent with the proposed land use.

21. Design. Signs must be clear and tastefully done, but not dull. The Town encourages bold and innovative approaches to signage, perhaps consistent with the Town's historic fruitbox labels and the mural program described in Chapter B.

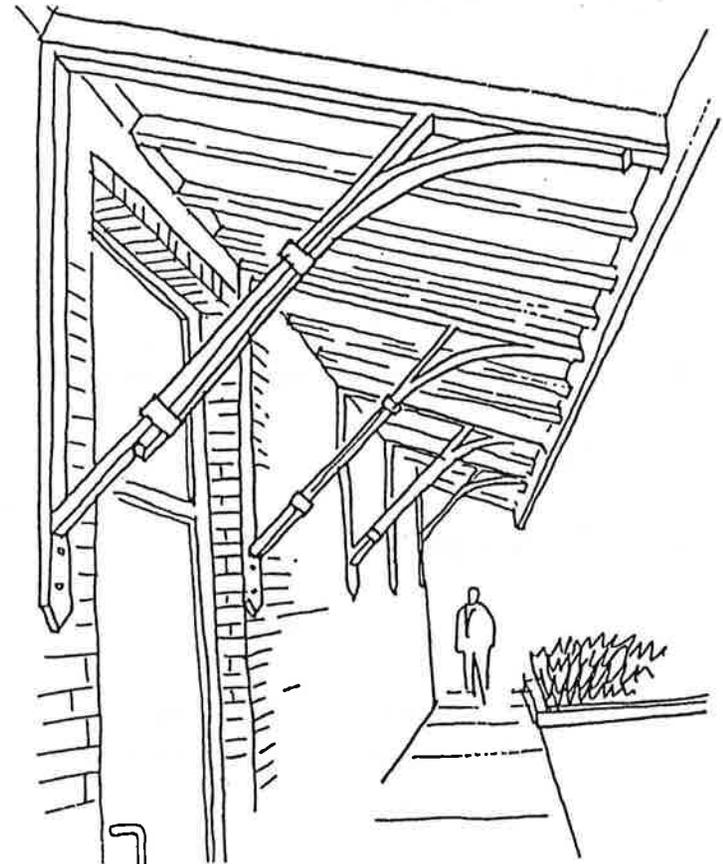
22. Types of Sign Lighting Permitted. External incandescent sources (eg, spot lights, aimed to avoid glare). Small light sources placed inside

of opaque projecting letters (lighting directed at wall behind letters).

23. Types of Lighting Unpermitted. Back-lit awnings are prohibited. See also #19. Unpermitted Signs.
24. Light Fixture Height. The bottom edge of light fixtures mounted on a building must be at least 7'-0" above the sidewalk or finished grade.
25. Exceptions to Lighting Guidelines. All signs require permits from the Town. However, the Town should amend the Sign Ordinance to allow for exceptions to these guidelines. For example, decorative lighting elements are encouraged as components of storefront designs. Neon, incandescent, and other fixtures could be allowed. Businesses that are entertainment- or culturally-oriented and would contribute to night-life could be allowed to install creative signage and illumination that may exceed the requirements identified in this chapter. Examples of special signs include, but are not limited to, exposed neon tubing, marquee lights, etc.

### Awnings and Canopies

An Encroachment Permit is required for an awning or canopy over the public sidewalk. See examples of acceptable examples on page 34 and below.



*Placer Savings and Loan uses an attractive steel bracket to support the fixed sloping canopy along the streetfront and side of its building.*

26. Canopies Encouraged. Fixed sloping canopies such as the metal canopies used on Christensens Saddlery and Placer Savings and Loan (see illustration previous page) are encouraged.

Horizontally mounted architectural canopies are also acceptable. Roof drainage shall be directed to drain pipes mounted against the building frontage, leading to storm drains beneath the sidewalk. Exposed drain pipes should be painted the same color as the building.

27. Awnings Encouraged. If fixed canopies are inappropriate, good quality canvas awnings are encouraged on new buildings, and existing buildings with flat, feature-less facades.

28. Canopy and Awning Colors. Light, colorful awnings are encouraged. The color of awnings should be compatible with building color. Subtle bands of color on awnings are appropriate; more complex patterns or textures should generally not be used.

29. Awning Continuity. Awnings should be designed to be compatible with the entire storefront and adjacent structures (e.g, comparable head height of adjacent awnings to provide continuity for sun and rain protection.

30. Awnings Within Bays. Awnings/canopies should span structural bays or major architectural divisions of a facade; there should be a break between awnings at each division or bay (see Page 17). Traditionally, awnings are mounted above transom windows, below the signband (see Page 19). Depending upon transom height, awnings may be attached between transom and display windows.

31. Awning Slope. Awnings shall slope downward at a constant slope; semicircular awnings are strongly discouraged.

Fixed structural canopies or canvas awnings should emulate the straight angle of slope of canopies on such buildings as Christensens Saddlery store, Placer Savings and Loan, and the Loomis Fruit Grower's packing shed on Taylor Road.

32. Awning Support. The support structure for sloped canopies or awnings could emulate the structure used for the fixed canopies on the Christensens Saddlery store and the adjacent Placer Savings and Loan.
33. Awning Projection. Awnings should project no more than about six feet from the face of existing buildings on Taylor Road and Horseshoe Bar Road, or less, depending upon the potential for interference with street trees planted in the sidewalk. Awnings may extend up to 10 feet into the street right-of-way in the Shopping Center district, assuming wide sidewalks and no street tree interference.
- Arcades extending to the edge of the sidewalk are acceptable in the Shopping Center District (see example, Page 34).
34. Awning End Panels. End panels for canvas awnings are discouraged, except at the end of a building where there is no possibility of an adjacent awning.
35. Awning Material. Awnings must be made of a fire-treated or non-flammable fabric. Shiny, "plasticized" awnings are strongly discouraged.

## 2. Facade Improvements Program Design Guidelines

These guidelines supplement the guidelines described in part 1 above.

These guidelines are intended to help implement the Facade Improvements Program proposed in part 4 of Chapter B.

### Applicable Area

Taylor Road. These guidelines focus on the Taylor Road portion of the "Downtown Core", established in the Zoning Ordinance and in the Town Center Master Plan. That is, it does not include the Horseshoe Bar Road portion of the Downtown Core, with the exception of the block between Taylor Road and Laird Street. See map on Page 15.

### Facade Improvements

1. Facade Definition. The facade is the entire front surface of a building from sidewalk grade to the roofline. In facade renovation,

all structural and decorative elements of building fronts and sides facing public streets should be repaired or replaced, to match or be compatible with the original materials and design of the building.

2. Replacement of Original Materials. If original architectural materials have been destroyed, new elements can be added. The fascia and cornice can be built up, parapet raised and articulated, and architectural detail added, as long as the materials are permanent and generally consistent with the design of the original structure.
3. Windows. Window-less, or permanently covered storefronts are prohibited. Window treatments which significantly reduce window area are prohibited.
4. Building Color. With the exception of a few victorian houses which have been painted with lively colors, most existing buildings along Taylor Road are somewhat dull. There is an

opportunity to enliven building facades with a range of warmer colors such as warm whites, peach, burnt umber and mustard. Some existing darker colors, such as the brown on the building which houses the Chamber of Commerce and Tennessee South Cafe cover up the detail on the facade. Darker colors like brown also seem to make the sidewalk appear narrower.

5. Cleaning Masonry. Downtown Loomis has some buildings with fine brickwork, some of which has been obscured with painting. Removal of paint may be desirable, but brick should not be sandblasted. Because it has a porous surface, brick walls can be permanently damaged by sandblasting. Rather, they should be cleaned with acid washes or steam.
6. Tuckpointing. Masonry surfaces should be properly tuckpointed to avoid moisture seepage and excessive wear on the masonry. New mortar should be compatible with the color and texture of the original mortar.

## Signs

7. External Lighting. Signs within the downtown Facade Improvement Program area should be illuminated by external sources. New internally lit box signs are prohibited within this area (existing internally illuminated signs are legal, non-conforming structures which may remain, but may not be replaced).

### 3. Guidelines for New Construction

The Guidelines for New Development incorporate the Guidelines discussed in parts 1 and 2 above, unless otherwise stated.

#### Compatibility Guidelines

1. Context. New construction in the Downtown Core and Shopping Center districts and the Central Commercial area described in the Sign Ordinance should be compatible with existing structures and the visual character of the historic small town, and contribute to the cohesiveness of the streetscape. The objective is not to recreate historic structures, but to assure that new designs will be compatible with the existing scale and character.
2. Building Massing. Most buildings in Loomis are one to two stories high. New construction should relate to the height and massing of existing buildings and the rhythmic spacing of structural bays. Retail storefronts should be a maximum of 30 feet in width. Buildings with

a wider frontage should have a vertical architectural feature - column, pilaster, etc., every 25 to 30 feet, reflecting the structural bay.

3. Roofline. The roofline should be flat with an articulated parapet wall, a sloped roof with a gable end, or a stepped parapet concealing a gable end. Hipped roof buildings and towers with pyramidal tops are found in many shopping centers in Northern California and are not appropriate in Loomis.
4. Building Shape. New buildings on Taylor Road should be generally rectilinear in shape, and parallel to the street, and should not exhibit any obvious free-form, curvilinear or diagonal orientation to the street. More free-form structures may be possible in the Shopping Center district, although a small building scale should be maintained.
5. Avoidance of Drive-Up Structures in Downtown. Drive-up structures are out of character with the pedestrian orientation

sought for the heart of Downtown on Taylor Road. Their free-standing construction achieves maximum visibility from the street, but interrupts the pedestrian experience.

#### Building Vertical Divisions

6. Building Base. Every building should have a defined base. This may be a masonry or ceramic tile base or a small projection of the wall surface and/or a different material or color. The height of the base should range from approximately 18" at a minimum to 30" at a maximum.
7. Middle Section. The middle section of the facade should feature display windows and substantial, well-detailed doors. "Narrowline" aluminum frame doors are not recommended. Entrances are encouraged to be recessed to reduce the blocky effect of a larger building.

Windows should be subdivided into proportions which are consistent with significant nearby buildings.

Measured from floor level to the finished ceiling, new commercial building fronts should be at least 60% transparent. Glass must be tempered. Glass block is counted as opaque material.

Mirror glass or darkly tinted glass are not acceptable.

8. Upper Section. The upper section of the building facade should have a gable end roof, or in the case of a flat roof - a parapet wall with a distinctive shape or profile, such as a stepped center, or arc. Mansard roofs are not allowed.

#### Commercial Lighting

9. Window Display Lighting. Timer-controlled window and facade nighttime lighting schemes are encouraged to maintain a livelier look to retail districts when businesses are closed. Lighting should be set to turn-off after late night hours.

**Blue Anchor Park  
Program for Park Elements**

Type of Program	Program Element	Requirements & Assumptions	WEEKDAYS					WEEKEND DAYS				
			Season	Hours of Day	Expected Attendance	Expected Mode of Transportation	Parking Requirements	Season	Hours of Day	Expected Attendance	Expected Mode of Transportation	Parking Requirements
<b>Community Amenities</b>	Gardens	Strolling gardens	Spring Summer Fall	Regular Park Hours (more in early evening?)	6-12 people	Pedestrian, Car, Bicycle	3 stalls	All year	Regular Park Hours	Individuals & Groups of 2 or 3, All Ages	Pedestrian, Car, Bicycle	Included in Weekday
	Restroom	Associated with other park uses	All year	Regular Park Hours	NA	NA	Shared parking	All year	Regular Park Hours	NA	NA	Shared parking
	Children's Play/Waterplay	4500 sf	Spring Summer Fall	Afternoon & Early Evening	Daytime use by home-schooled children	Pedestrian, Car, Bicycle	5 stalls (1 stall per 1000 sf)	All year	Afternoon & Early Evening	Families with children of different ages		Included in Weekday
	Bike & Pedestrian Trails		All year	Regular Park Hours	Walkers, joggers, hikers	Pedestrian, Car, Bicycle	2 stalls	All year	Regular Park Hours	Individuals & Groups of 2 or 3, All Ages		Included in Weekday
	Skate Garden	Approx. 7000 sf in total area (see multi-use terraces under Outdoor Movie Screen)	All year	Afternoon & Early Evening	School-age Children	Pedestrian, Bicycle, Skateboard, Car	shared parking	All year	Afternoon & Early Evening	School-age Children	Pedestrian, Bicycle, Skateboard	Shared Parking
	Outdoor Movie Screen	Multi-use with Skate Garden; skating/seating terraces accommodate up to 60 people	All year	Afternoon & Evening	School-age Children	Pedestrian, Bicycle, Skateboard, Car	12 stalls (1 per 5 seats)	All year	Afternoon & Early Evening	School-age Children	Pedestrian, Bicycle, Skateboard	Shared Parking
<b>Group Gathering Areas</b>	Multi-Use Shade Structure with Group Picnic	8 tables (2 areas)	Spring Summer Fall	Regular Park Hours	Small Groups, All Ages	Pedestrian, Car, Bicycle	4 stalls (1 stall per 2 tables)	All year	Regular Park Hours	Small Groups, All Ages		Included in Weekday
	Multi-Use Plaza	3200 sf	All year	Morning & Early Afternoon	Individuals & Small Groups, All Ages	Pedestrian, Car, Bicycle	2 stalls (1 stall per 1500 sf)	All year	Regular Park Hours	Families with children of different ages		Included in Weekday
							<b>Total Parking</b>	<b>28 Stalls</b>				