



IMPLEMENTATION PLAN, PHASE 1

# chapter 3

DESIGN CONCEPT

# loomis town center

The best streets create and leave strong, lasting, positive impressions; they catch the eyes and the imagination. They are joyful places to be, and given a chance one wants to return to them. The best streets continue, are long lived.

*Allan B. Jacobs.  
Great Streets. (Cambridge: MIT Press, 1993). 312*



CHAPTER THREE

# design concept

**in this chapter**

DESIGN CONCEPT

CONCEPTUAL FRAMEWORK

TAYLOR ROAD DISTRICTS

*EAST GATEWAY*

*TOWN CENTER EAST*

*TOWN CENTER CORE*

*TOWN CENTER WEST*

*WEST GATEWAY*

*TAYLOR ROAD WEST TO TOWN LIMIT*

HORSESHOE BAR ROAD DISTRICTS

*REGIONAL MIXED USE*

*SOUTH GATEWAY*

*TOWN CENTER SOUTH*

**LOOMIS TOWN CENTER** is envisioned as a vibrant civic and cultural “heart of Loomis,” with both of its two main streets — Taylor and Horseshoe Bar Roads — acting as the backbone. The design concept for Loomis Town Center emphasizes improvements to the public realm, circulation patterns, and character of the area. It provides a better balance between automobiles, bicyclists and pedestrians and creates a safe, well-defined and comfortable environment for all users whether area residents or visitors. It highlights the Town’s rural and agricultural roots and establishes an environment in which neighbors can develop a deeper sense of connection to each other and to the place where they live.

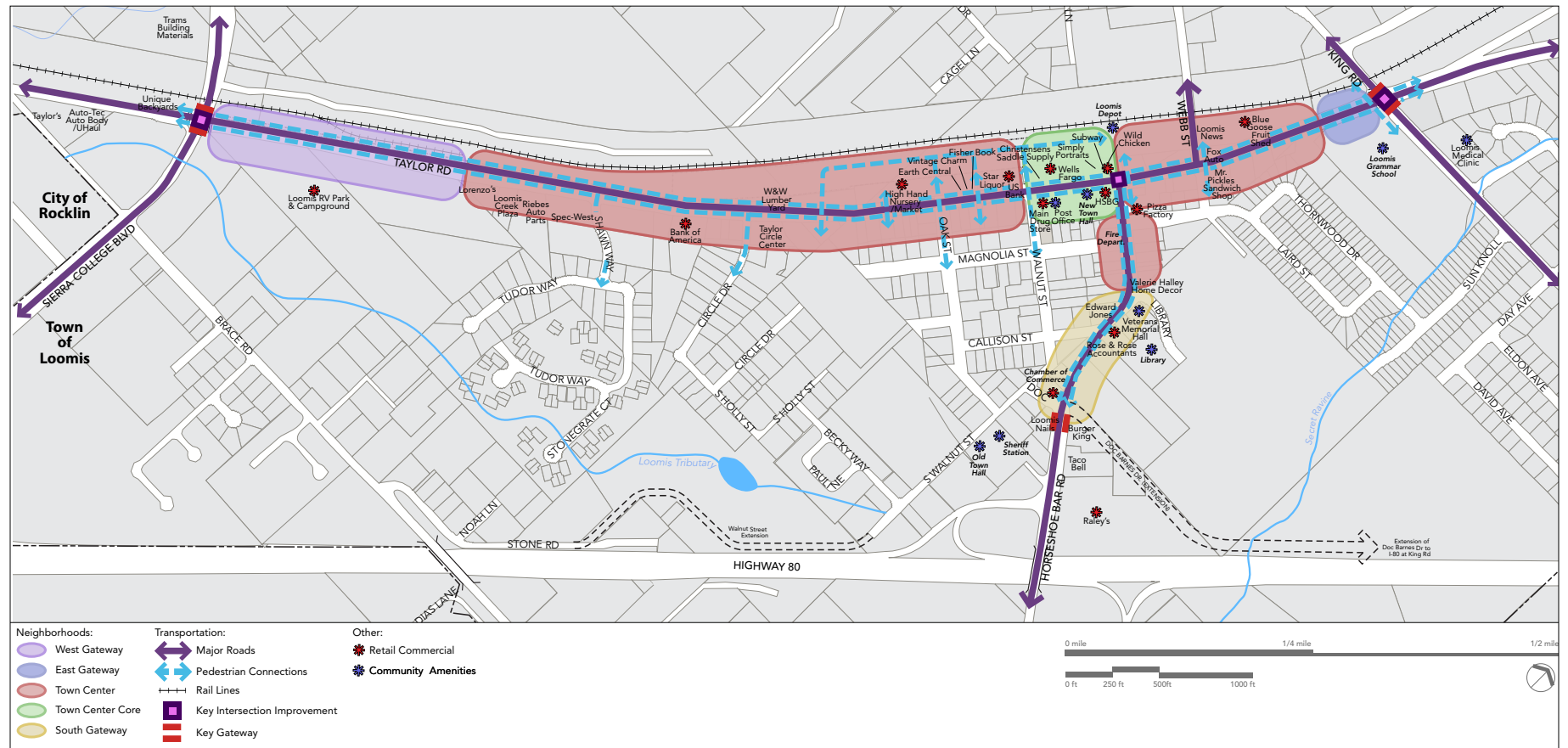
The redesigned pedestrian experience is characterized by well-defined walkways with gathering and seating opportunities, plenty of lighting, and plants and trees for visual appeal and physical comfort. A new park includes popular recreational elements, providing an attractive new community destination. New parking provides more spaces than currently available. Overhead utilities move underground, and the view opens up to reveal distinctive architectural edges against the sky.

This reconfigured public realm works in tandem with the existing community amenities to create an encouraging and hospitable environment for new activity and energy in Loomis Town Center.

VISION

- Seven distinct yet interconnected districts
- Common unifying streetscape elements that tie the districts together
- Pedestrian - accessed open spaces along the streets - (such as bus stops, bulb-outs, and pocket plazas.)
- Linear park to energize and tie together the “shed-to-shed” experience between Taylor Road and the railroad tracks.

FIGURE 3.1 - CONCEPTUAL FRAMEWORK





### CONCEPTUAL FRAMEWORK

The conceptual framework identifies the characteristics of the different sections of the Taylor and Horseshoe Bar Road corridors. A district is defined by the predominance of a certain type of existing character within it. The discussion that follows is organized by district, moving from east to west, and south to north. As highlighted by the shaded areas in Figure 3.2, the districts within the

Loomis Town Center project area include:

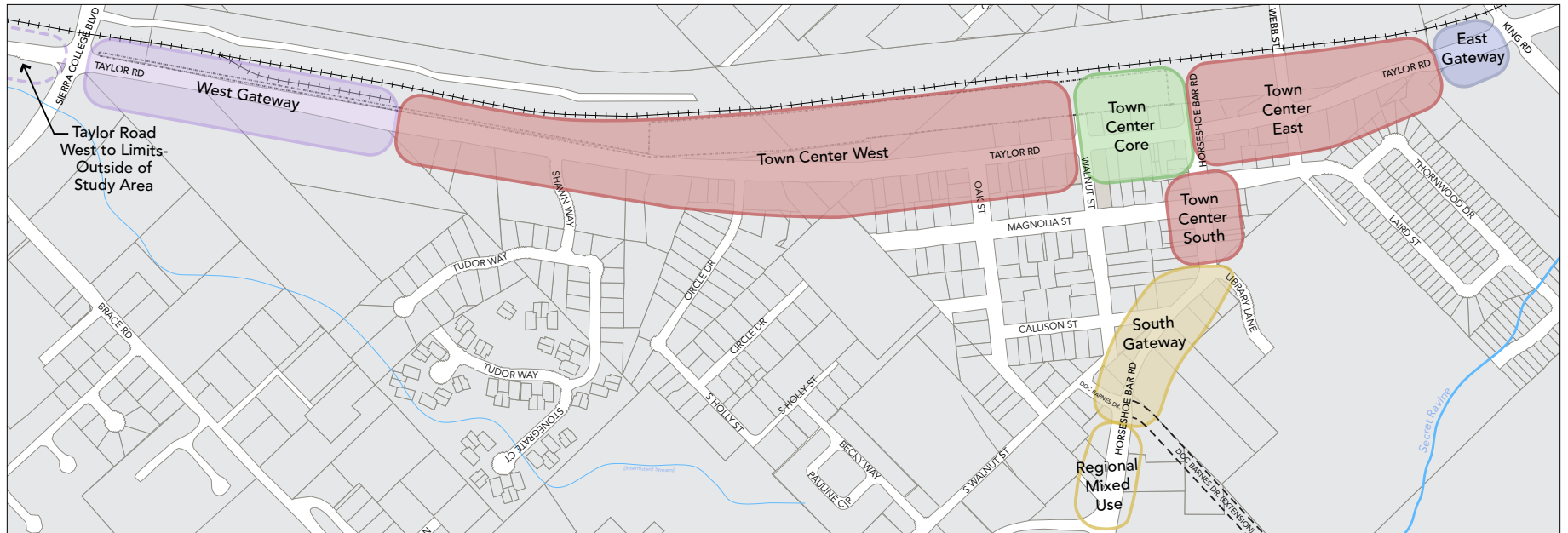
#### Taylor Road

- East Gateway
- Town Center East
- Town Center Core
- Town Center West
- West Gateway

#### Horseshoe Bar Road

- Regional Mixed Use
- South Gateway
- Town Center South

FIGURE 3.2 - FRAMEWORK DISTRICTS



## TAYLOR ROAD DESIGN CONCEPT

Taylor Road is envisioned as Loomis’ “Main Street,” celebrating its heritage as historical Route 40, while also moving forward into the future with new development along a vibrant, pedestrian-friendly corridor integrated with surrounding neighborhoods and the greater community.

### PUBLIC REALM

Public streets, plazas and open space are the gathering point for activities that bring a community together – from festivals and other events to casual encounters with friends. Taylor Road will provide this opportunity by becoming more comfortable, safe, and inviting for pedestrians. People should be able to walk easily between destinations along the corridor, and ride bicycles or take public transit to travel further. New development will increase the level of local activity, energizing the street feeding further growth.

### KEY ELEMENTS

Several key changes will transform Taylor Road. The character of the street itself will become more pedestrian-friendly, with improved and more frequent crosswalks, shade from the sun during the day and ample lighting at night. There will be places to sit and rest, bicycle facilities, and traffic will be calmed and controlled. Automobiles will still be accommodated, but not at the expense of pedestrians, bicyclists, or public transit. Parking will continue to be provided along the street, but much of it will be alongside or behind buildings. Over time, there will likely be a reduced need for parking as people find it more convenient to use other forms of transportation.





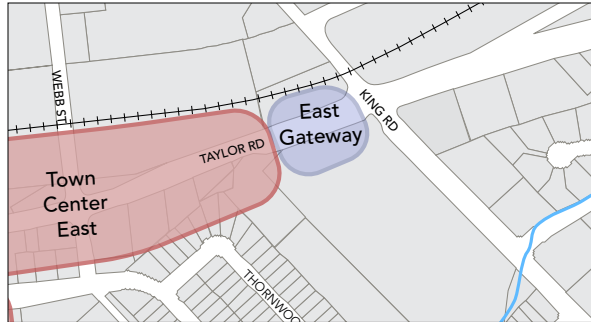
*Taylor Road Concept: Aerial View Looking Northeast*

FIGURE 3.3 - TAYLOR ROAD CONCEPT PLAN









*Location Map*

### EAST GATEWAY

This district runs from King Road on the east to the west side of Loomis Elementary. The school is a dominant presence at this intersection, which also presents the first view of Town Center from the east.



*East Gateway Existing Conditions*



VISION

- *Sculptural monument sign with flowering orchard trees at the entry point*
- *Designated multi-use pedestrian/bikeways*
- *Bulb-outs and pocket plazas slowing traffic and providing refuge and resting places for pedestrians*
- *Specialized landscape palette, emphasizing native grasses, shrubs, and trees*
- *Curb-less streets and medians, highlighting Loomis' rural character*

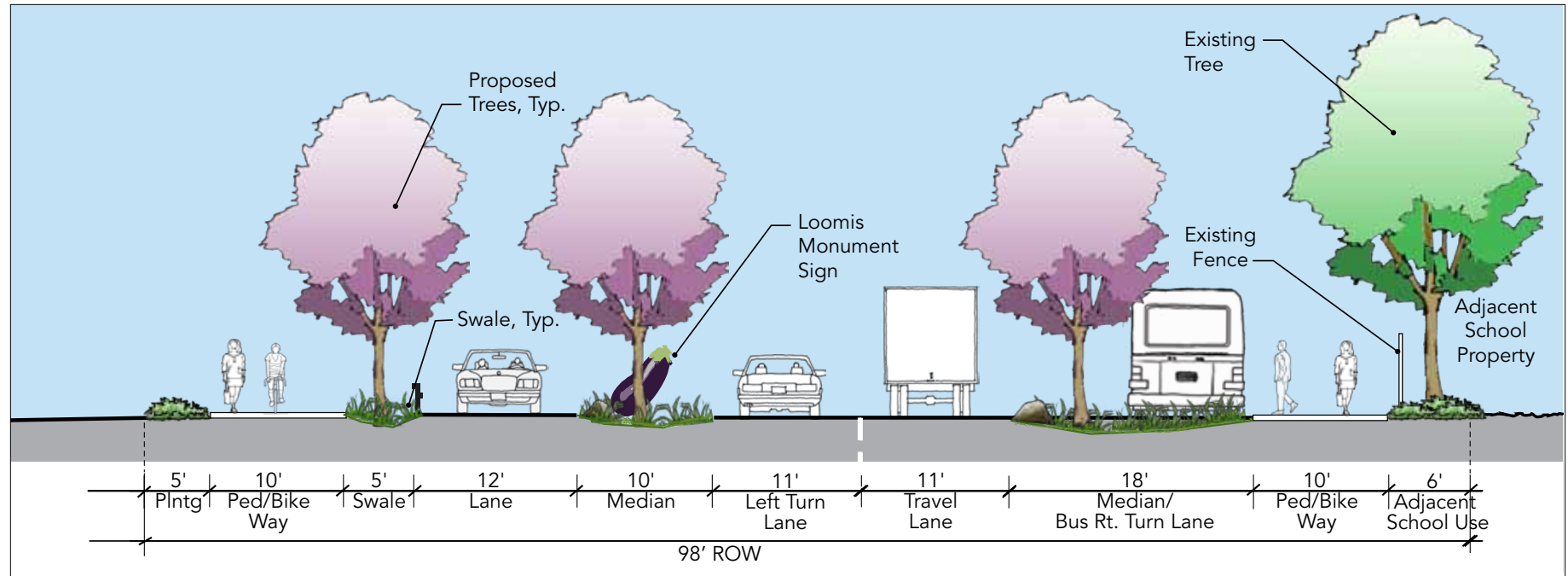


*Concept Photo: Flowering Orchard*



*Concept Photo: Multi-use Pedestrian/Bikeway with Flowering Shade Trees*

FIGURE 3.4 - EAST GATEWAY CONCEPT SECTION, LOOKING EAST



**PREFERRED CHARACTER**

The East Gateway is envisioned as a beautiful foyer for Loomis Town Center. It announces Loomis agricultural history using flowering fruit trees. A sculptural monument sign captures the community’s distinct rural but modern aesthetic and clearly indicates to all that they have arrived in Loomis.

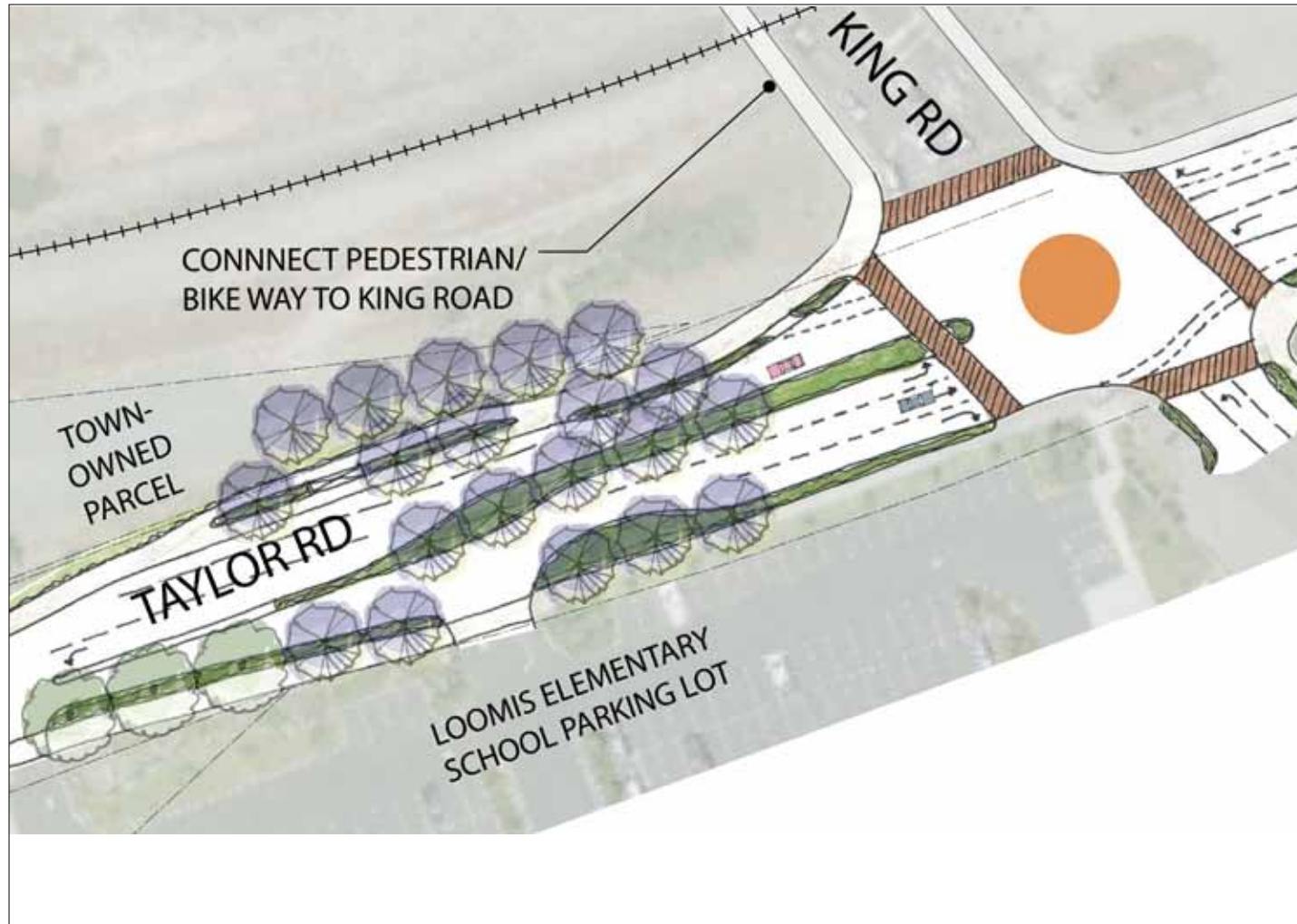
**KEY ELEMENTS**

Travel lanes run east and west, with the west-bound lane slightly wider to handle large trucks entering

from King Road. An east-bound left turn lane maintains the existing King Road connection, while a second east bound lane does double-duty as a right turn lane and bus turnout. Combining these functions allows for more pedestrian space at the Loomis Elementary entrance, providing further traffic calming and a safer space for school children. Beautiful trees and native landscaping in the median and swales at road edges create a visually stimulating experience for travelers as well as visual traffic calming for vehicles. The swales

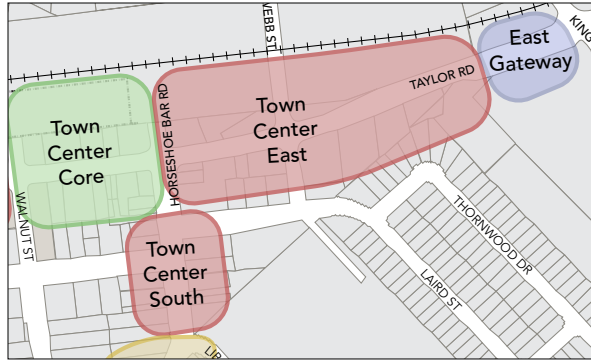
and median also buffer the adjacent multi-use pedestrian/ bike path from vehicular traffic, and allow continuous inviting and comfortable travel for non-vehicular circulation. The road is curbless, so stormwater flows into the swales, where the planting is designed to minimize the amount of roadway contaminants that flow into storm drains.

FIGURE 3.5 - EAST GATEWAY CONCEPT PLAN



-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree





Location Map

### TOWN CENTER EAST

Town Center East extends from the west end of Loomis Elementary on the east to Horseshoe Bar Road on the west. This area is currently dominated by the historic Blue Goose Fruit Shed on the north side of the street, while a mixture of office and retail in both old and newer buildings is found on the south side.

This area transitions between the rural concept of the East Gateway and the more structured Town Center Core district. Changes focus on improving bicycle and pedestrian access, as well as adding additional amenities for the Town-owned Blue Goose Fruit Shed parcels.



Town Center East Existing Conditions

VISION

- *Designated multi-use pedestrian/ bikeways*
- *Specialized landscape palette with low maintenance native grasses, shrubs, and trees*
- *Curb-less streets and medians, highlighting Loomis' rural character*
- *Bulb-outs and pocket plazas to help slow traffic and provide pedestrian refuge and resting places*
- *Blue Goose Fruit Shed highlighted as the key architectural and cultural element*

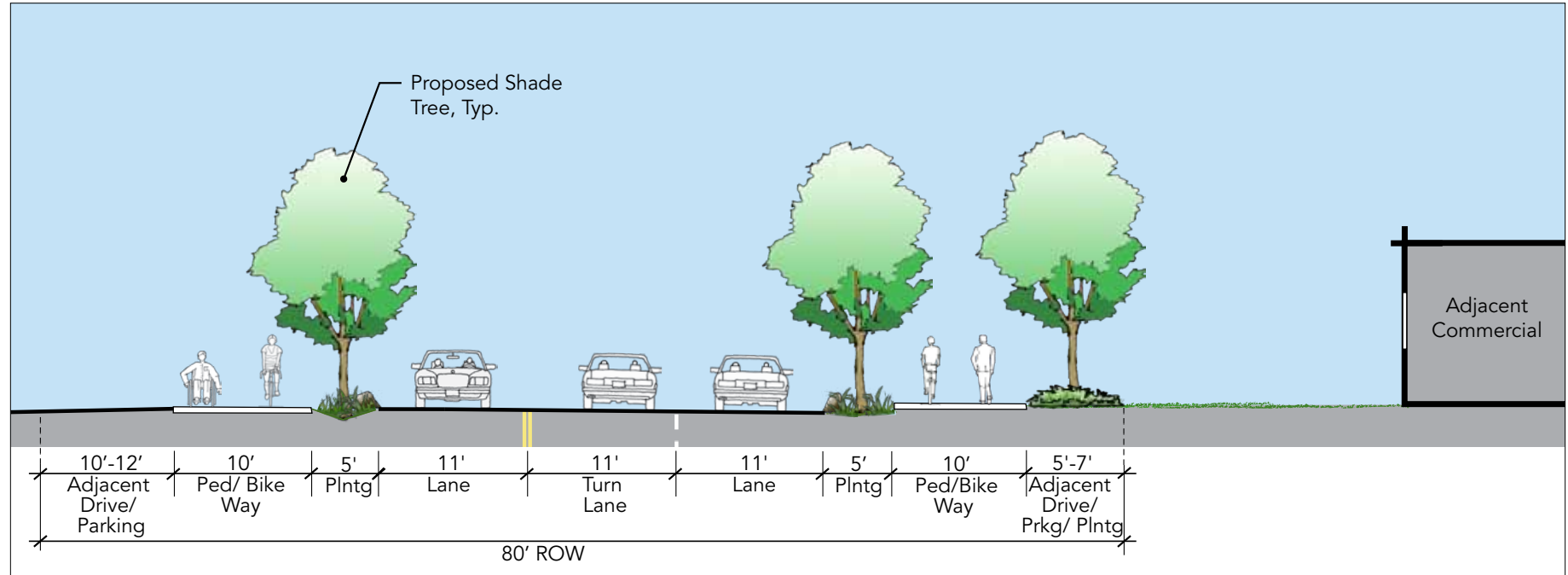


*Concept Photo: Curb-less Street w/ Bio-Swale*



*Concept Photo: Curb-Less Median Planted with California Natives*

FIGURE 3.6 - TOWN CENTER EAST CONCEPT SECTION, LOOKING EAST



**PREFERRED CHARACTER**

Town Center East continues the rural but modern aesthetic established in the East Gateway. The Blue Goose Fruit Shed facility, with its long and crisp architectural form expressed in corrugated steel, is the embodiment of this aesthetic. As a key community destination, the Blue Goose is also a social anchor for this district.

**KEY ELEMENTS**

Travel lanes run east and west, and a center turn lane allows access to businesses on either side of Taylor. The beautiful trees and native landscaping of the East Gateway continues in swales at road edges, providing a visually stimulating experience for travelers as well as visual traffic calming for vehicles. The multi-use pedestrian/bike paths also continue, with swales buffering them from vehicular traffic and allowing a continuous inviting and comfortable experience for non-vehicular

travelers. The road is still curb-less, so stormwater can flow into the swales, where the planting helps to keep roadway contaminants from flowing into storm drains.





*Taylor Road Concept: Aerial View Looking Southwest*



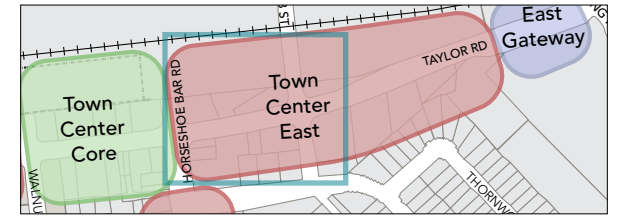


FIGURE 3.7 - TOWN CENTER EAST STREETScape CONCEPT PLAN



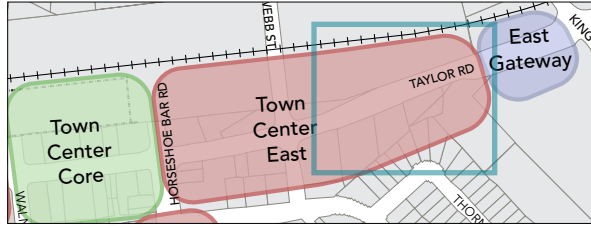
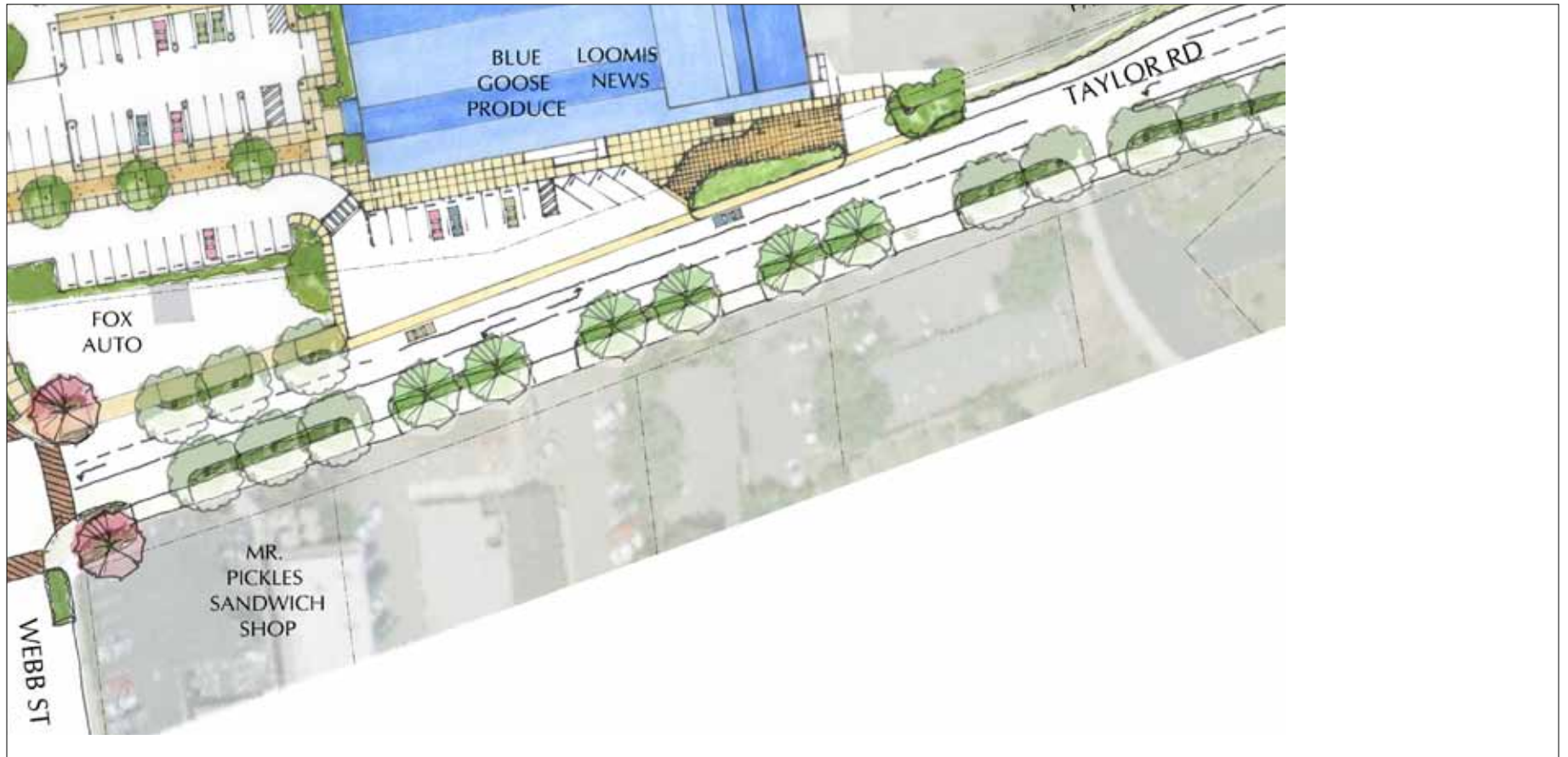


FIGURE 3.8 - TOWN CENTER EAST STREETScape CONCEPT PLAN

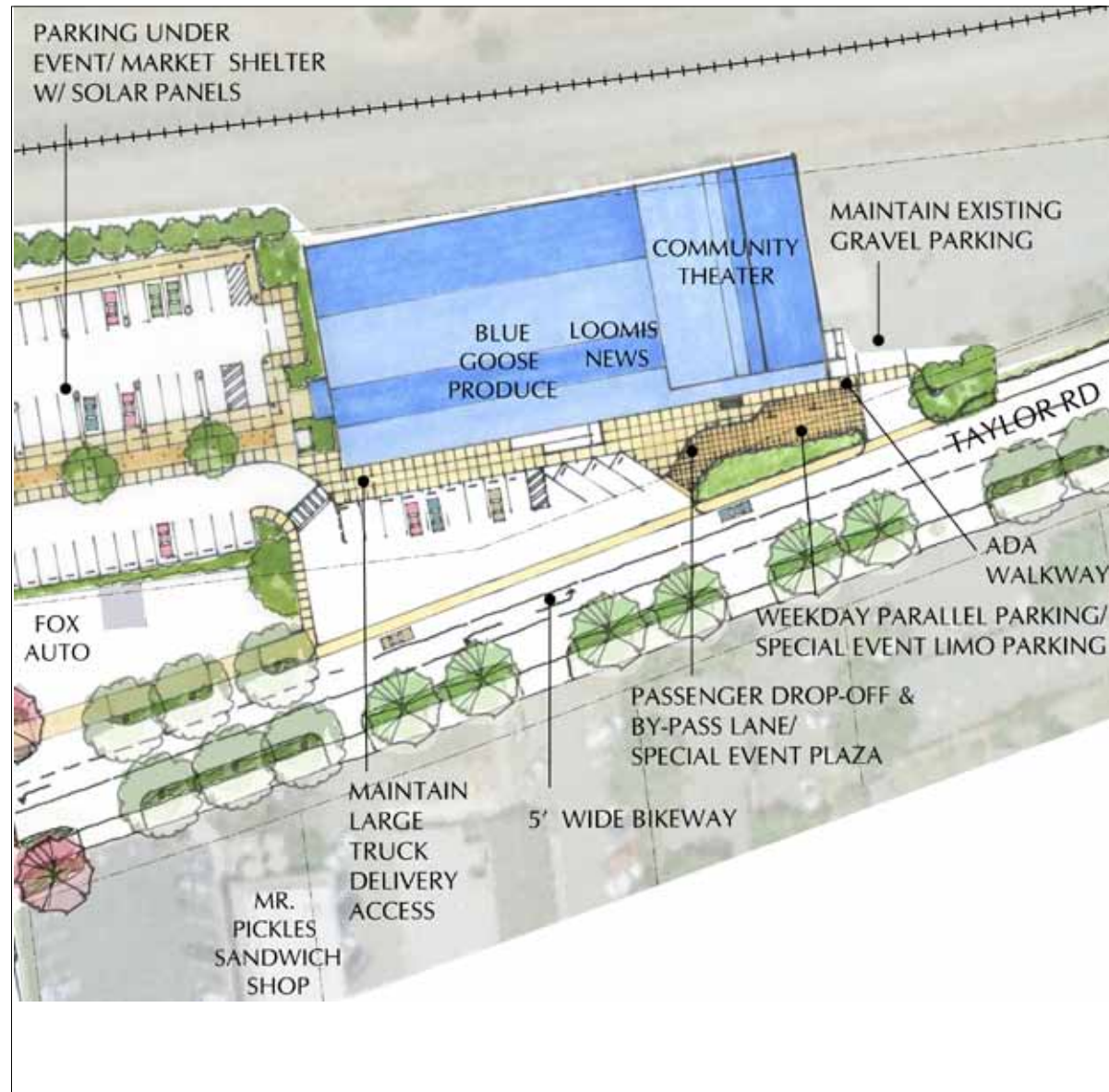


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-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree



FIGURE 3.9 - BLUE GOOSE CONCEPT PLAN, ALTERNATE 1



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*Concept Photo: Event/ Market Shelter*

**BLUE GOOSE IMPROVEMENTS**

The Plan includes two alternatives for providing the following program elements for the Blue Goose Fruit Shed property:

- Enhanced Parking
- ADA Pedestrian Access
- Flexible and Programmable Event/Market Shelter

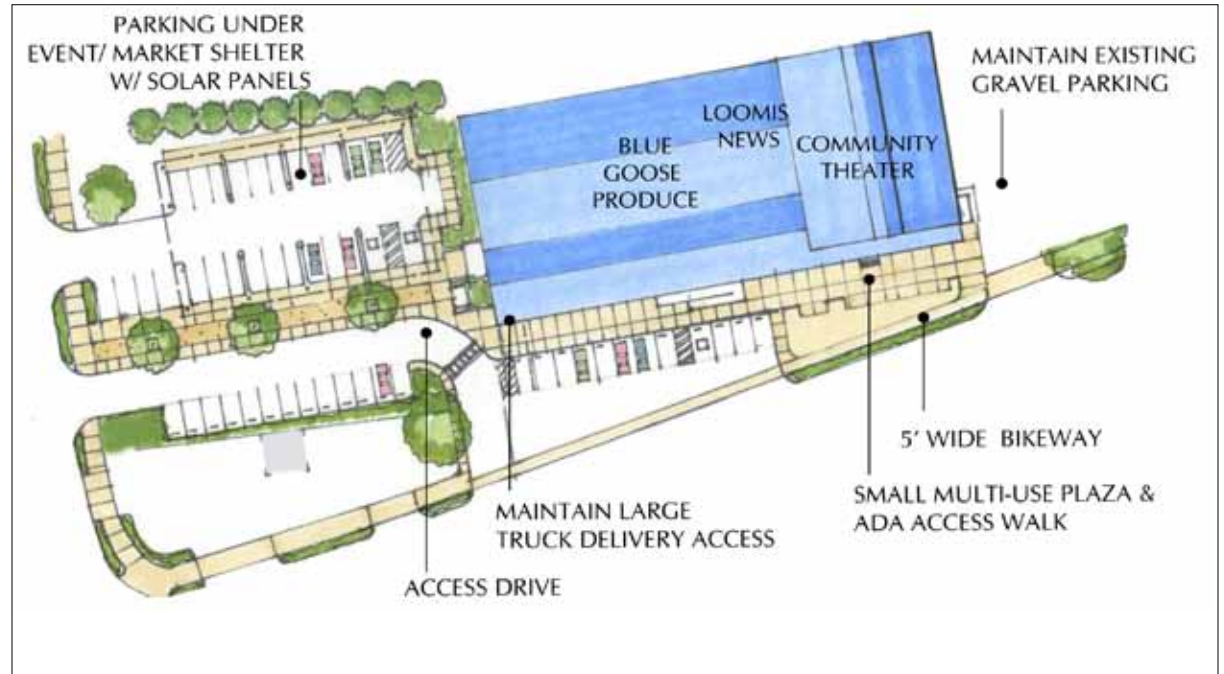
FIGURE 3.10 - BLUE GOOSE CONCEPT PLAN, ALTERNATE 2

The primary difference in these two alternatives is the configuration of the front of the Blue Goose community theater:

- Alternative One features a drop-off area, using special paving to distinguish it from the rest of the parking. It also provides one limousine or shuttle bus parking space during events, or two standard parallel spaces for everyday use. For special events, this area can be closed to traffic and used as a gathering plaza.
- Alternative Two eliminates any traffic in front of the theater and provides a year-round plaza in front of the Blue Goose theater space.

Because it is necessary to provide a public walkway along Taylor Road that meets ADA accessibility requirements, alternatives one and two include such a walkway immediately in front of the building. This strategy allows for continued use of the building frontage for parking, while at the same time providing greater protection for people using the walkway.

Both alternatives include an Event/Market Shelter on the building's west side, allowing expansion and year-round operation for the weekend farmers market, while providing an all-weather space for barbecues, cooking classes, or special events.



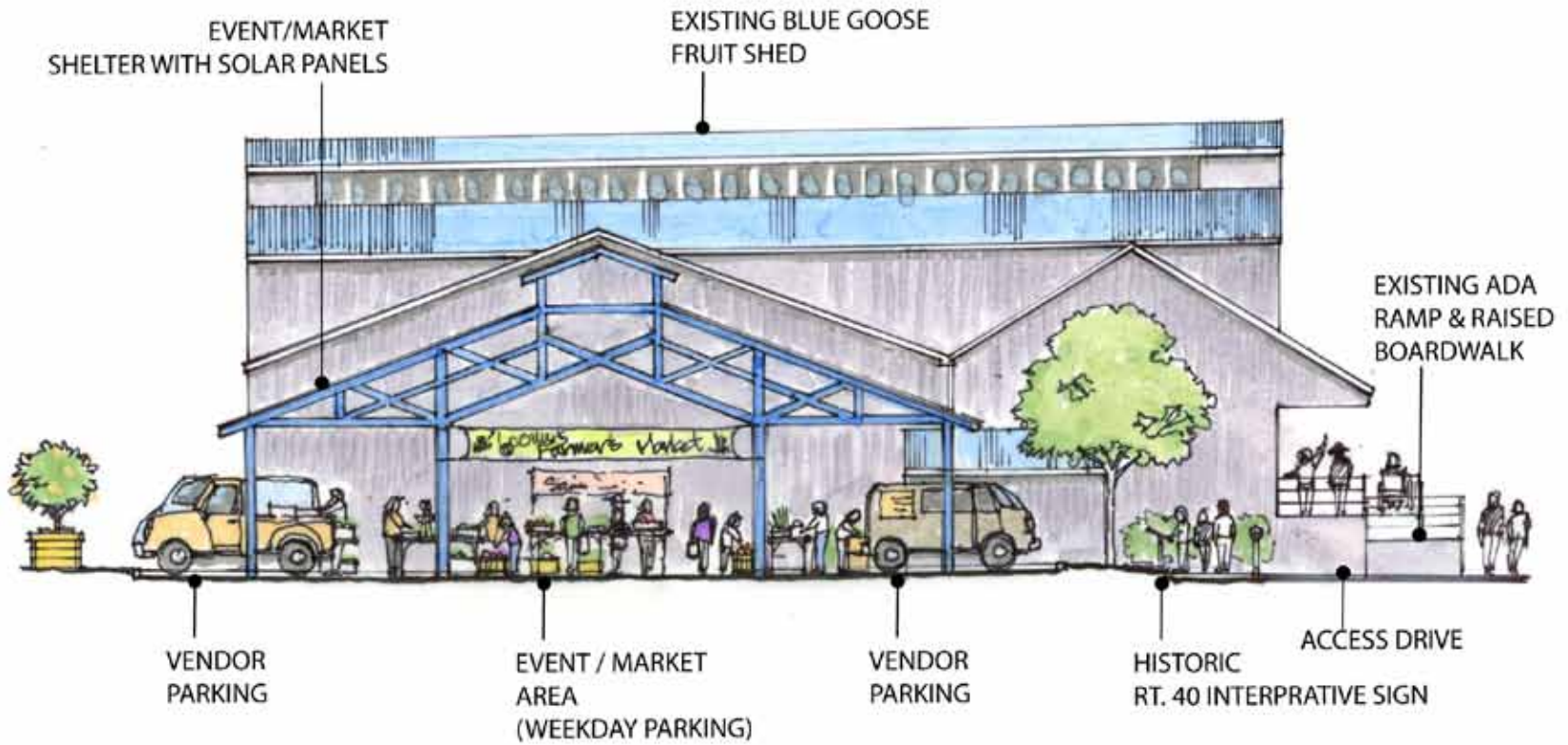
Concept Photo: Special Pedestrian Paving Access



Concept Photo: Blue Goose Parking



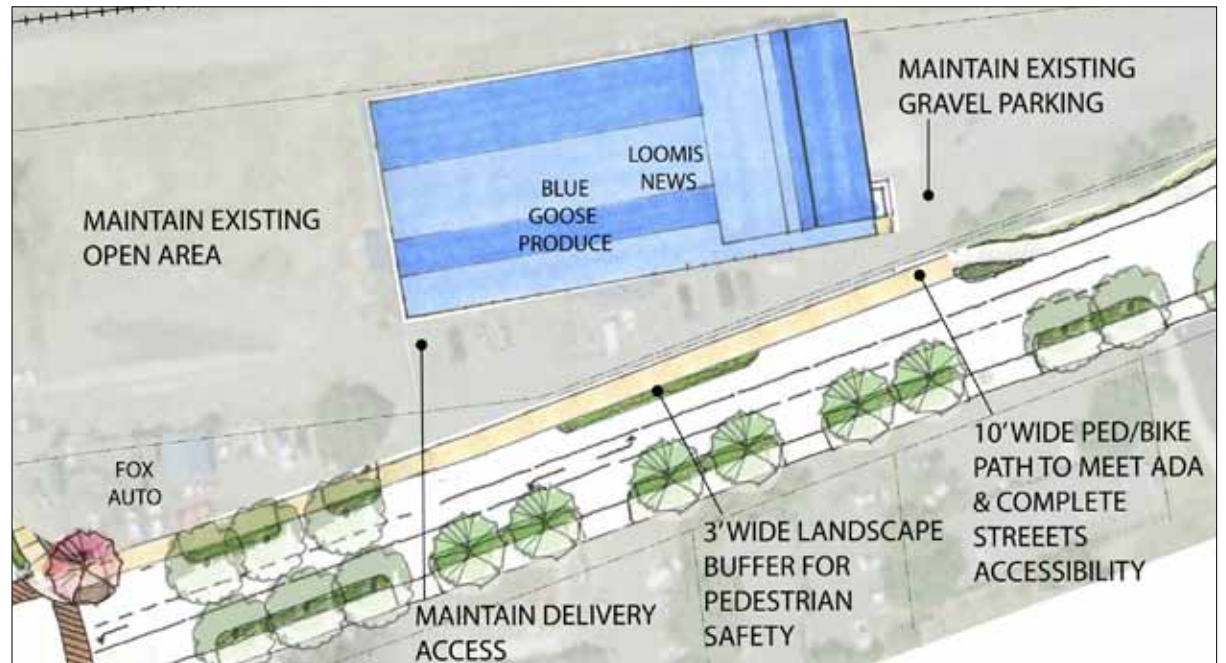
FIGURE 3.11 - EVENT/MARKET SHELTER ELEVATION





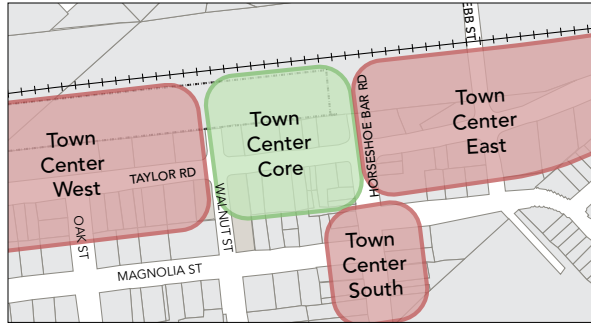
Finally, an additional third option may also be considered. This option provides a 10' wide pedestrian/bike path along the street, with 3' wide landscape buffers to provide some separation from the road for pedestrians. However, the impact of the pedestrian/bike path on existing parking is not addressed, and no additional improvements to the Blue Goose site are provided.

FIGURE 3.12 - BLUE GOOSE CONCEPT PLAN, ALTERNATE 3



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*Location Map*

### TOWN CENTER CORE

Town Center Core extends from Horseshoe Bar Road on the east to Walnut Street on the west. It not only includes the streetscape along Taylor Road, but also the Town-owned parcels between the Taylor Road businesses and the railroad tracks. The Town Center Core district has the classic configuration of retail buildings fronting a sidewalk and tree-lined street with curbs.

The Vision for this area preserves this historic configuration. In fact, this is the only area where curbs will be encouraged. The Vision for Town Center Core also reflects a greater intensity of activity and structure.



*Town Center Core Existing Conditions*



VISION

- *Raised curb, street trees and sidewalk maintained*
- *Bike lane adjacent to on-street parking*
- *Parking areas added on Town Property*
- *Specialized landscape palette with more formal plants and trees to enhance the shoppers' experience*
- *Fruit label murals highlight agricultural history*

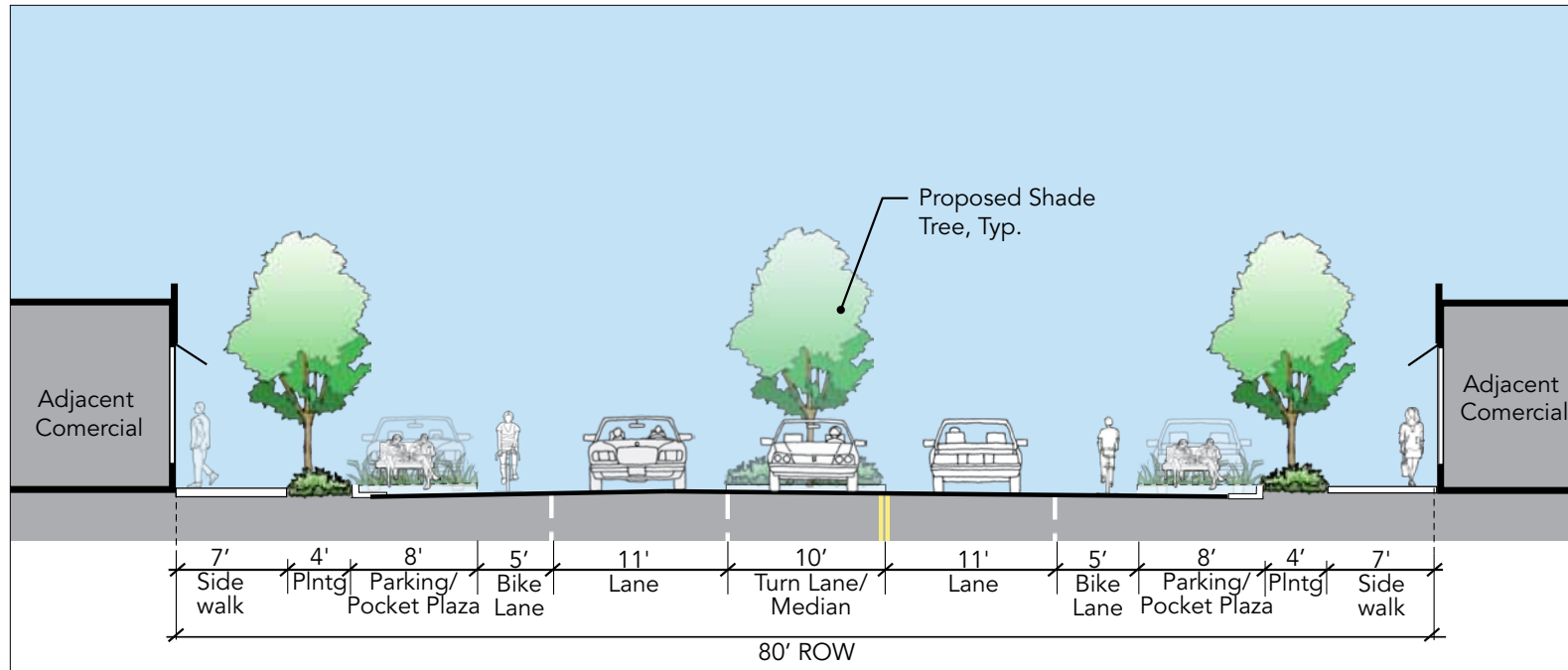


*Concept Photo: Fruit Label Murals*



*Concept Photo: Landscape Enhances Visitor Experience*

FIGURE 3.13 - TOWN CENTER CORE: TAYLOR ROAD CONCEPT SECTION, LOOKING EAST



**PREFERRED CHARACTER**

Town Center Core is envisioned as the most urban District along Taylor Road. It is a classic downtown, thriving with daily activity. The existing early-20th Century buildings fronted by sidewalk and raised curb are preserved, and furnishings and streetscape design support a vibrant and friendly pedestrian environment. The rural/modern aesthetic is expressed in furnishings and art elements, such as fruit label murals, which also enliven the environment with bursts of color.

**KEY ELEMENTS**

Travel lanes run east and west, and turn lanes allow access to Horseshoe Bar Road and Walnut Street at either end of the block. The beautiful trees and native landscaping of the other Districts are augmented with more formal plantings to reflect the more structured setting. A mid-block median provides additional landscape color as well as a safe crossing point to increase circulation between shops on both sides of the road. Pocket plazas and bulb-outs provide opportunities for outdoor

seating and sculptural elements, and also help buffer pedestrians from vehicles. Bicyclists travel on a 5' wide lane between the parking and travel lanes.

FIGURE 3.14 - TOWN CENTER CORE: TAYLOR ROAD CONCEPT PLAN



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-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree



FIGURE 3.15 - TOWN CENTER PARK CONCEPT PLAN, ALTERNATE 1



**TOWN CENTER PARK**

To provide activities to draw people to the Town Center area, and also to provide a continuous pedestrian experience along the railroad track from Blue Goose Shed to High Hand Shed, this plan includes the development of a park on the Town-owned parcels. The railroad tracks provide a strong design element, which the park plays off of for its layout. The result is a linear park, with activity areas connected like cars on a train. Because available space is limited, the intent is to provide activities for all ages, without emphasizing any one group over another. Also, whenever possible, spaces are designed to accommodate more than one use. To commemorate the Blue Anchor Shed that previously occupied this site, the Town might consider incorporating “Blue Anchor” into the park name. Example names include “Blue Anchor Park” or “Blue Anchor Promenade.”



Town Center Core contains the most highly programmed areas of the park, including the following:

- Pedestrian and Bike Paths
- Parking and Vehicle Access
- Children’s Play Area
- Water Play Feature
- Flexible/Programmable Shade Structure
- Skate Garden with Outdoor Movie Screen
- Restroom
- Future Retail

The Plan provides two Alternatives for the park. Alternative Two modifies the Children’s Play Area,

Water Play Feature, and Flexible/Programmable Shade Structure, and also provides 3 fewer parking spaces.

**Pedestrian and Bike Paths**

A multi-use 10’ wide pedestrian and bicycle path provides the major connecting element, while at the same time providing an edge to the Core park area. Path lights provide security and help with way-finding, and they also lend a little sense of magic for nighttime strollers.

**Parking**

For both the new park facilities as well as the existing businesses, new parking is added between the retail buildings and the park activities. Special

attention is given to providing spaces to accommodate two horse trailers near Christensen’s Saddle Shop, where customers sometimes come to try out saddles for their horses. Some park activities require multiple spaces, while some can share parking (see Appendix H for park program parking space requirements). Parking areas are designed without curbs, so that water run-off is collected in landscape areas, minimizing the need for pipe infrastructure and helping to prevent hazardous particulates from entering the water system.



*Concept Photo: Parking*



*Concept Photo: Climbing Sculpture*



*Concept Photo: Play Lawn*

**Children’s Play Area**

There are two alternative concepts for the Children’s Play Area. Both concepts provide a play lawn, a perimeter skating or trike path, and benches and shade for parents or park visitors to rest comfortably. The major differences in the two alternatives are as follows:

- Alternative One incorporates play through natural elements by providing a large lawn, including a sculpture that also serves as a climbing experience for young kids. Small nooks with planting, twigs, stones and

boulders will provide additional creative and imaginative play opportunities.

- Alternative Two provides more structured play areas, including a tot lot for 2-4-year-olds. The tot lot includes minimal play equipment, including a small climber and a bouncer, as well as sand and water play, to meet the developmental needs of this age group.

**Water Play Feature**

The water play feature is a secondary play element for children of all ages. While a popular destination when the weather is hot and dry, at other times beautiful designs on the concrete surface make this an attractive plaza. The major differences in

the two water play alternatives are size: Alternative One is approximately 1000 square feet, while Alternative Two is approximately 500 square feet.

**Flexible/Programmable Shade Structure**

A shade structure is included to provide a respite from the heat, as well as a place where small groups can picnic, or special events can take place. Tables can be made removable for special events. The structure can be designed as an architectural element in keeping with the district’s historic style.

FIGURE 3.16 - TOWN CENTER PARK ALTERNATIVE 2



Concept Photo: Water Play Plaza



Concept Photo: Shade Structure



**Skate Garden and Outdoor Movie Screen**

Loomis teens have shown strong support for a place where they can enjoy skateboarding, as well as other skating activities. The need to maximize the use of the limited size of the available area, as well as the adjacent business functions, prevents the incorporation of a full skate park. However, the Plan incorporates a multi-use area, where skating elements are designed amongst landscaping in order to provide an area that challenges and excites skaters, and at the same time also provides a pleasant garden experience for others when skaters are not present. This area is designed to fit the natural landscape bowl left behind when the Blue Anchor shed burned. Terraces that incorporate

shade trees, planting, and seating are designed at the edge of this bowl. These terraces become skating challenges, teen gathering places, and also parent or visitor seating. They also provide seating for showings on the Outdoor Movie Screen.

**Restroom**

Facilities to serve the most active park elements are provided near the play lawn. The building architecture is designed to blend with the historic style of the adjacent Loomis Depot. An arbor provides shade and added architectural interest.

**Flexible Event, Park, and Future Retail Space**

The last area of this park section is an approximately 9,100 square foot area of land, which will

be reserved for multiple uses. Trees and shrubs are included at the perimeter, and the remaining space is designed to support either special events or temporary parking. In the future, this area can include about 6,000 square feet of retail space, enhancing the area as a visitor destination.



*Skate Garden Concept – Ben Wallis and Forest Rinaldi*

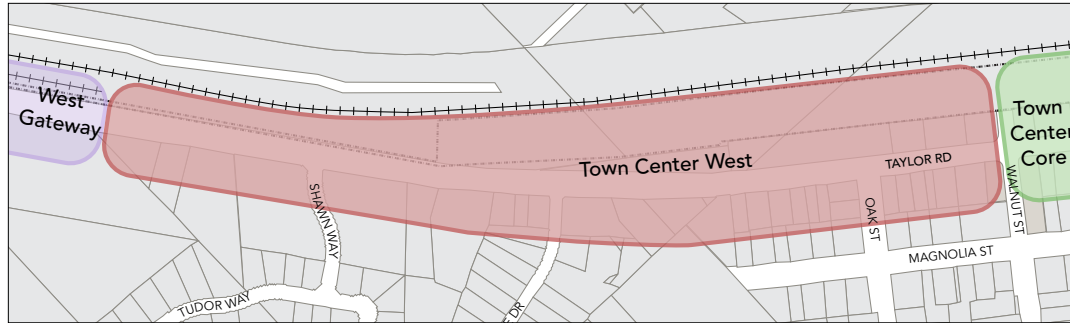


*Skate Garden Concept – Ben Wallis and Forest Rinaldi*



*Concept Photo: Future Retail*





*Location Map*

### TOWN CENTER WEST

This district extends from Walnut Street on the east to the west side of Lorenzo’s Mexican Restaurant. This district is currently characterized by a mixture of retail and office spaces (both in historic buildings and more modern strip malls), residences, and undeveloped land. It transitions between the West Gateway and Town Center Core.



*Town Center West Existing Conditions*

**VISION**

- *Designated multi-use pedestrian/ bikeways*
- *Specialized landscape palette of low maintenance native grasses, shrubs, and trees*
- *Existing mature oaks and granite out-crops preserved*
- *Curb-less streets and medians, highlighting Loomis' rural character*
- *High Hand Nursery fruit shed as the key architectural element*
- *Passive activities for Town Center Park*
- *Bulbouts and pocket plazas slow traffic and provide pedestrian refuge*

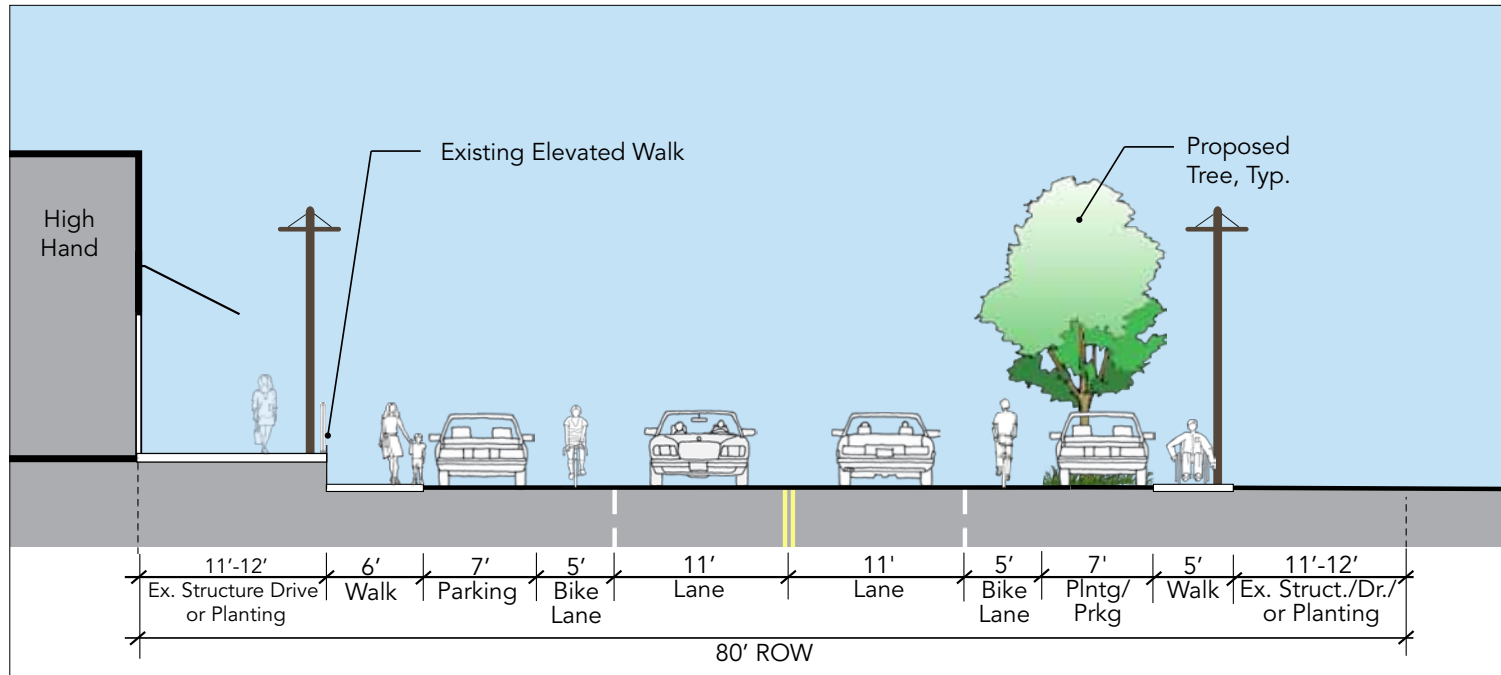


*Concept Photo: Planted Bio-swale at Street Edge*



*Concept Illustration: Mid-Block Crossings, Designated Pedestrian and Bikeways, and Landscaped Medians*

FIGURE 3.17 - TOWN CENTER WEST CONCEPT SECTION, FACING EAST



**PREFERRED CHARACTER**

Like Town Center East, Town Center West is envisioned as a transition area between the Core and the West Gateway. It also emphasizes the rural/modern aesthetic, which in this District is embodied by High Hand Nursery. Built in and around a former fruit shed building, High Hand is a key community destination and also a social anchor for this district.

**KEY ELEMENTS**

Travel lanes run east and west, and turn lanes allow access to Walnut Street, Circle Drive, and Shawn Way. The beautiful trees and native landscaping of the other Districts are highlights here also. Mid-block medians provide additional landscape color as well as a crossing refuge for pedestrians, improving their access to shops and services on both sides of the road. Pocket plazas and bulb-outs provide opportunities for outdoor seating and sculptural elements, and also help buffer

pedestrians from vehicles. Swales and medians buffer the adjacent multi-use pedestrian/bike path from vehicular traffic, and allow continuous inviting and comfortable travel for non-vehicular circulation. Approaching the western district end, the planting areas undulate more, alluding to the pattern that emerges more strongly in the West Gateway. The road is curb-less again, allowing the planted swales to keep roadway contaminants out of storm drains.



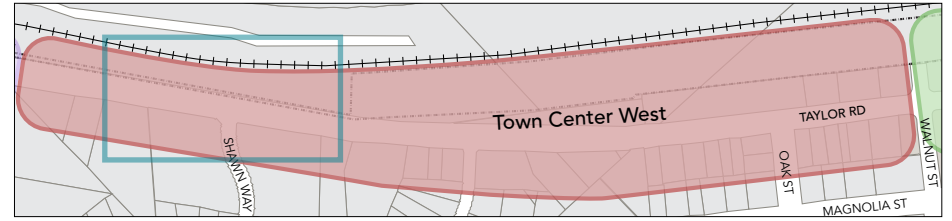


FIGURE 3.18 - TOWN CENTER WEST CONCEPT PLAN



-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree

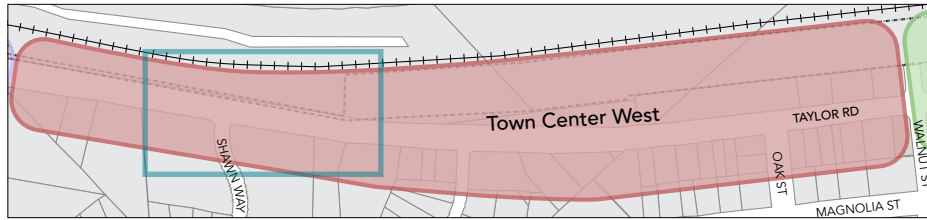
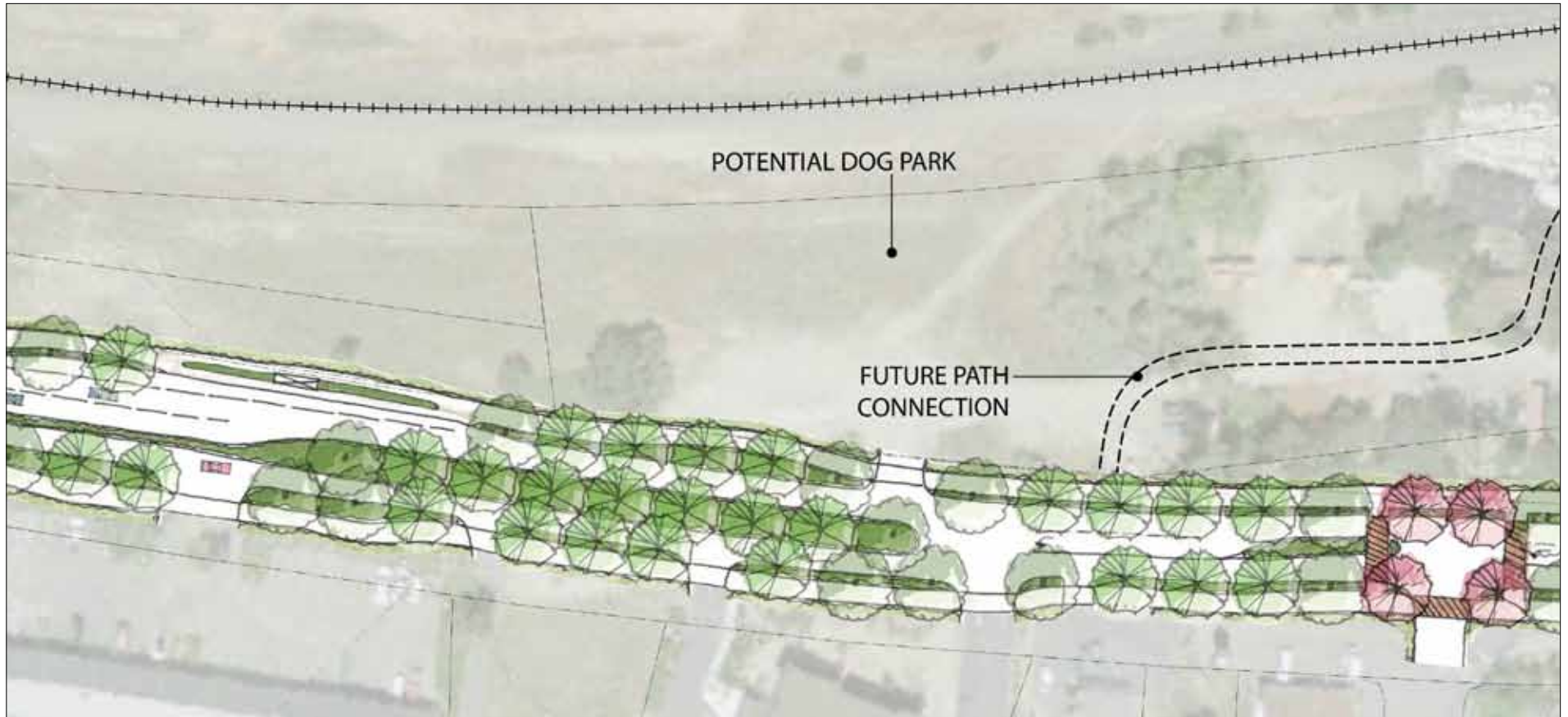


FIGURE 3.19 - TOWN CENTER WEST CONCEPT PLAN



-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree



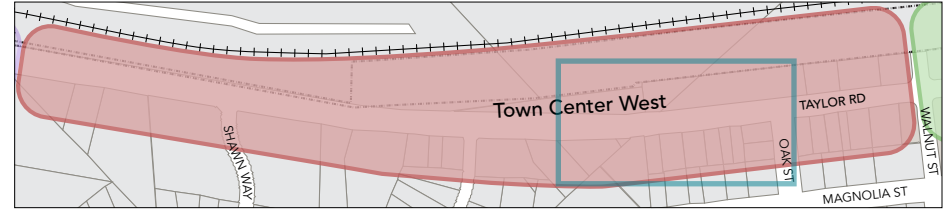









FIGURE 3.20 - TOWN CENTER WEST CONCEPT PLAN



-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree



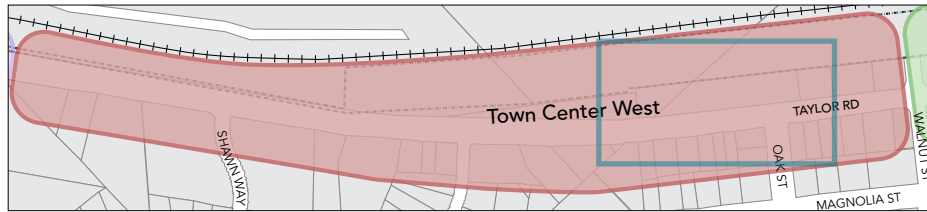


FIGURE 3.21 - TOWN CENTER WEST CONCEPT PLAN



-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree

### EXISTING CONDITIONS LOOKING NORTHEAST ON TAYLOR ROAD FROM HIGH HAND NURSERY

*Lack of a designated walkway and uneven pavement makes it difficult at best for people with disabilities to maneuver. Bicyclists have no designated travel lane, and are forced to jockey with cars for space. Long distances between crosswalks make it difficult for people to safely access retail locations on both sides of the street.*



### PHOTOSIMULATION SHOWING CONCEPTUAL IMPROVEMENTS AT THE SAME LOCATION ON TAYLOR ROAD

*Pedestrians and bicyclists have safe, designated areas, making movement along Taylor Road comfortable and enjoyable. Pedestrians have a new crosswalk so getting across the street is easy and safe. Planted median bioswales help with stormwater management, and beautiful native plants and rustic elements provide visual stimulation, and new downward focused lighting makes it safe to walk after dark while still providing a dark sky for stargazers.*





FIGURE 3.22 - TOWN CENTER PARK CONCEPT PLAN





**TOWN CENTER PARK**

Town Center Park continues in Town Center West, extending the park facilities all the way to the end of High Hand's new parking area. This section of the park contains fewer structured activity elements and emphasizes restoring the native landscape and providing pedestrian and bicycle paths in a garden setting. Town Center West contains the following park program elements:

- Pedestrian and Bike Paths
- Parking and Vehicle Access
- Restored native landscaping
- Strolling Gardens

**Pedestrian and Bike Paths**

Consistent with the Loomis Bikeway and Trails Master Plan Update 2009, the ten-foot-wide pedestrian/bike path continues through Town Center Park in Town Center West. In this area, the path is more winding, leading first from the park activities in the park core to the restored natural area (see Figure 3.22). The pathway's transition between Town Center Core and Town Center West is highlighted with a group of orchard trees, referencing the Town's agricultural past. The path then winds its way through the strolling gardens (see Figure 3.22), and on behind High Hand Nursery, finally ending at the High Hand



Nursery parking area. Amenities along the pathway will include path lighting, drinking fountains designed to serve both dogs and people, and way-finding signs. Pedestrians can use a walkway at the parking area's western edge to connect to the pathway along Taylor Road, while bicyclists can use the parking area itself to make this connection. In the future, plans include a path extension through the current W&W Moulding property, connecting to the Taylor Road multi-use bicycle and pedestrian path.



FIGURE 3.23 - TOWN CENTER PARK, ALTERNATIVE PARKING



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As an alternative, parking can be located on the south side of the access drive (See figure 3.22), and a secondary path may be added along the south edge of the restored granite hill. This alternative requires more extensive demolition of the existing granite hill.

**Parking and Vehicle Access**

Parking in this area will be added to augment parking for existing businesses on Taylor Road. The accompanying two-way access road will connect users to the Walnut Street entry point, and also provides access for emergency vehicles. A one-way entry drive and a 5' wide pedestrian walk

will be added between the Star Liquor and Earth Central properties to provide greater connection to these parking areas. Just like in the Core area of Town Center Park, parking here is designed without curbs to facilitate collecting water run-off in landscape planters.

**Restored Native Landscaping**

The existing granite hill will be restored to its natural configuration with areas of exposed granite surrounded by foothill woodland landscape, including oaks, grasses, wildflowers, and woody shrubs. This restoration will include a plan to transition away from the existing extensive presence of



Concept Photo: Native Landscape

*Ailanthus altissima* (an invasive non-native) which in early phases will continue to provide much needed shade. A key function of this area is to provide opportunities to include interpretive signs and sculpture, including elements that relate to the native plants and fauna or Loomis history.



### Strolling Gardens and Arboretum

A more structured strolling garden is found at the back of High Hand Nursery. This area can also include interpretive signs and sculpture reflecting Loomis' history and culture, as well as the following:

- Displays of landscape sculpture or garden art provided by High Hand or other local businesses
- Japanese garden, including a memorial to the Japanese American 442nd Infantry Regiment
- Other display gardens, such as rose garden, sensory garden, ornamental grass garden, or edible garden. It is recommended that these display gardens rotate regularly (perhaps annually) to provide new attractions for the community and visitors
- Collection of specimen trees suitable for the area along with signage to identify them.



*Concept Photo: Strolling Garden*

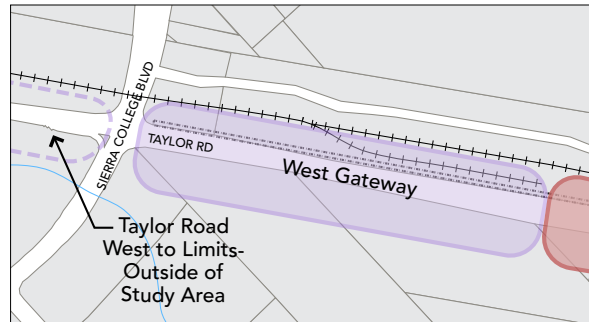


*Concept Photo: Garden Sculpture*



*Concept Photo: Loomis Water Tower Revived for Display*





*Location Map*

### WEST GATEWAY

This district runs from Sierra College Boulevard on the west to the west side of Lorenzo’s Mexican Restaurant on the east. This intersection presents the first view of Town Center from the west.



*West Gateway Existing Conditions*

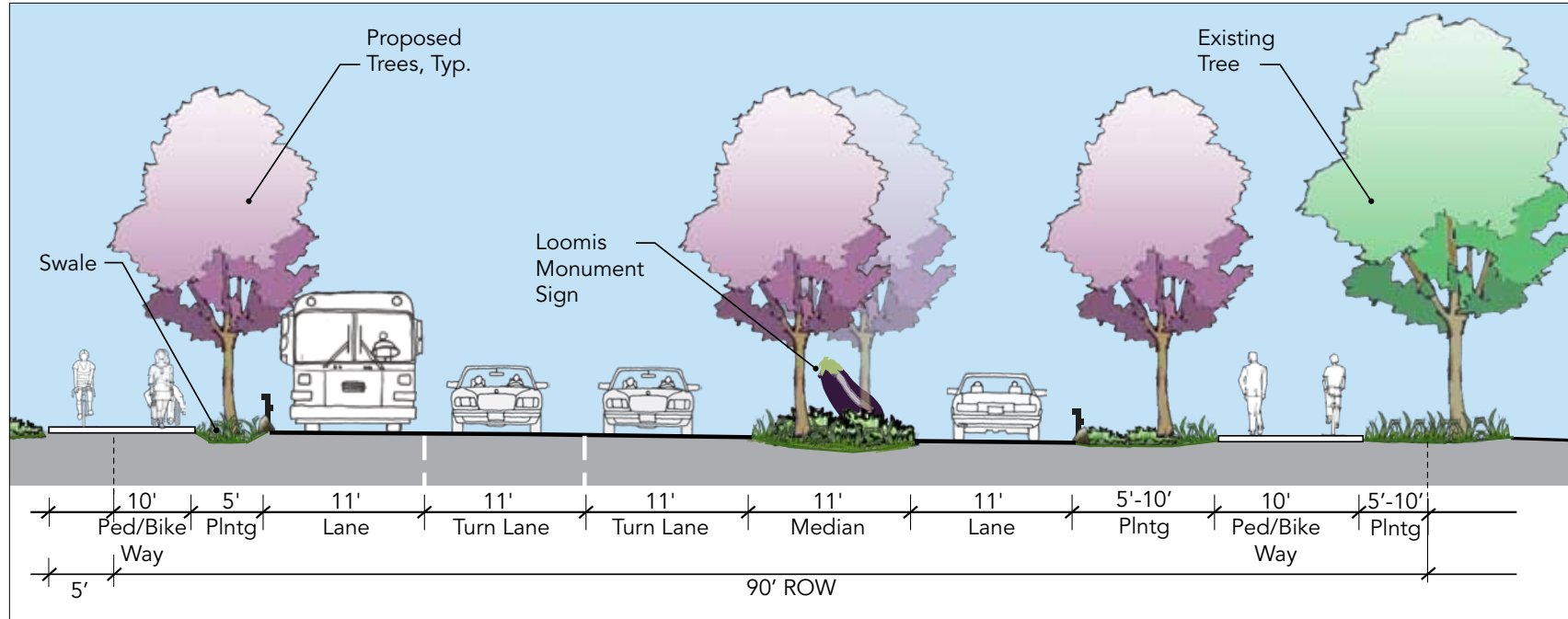
## VISION

- *Sculptural monument sign with flowering orchard trees at the entry point*
- *Designated multi-use pedestrian/bikeways*
- *Bulb-outs and pocket plazas, slowing traffic and providing pedestrian refuge*
- *Specialized landscape palette, emphasizing native grasses, shrubs, and trees, including preservation of existing mature trees*
- *Curb-less streets and medians, highlighting Loomis' rural character*



*Concept Photo: Native Trees Shade Pedestrian/Bikeway*

FIGURE 3.24 - WEST GATEWAY CONCEPT SECTION, LOOKING EAST



**PREFERRED CHARACTER**

Like the East Gateway, the West Gateway is envisioned as a beautiful foyer for Loomis Town Center. It mirrors the East Gateway, announcing Loomis’ agricultural history using flowering fruit trees, and it also uses a sculptural monument to capture the community’s distinct rural but modern aesthetic and clearly indicate to all that they have arrived in Loomis.

**KEY ELEMENTS**

Travel lanes run east and west, with the addition of two left turn lanes in the west bound direction at the intersection of Taylor and Sierra College Boulevard. Beautiful trees and native landscaping in the median and swales at road edges creates a visually stimulating experience for travelers as well as visual traffic calming for vehicles. The swales and median also buffer the adjacent multi-use pedestrian/bike path from vehicular traffic, and allow continuous inviting and comfortable

travel for non-vehicular circulation. Like the other districts, the West Gateway roadway features a curb-less edge, so stormwater flows into the swales, where the planting is designed to minimize the amount of roadway contaminants that flow into storm drains.



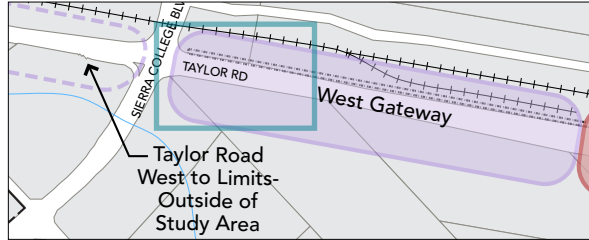


FIGURE 3.25 - WEST GATEWAY CONCEPT PLAN



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-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree

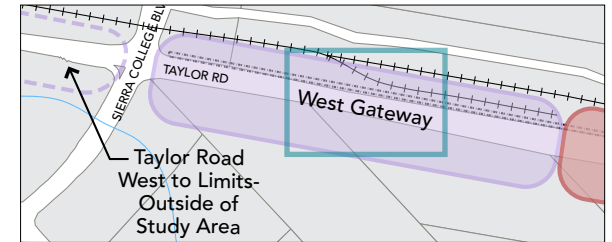
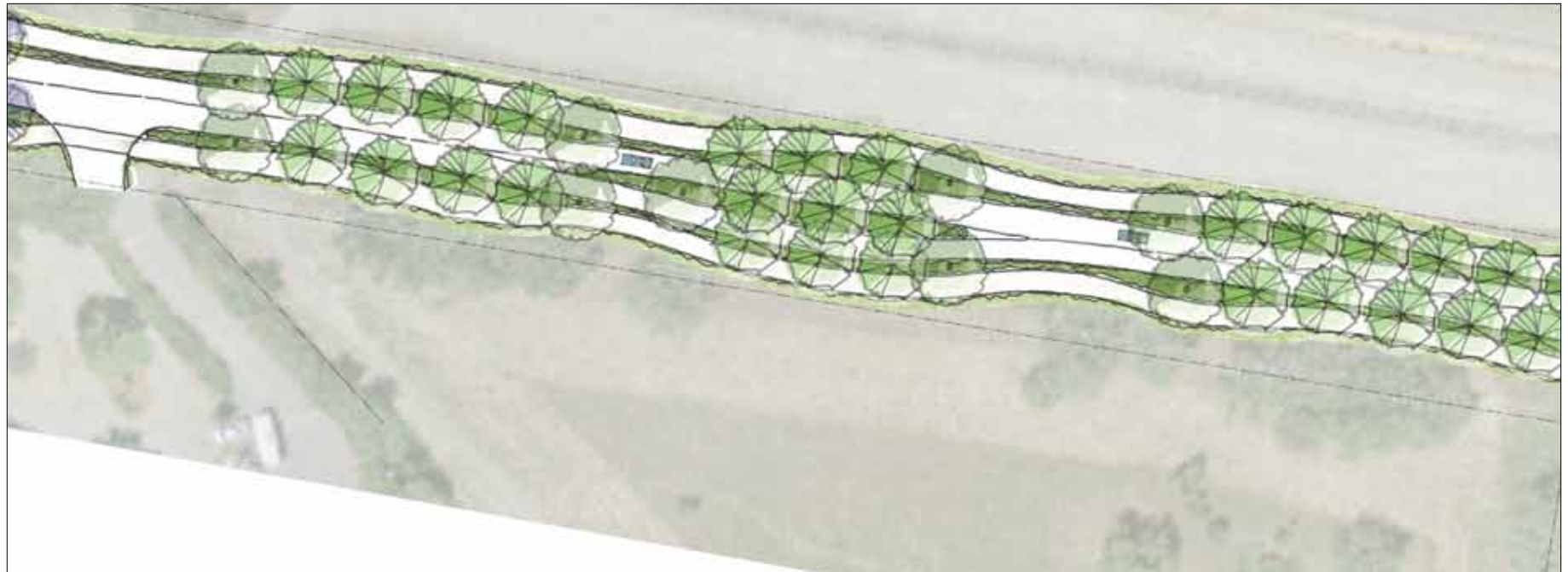


FIGURE 3.26 - WEST GATEWAY CONCEPT PLAN



76

-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree

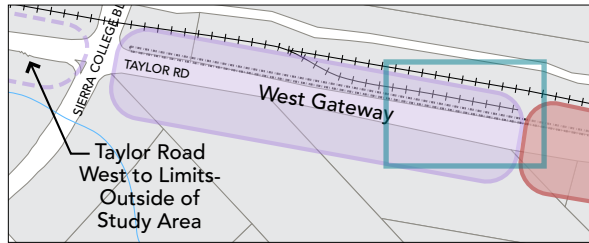
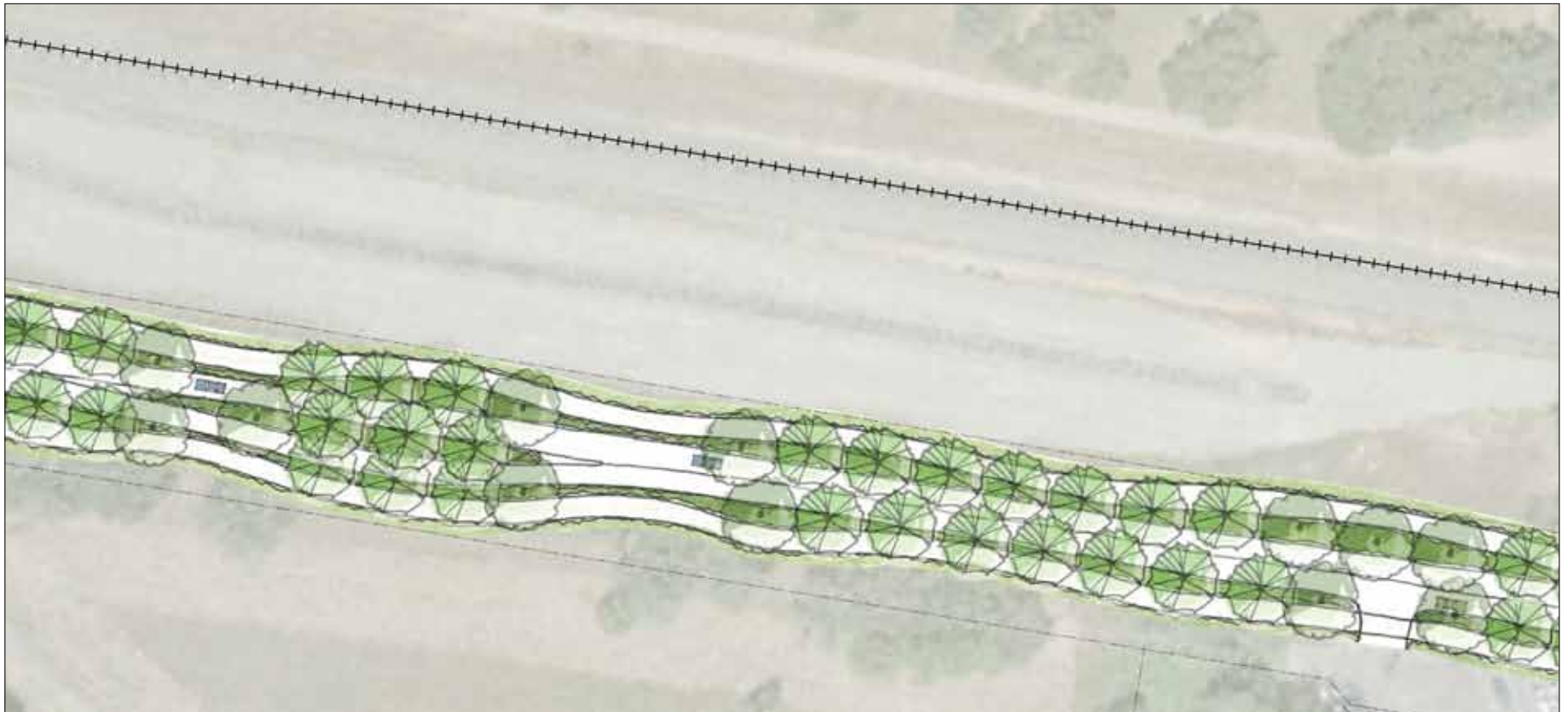
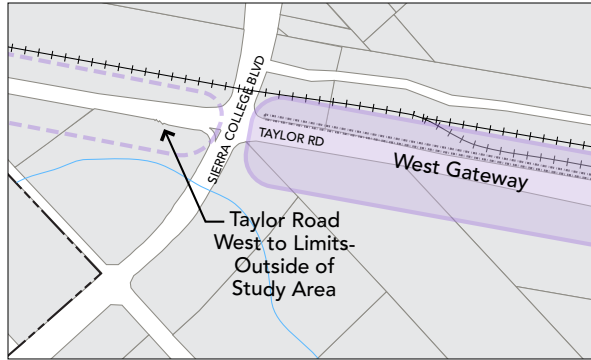


FIGURE 3.27 - WEST GATEWAY CONCEPT PLAN



-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree





Location Map

### TAYLOR ROAD WEST TO TOWN LIMIT

Taylor Road from Sierra College Boulevard west to the Loomis/Rocklin border is outside of the study area for this project. However, the design concepts for Taylor Road should also be applied to this area.



West Gateway B Existing Conditions



*Taylor West Existing Condition*



*Taylor's*

FIGURE 3.28 - HORSESHOE BAR ROAD CONCEPT



### HORSESHOE BAR ROAD DESIGN CONCEPT

Horseshoe Bar Road is envisioned in a lead-in role for Taylor Road, setting the stage and echoing the celebration of Loomis agricultural heritage and vibrant, pedestrian-friendly atmosphere.

#### PUBLIC REALM

Horseshoe Bar Road will become more comfortable, safe, and inviting for pedestrians. People should be able to walk easily between destinations along the corridor, and also ride bicycles to access the range of shops and services.

#### KEY ELEMENTS

Several key changes will transform Horseshoe Bar Road. The street will have improved and more frequent crosswalks, shade from the sun during the day and ample lighting at night. There will be places to sit and rest, bicycle facilities, and traffic will be calmed and controlled. Vehicles will still be accommodated, but not at the expense of pedestrians, bicyclists, or public transit. Planting and site elements in center and side medians will highlight Loomis rural aesthetic.



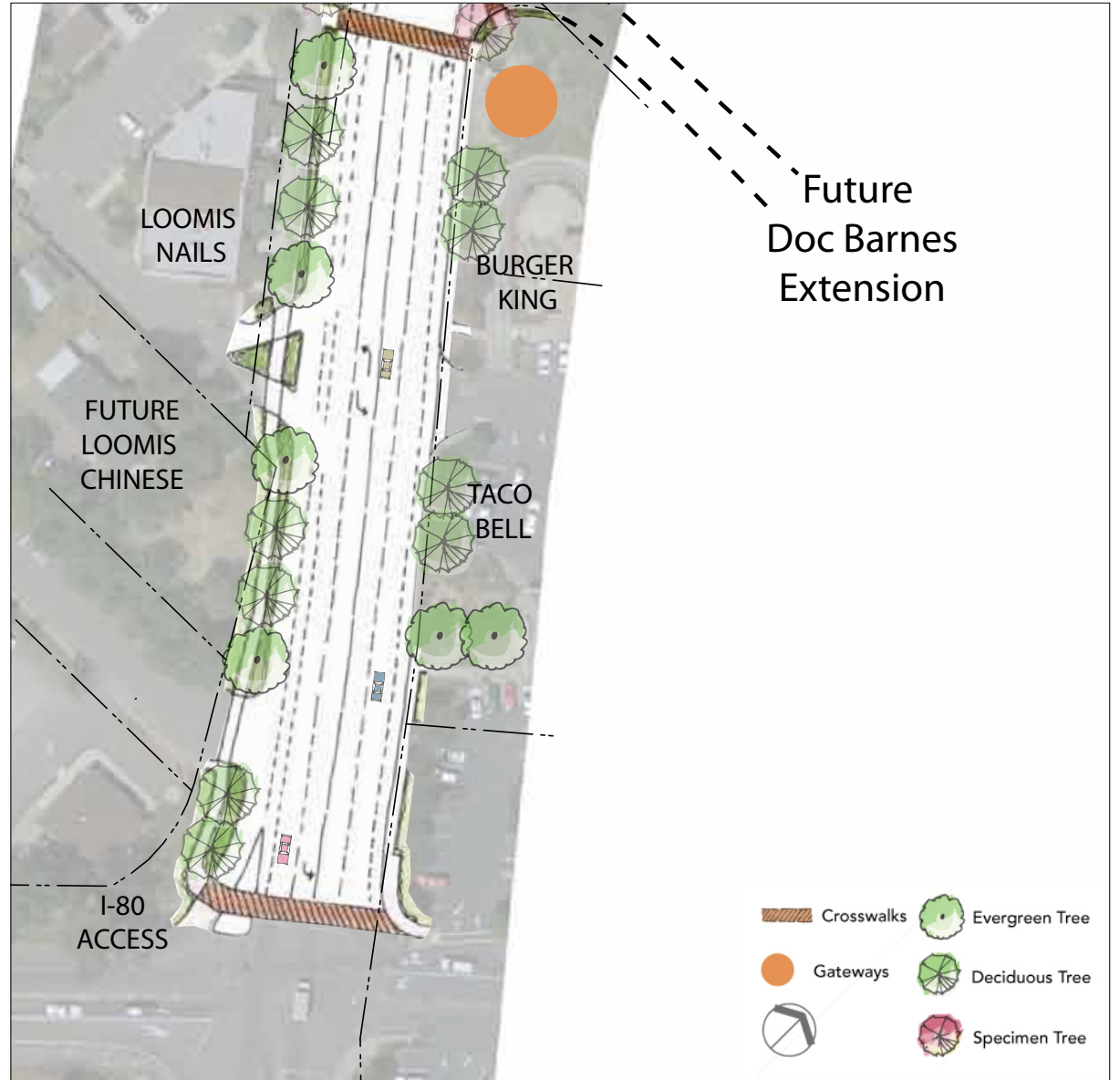
**REGIONAL MIXED USE**

This district runs from the intersection of Horseshoe Bar Road and Interstate 80 on the south to Doc Barnes Drive on the north. It features Raley’s supermarket and includes a Burger King, two major chain coffee shops, and other retail services. Its proximity to the freeway and big-box style sets it apart from the Loomis Town Center area. This Plan aims to make minimal changes to this area, but these changes would greatly improve safety for pedestrians and bicyclists, and link this valuable community asset to the reconfigured Town Center streetscape.



*Regional Mixed Use Existing Conditions*

FIGURE 3.29 - REGIONAL MIXED USE PLAN





*Location Map*

### **SOUTH GATEWAY**

This district runs from the intersection of Horseshoe Bar Road and Doc Barnes Drive to the south to Library Lane to the north. An existing gateway sign identifies this as a “doorway” to Loomis. The area is just beyond the Raley’s super-market area at the intersection of Horseshoe Bar Road and Interstate 80. Mature trees envelop the winding road, providing a strong sense of rural character.



*South Gateway Existing Conditions*

## VISION

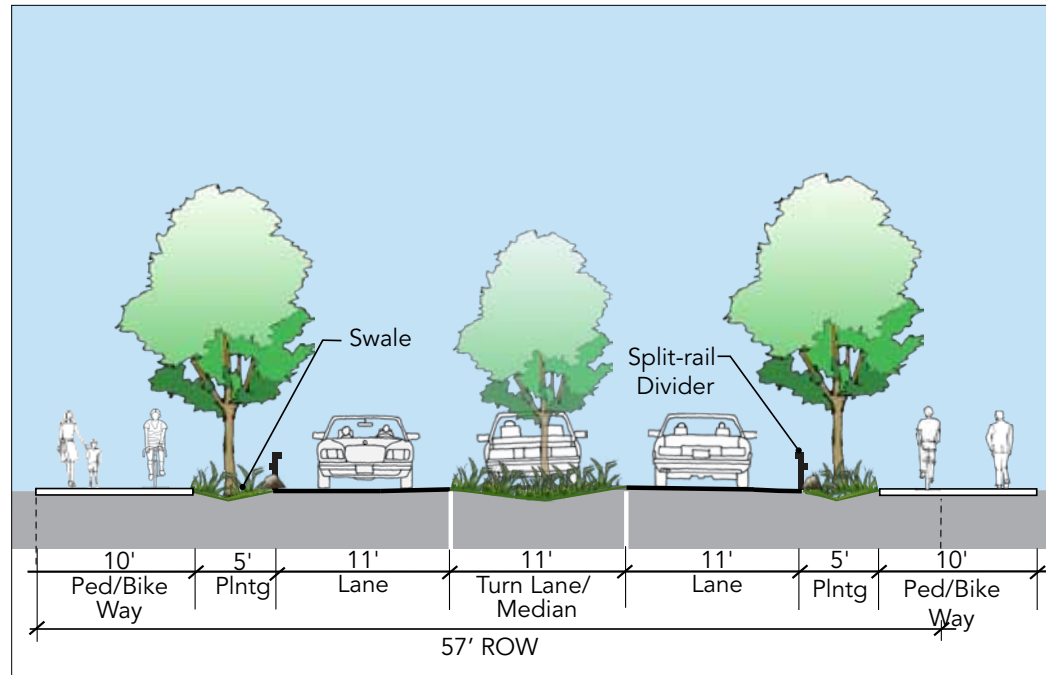
- *Designated multi-use pedestrian/ bikeways*
- *Existing monument sign enhanced with flowering orchard trees at the entry point*
- *Specialized landscape palette, emphasizing native grasses, shrubs, and trees, including preservation of existing mature trees*
- *Curb-less streets and medians, highlighting Loomis' rural character*



*Concept Photo: Multi-use Path with Split-rail Edge*



FIGURE 3.30 - SOUTH GATEWAY CONCEPT SECTION, LOOKING NORTH



**PREFERRED CHARACTER**

Like the other Gateways, South Gateway is also envisioned as a beautiful foyer for Loomis Town Center, establishing the Town’s rural but modern aesthetic. The existing gateway sign is enhanced with flowering fruit trees and other planting that reflects the Town’s agricultural roots. Horseshoe Bar’s narrow and winding form, imitating an old cart path or cattle trail, is highlighted by granite boulders and split-rail fencing to further emphasize the rural character.

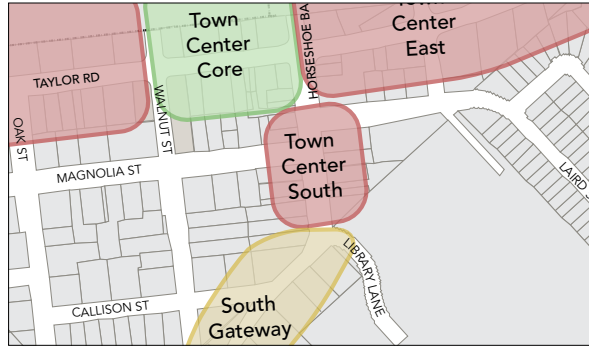
**KEY ELEMENTS**

Travel lanes run north and south, separated from an adjacent multi-use pedestrian/bike path by planted swales. A left turn lane is added to provide a connection to the future Doc Barnes Drive Extension. Two planted medians combine with the swales at road edges to create a visually stimulating experience for travelers as well as visual traffic calming for vehicles. The swales and median also buffer the adjacent multi-use pedestrian/ bike path from vehicular traffic, and allow continuous,

inviting and comfortable travel for non-vehicular circulation. Similar to Taylor Road, there are no curbs, so stormwater flows into the swales, where the planting is designed to help keep roadway contaminants from flowing into storm drains.

FIGURE 3.31- SOUTH GATEWAY CONCEPT PLAN





Location Map

### TOWN CENTER SOUTH

This district extends from Library Lane to the south to Taylor Road on the north. It provides a transition between the South Gateway and Town Center Core. Mature trees and the narrow road continue to provide a strong rural character, but the increase in building density begins to relate to the higher activity level of the Town Center Core district.



Town Center South Existing Conditions 1



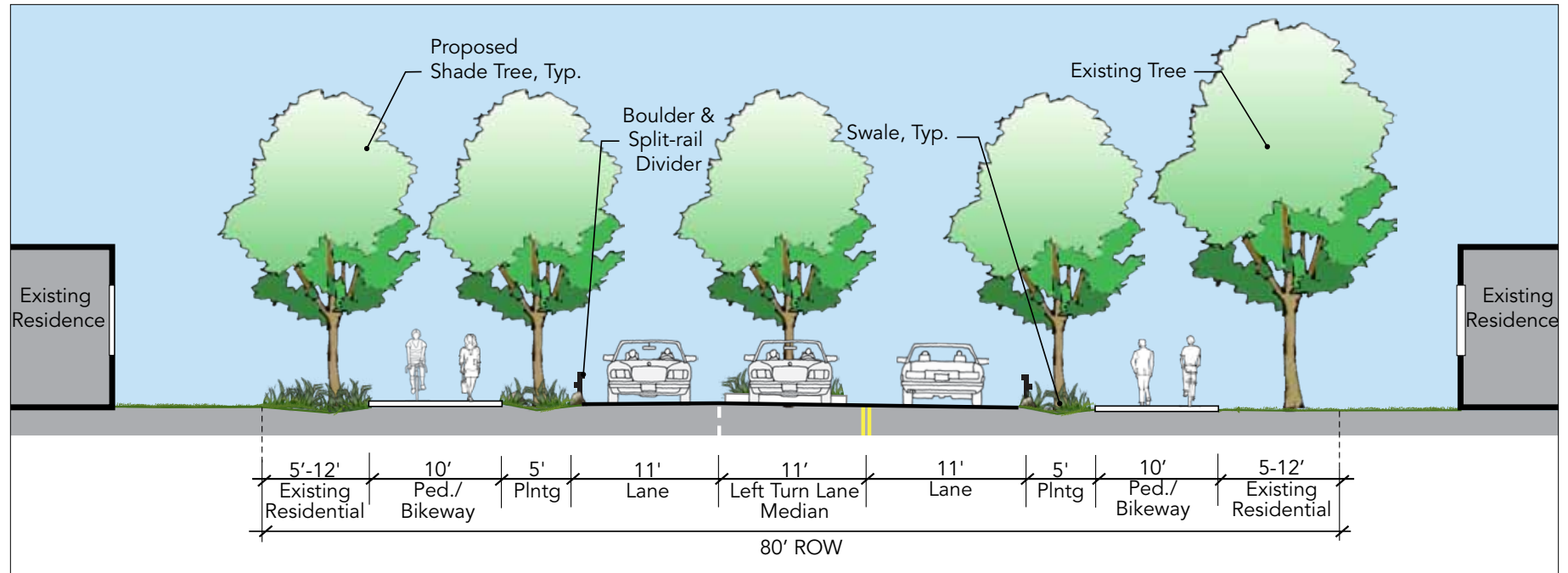
VISION

- *Designated multi-use pedestrian/bike-ways, becoming bike lanes and sidewalks at Taylor Rd.*
- *Specialized landscape palette, emphasizing low maintenance native grasses, shrubs, and trees, including preservation of existing mature trees and granite out-crops*
- *Curb-less streets and medians, highlighting Loomis' rural character*



*Concept Photo: Planted Swale at Street Edge*

FIGURE 3.32 - TOWN CENTER SOUTH CONCEPT, SECTION 1, LOOKING NORTH



**PREFERRED CHARACTER**

Town Center South continues the rural but modern aesthetic established in the South Gateway. This district begins the transition toward the more urban Town Center Core. The south end (shown in Section 1) emphasizes more of the rural, expressed by its granite boulders and split-rail fencing, while the north end (shown in Section 2) becomes more city-fied with its curbs and straight walkways.

**KEY ELEMENTS, SECTION 1**

Travel lanes run north and south, with a left turn lane allowing connection to Library Lane. The beautiful trees and native landscaping continues in swales at road edges, augmenting existing mature trees, and again providing a visually stimulating experience for travelers as well as visual traffic calming for vehicles. The multi-use pedestrian/bike paths also continue, with swales buffering them from vehicular traffic and allowing a continuous inviting and comfortable experience for

non-vehicular travelers. The road is still curb-less, so stormwater can flow into the swales, where the planting helps to keep roadway contaminants from flowing into storm drains.

FIGURE 3.33 - TOWN CENTER SOUTH CONCEPT, PLAN 1

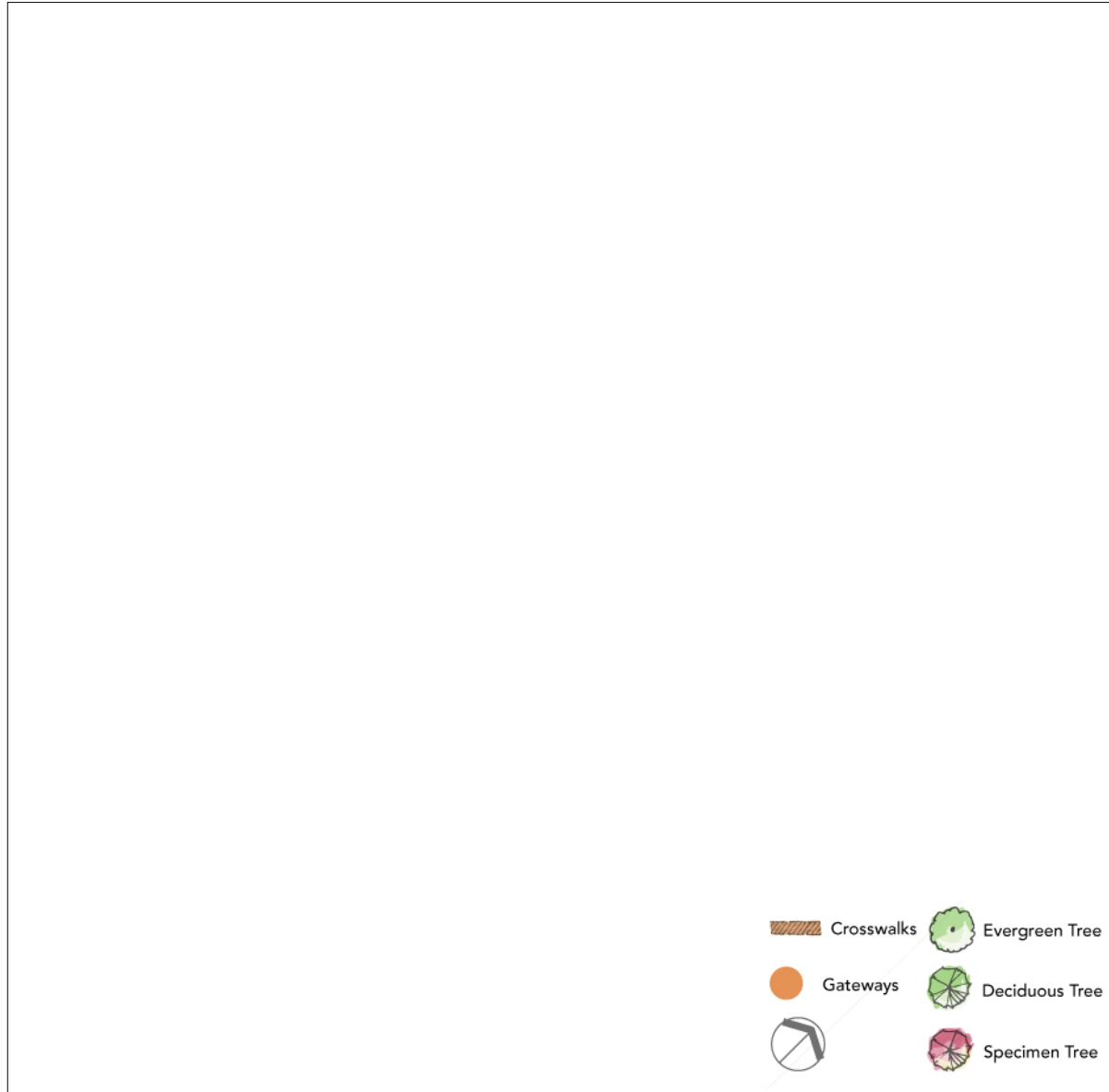




FIGURE 3.34 - TOWN CENTER SOUTH CONCEPT, SECTION 2, LOOKING NORTH



**KEY ELEMENTS, SECTION 2**

Travel lanes run north and south, with a left turn lane allowing connection to Taylor Road. The use of curbs begins at Laird Lane, and the multi-use pedestrian/bike path transitions to a bike lane and sidewalk like that found in Town Center Core. Beautiful trees and native landscaping continue in planters next to the road, augmenting existing mature trees, and again providing visual stimulation as well as a continuous, inviting and comfortable experience for non-vehicular

travelers. The plantings also provide visual traffic calming for vehicular traffic and buffer pedestrians from the road. At the corner of Horseshoe Bar and Taylor additional space is given to bulb-outs and planting, again emphasizing pedestrian's comfort.

FIGURE 3.35 - TOWN CENTER SOUTH CONCEPT, PLAN 2

