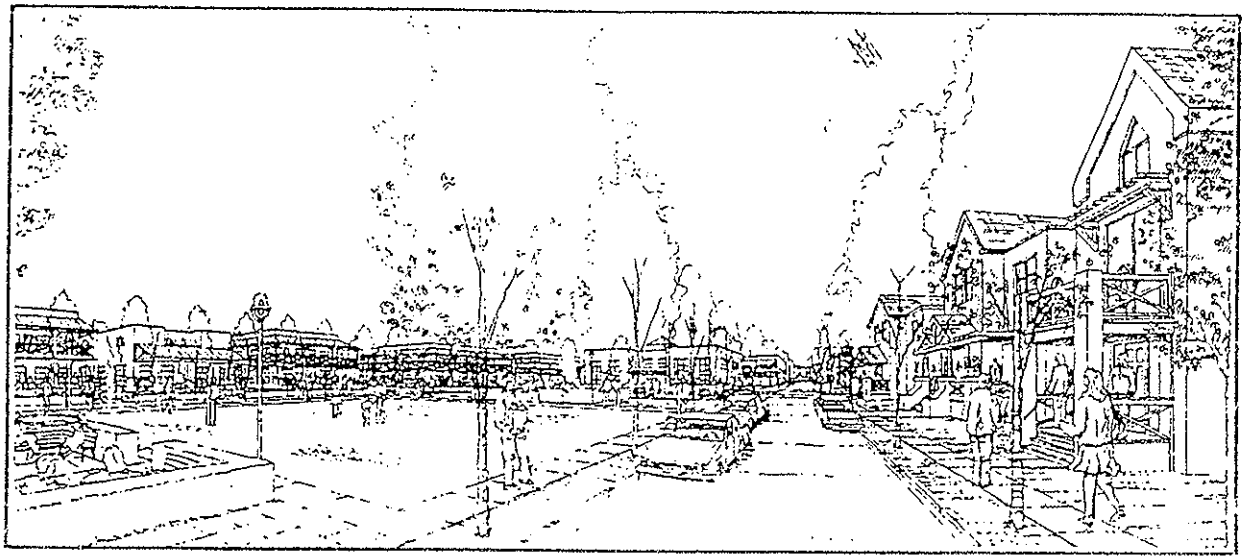
Loomis Town Center Master Plan
Land Use Plan and Design Guidelines

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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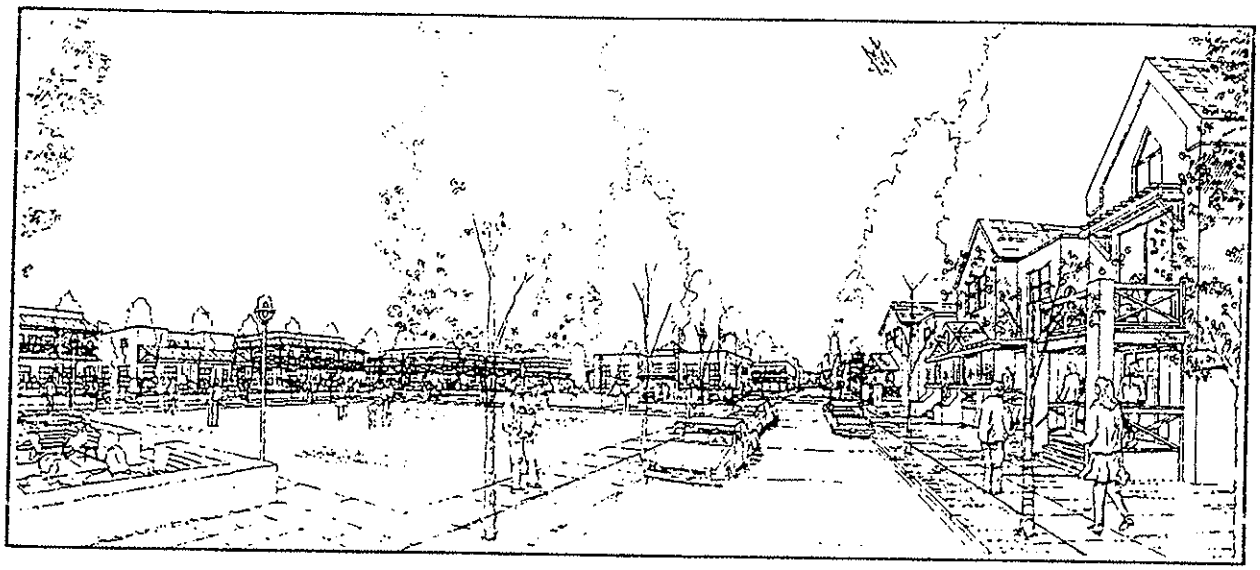

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RESOLUTION NO. 92-67

A RESOLUTION OF THE COUNCIL OF THE TOWN OF LOOMIS APPROVING DESIGN GUIDELINES FOR THE TOWN CENTER MASTER PLAN AREA

WHEREAS, the Town has proposed a Master Plan for an approximately 490 acre area known as the Loomis Town Center, including the area bounded by King Road, the S.P.R.R.'s tracks, Brace Road and Secret Ravine and an area south of Brace Road, between Sierra College Blvd. and Interstate 80, and,

WHEREAS, on July 10, 1990, the Town Council directed staff to enter into a contract for the preparation of a Master Plan for the Loomis Town Center, and

WHEREAS, on May 28, 1991, the Town Council adopted a draft Master Plan for the Loomis Town Center; and

WHEREAS, on August 21, 1992, a Notice of Public Hearing was sent to all of the property owners within the Town of Loomis regarding the Town Center Master Plan; and

WHEREAS, on September 15, 1992, September 30, 1992, and October 7, 1992, the Planning Commission conducted a public hearing on these documents, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on September 1, 1992, September 15, 1992, September 30, 1992, and October 7, 1992, the Planning Commission reviewed and considered the staff reports relating to the Draft Town Center Master Plan, and the written and oral evidence presented to the Planning Commission on the Report; and

WHEREAS, on October 20, October 26, November 14, November 17, November 24, and December 5, 1992 the Town Council conducted a public hearing on the aforementioned documents (and temporarily closed and opened the public hearing), at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on October 20, October 26, November 14, November 17, November 24, and December 5, 1992 the Town Council reviewed and considered the staff reports relating to the Draft Town Center Master Plan, and the written and oral evidence presented to the Planning Commission and Council on the Report; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF LOOMIS AS FOLLOWS:

1) Approves the Design Guidelines for the Loomis Town Center Area, consisting of the Building Standards and Development Guidelines in Chapter 6, Sections A through M of the Loomis Town Center Master Plan Land Use Plan and Design Guidelines.

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.

****

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
CARL DEWING, MAYOR

Patricia L. Boxberger
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.

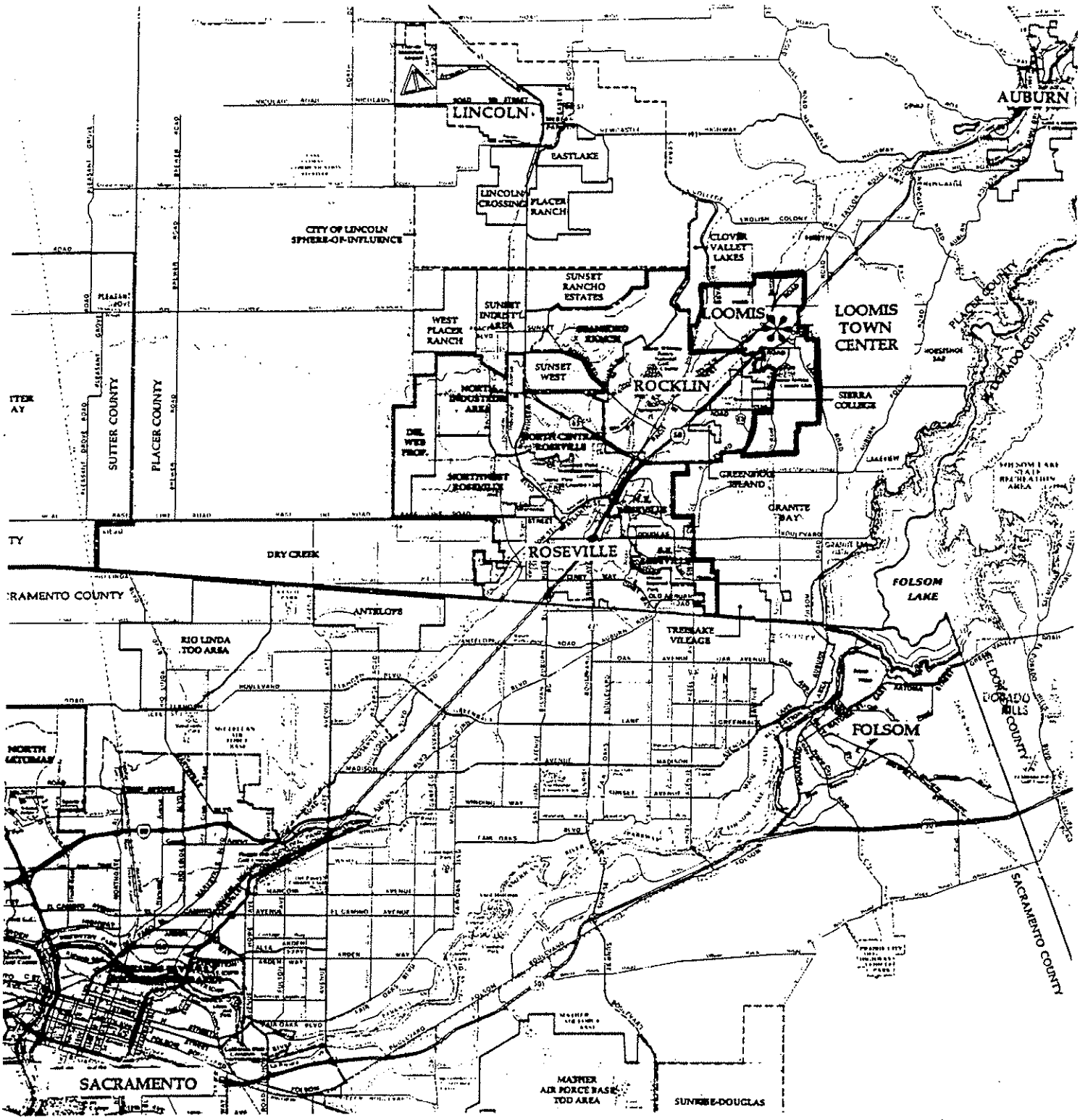
The Master plan determines how new development and land uses will occur in the Town Center, while maintaining Loomis' traditional small town character. The plan considers the location, configuration and quality of future land uses in developed areas and in vacant developable land. The plan also addresses 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.

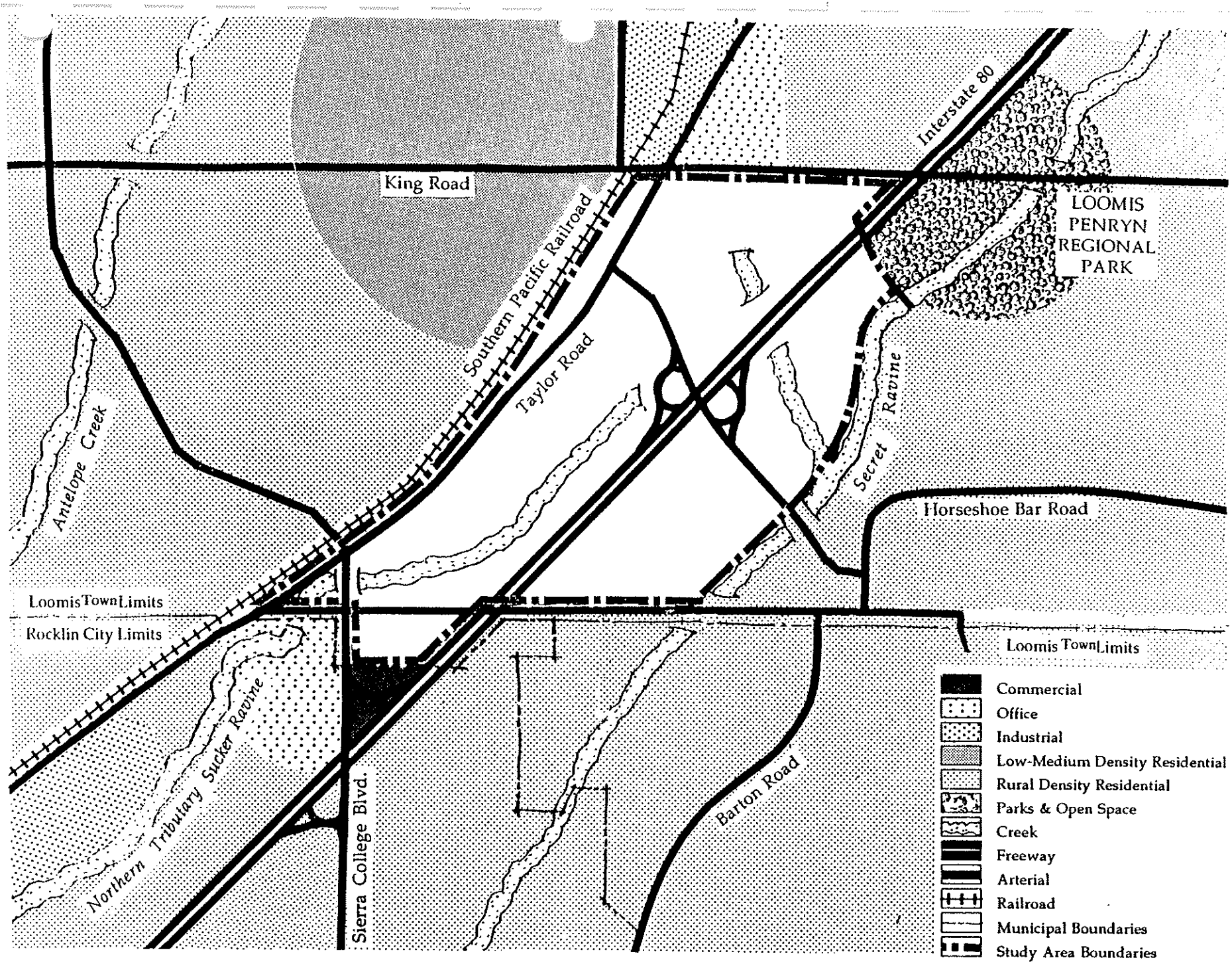
The Loomis Town Center Master Plan study examines approximately 490 acres located on both sides of Interstate 80 and south of the Southern Pacific Railroad (Figure 2). The planning area is bound by King Road, the S.P.R.R.'s tracks, Brace Road and Secret Ravine. An area south of Brace Road, between Sierra 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

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

MINTIER & ASSOCIATES

DEAKIN, HARVEY, SKABARDONIS

MOORE IACOFANO GOLTSMAN

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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 Comission 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.

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

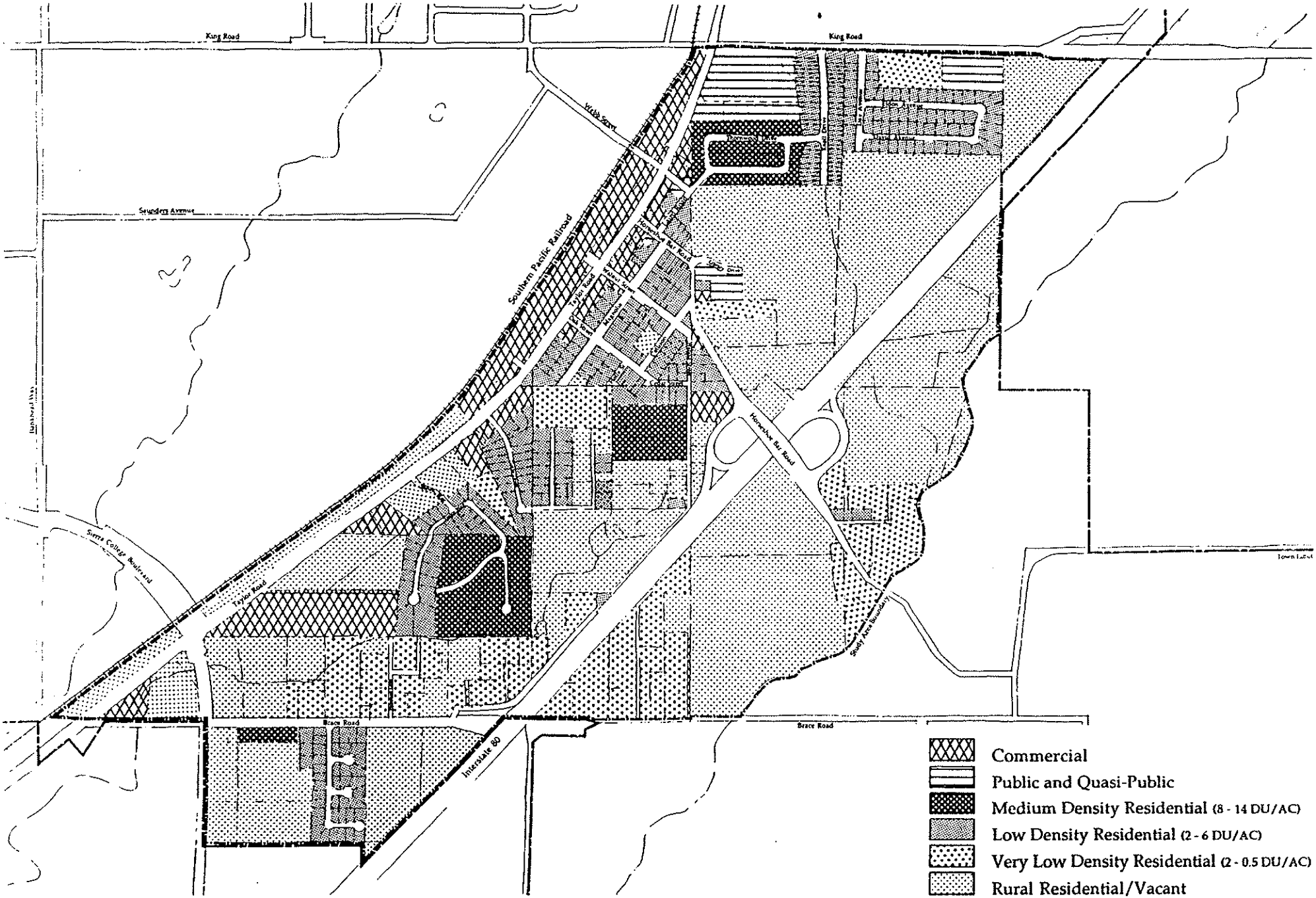
The 490 acre Town Center Master Plan study area is comprised of a mixture of the town's oldest and newest development, as well as a substantial amount of vacant land (Figure 3). 60 percent of the land within the study area is undeveloped and the remaining 40 percent includes the Taylor Road commercial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

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LOOMIS TOWN CENTER MASTER PLAN
TOWN OF LOOMIS, CALIFORNIA

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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.

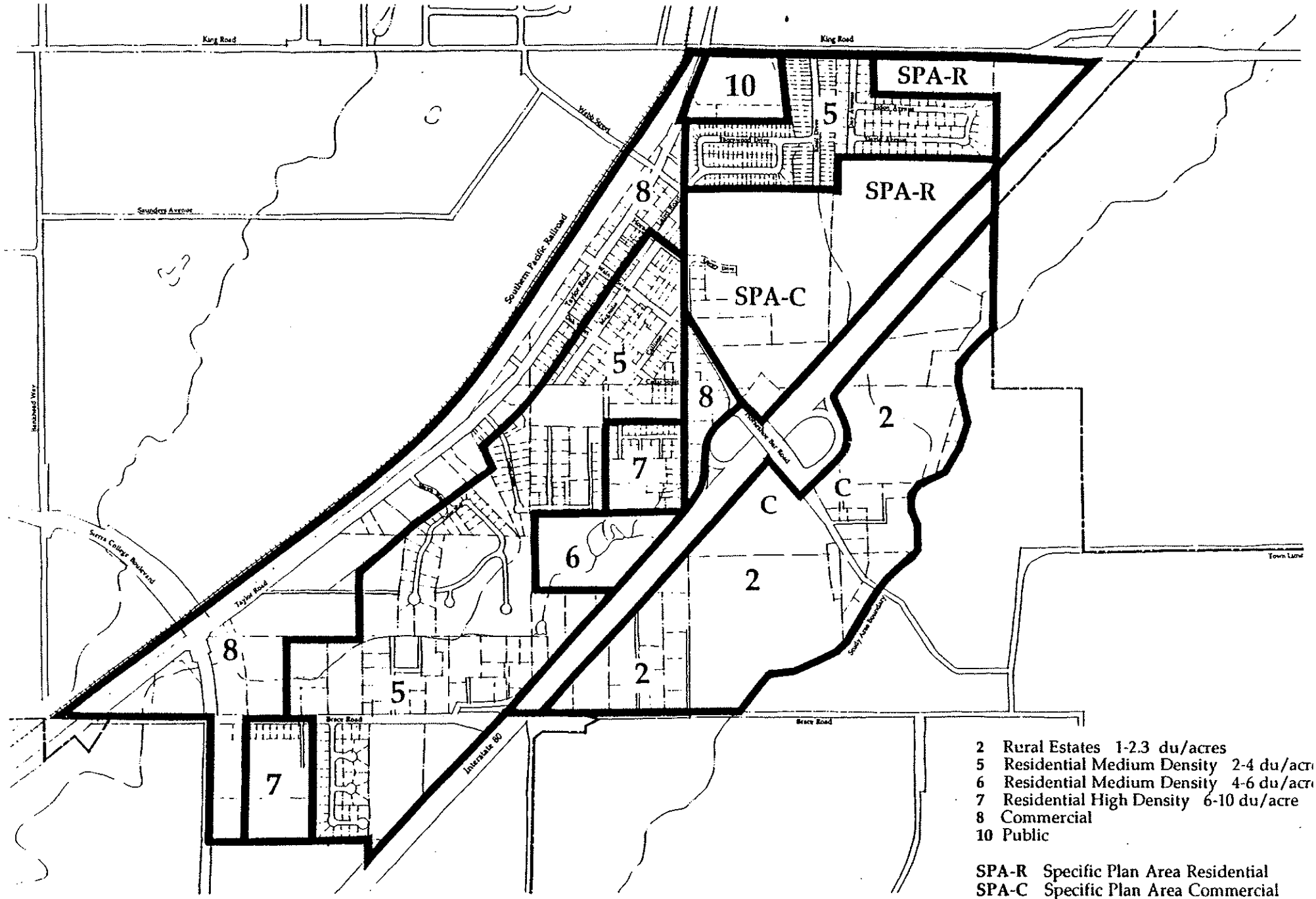
The Westside Specific Plan Draft assumes a future absorption rate of 74 single family units per year in Loomis, based upon historic trends. The growth potential for higher density housing has not been fully assessed, but the demand for smaller ownership units or rental housing is likely to increase as 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.



GENERAL PLAN

LOOMIS TOWN CENTER MASTER PLAN
TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

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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.

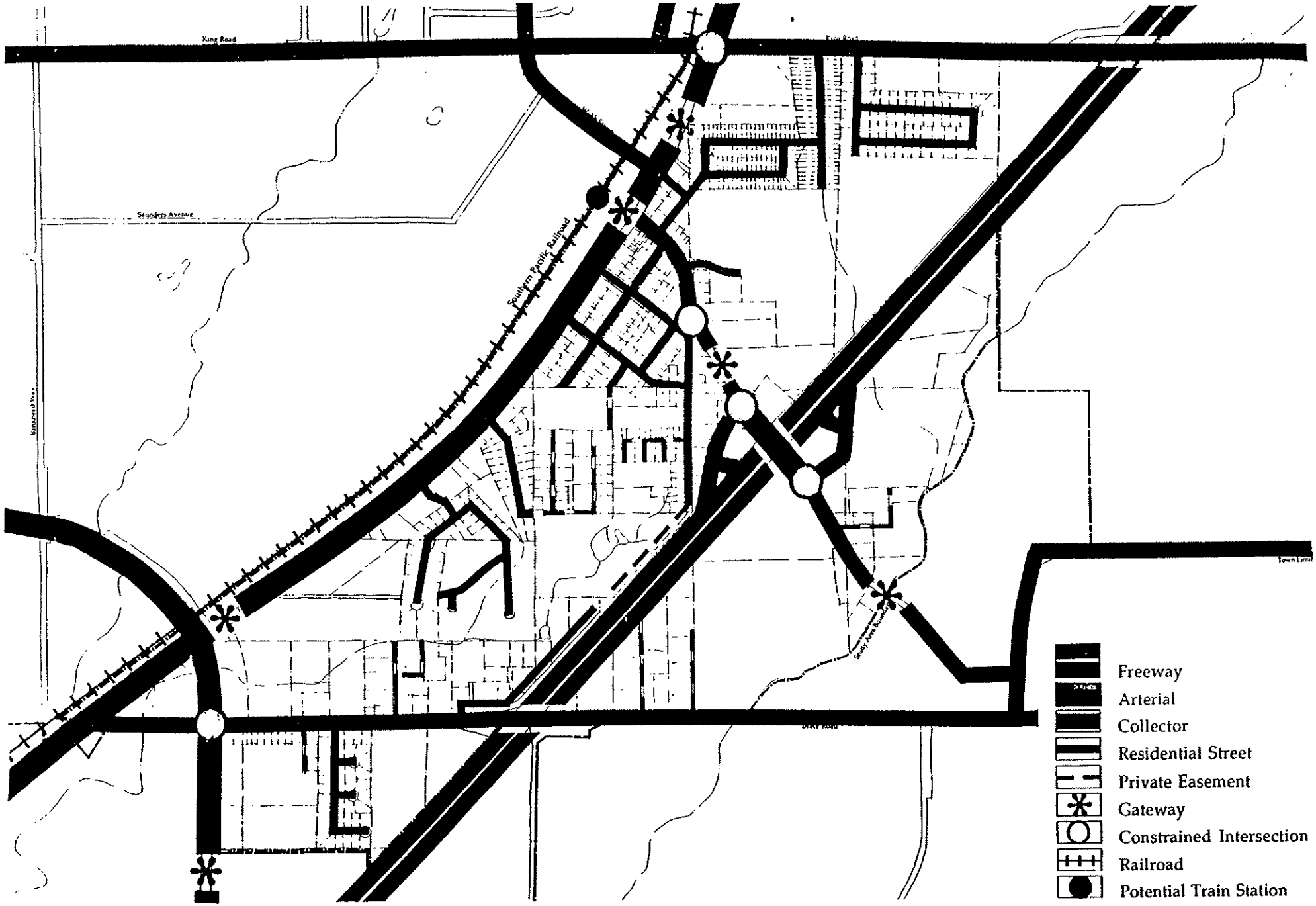
Horseshoe Bar Road/King Road/Interstate 80 Specific Plan

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.



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.

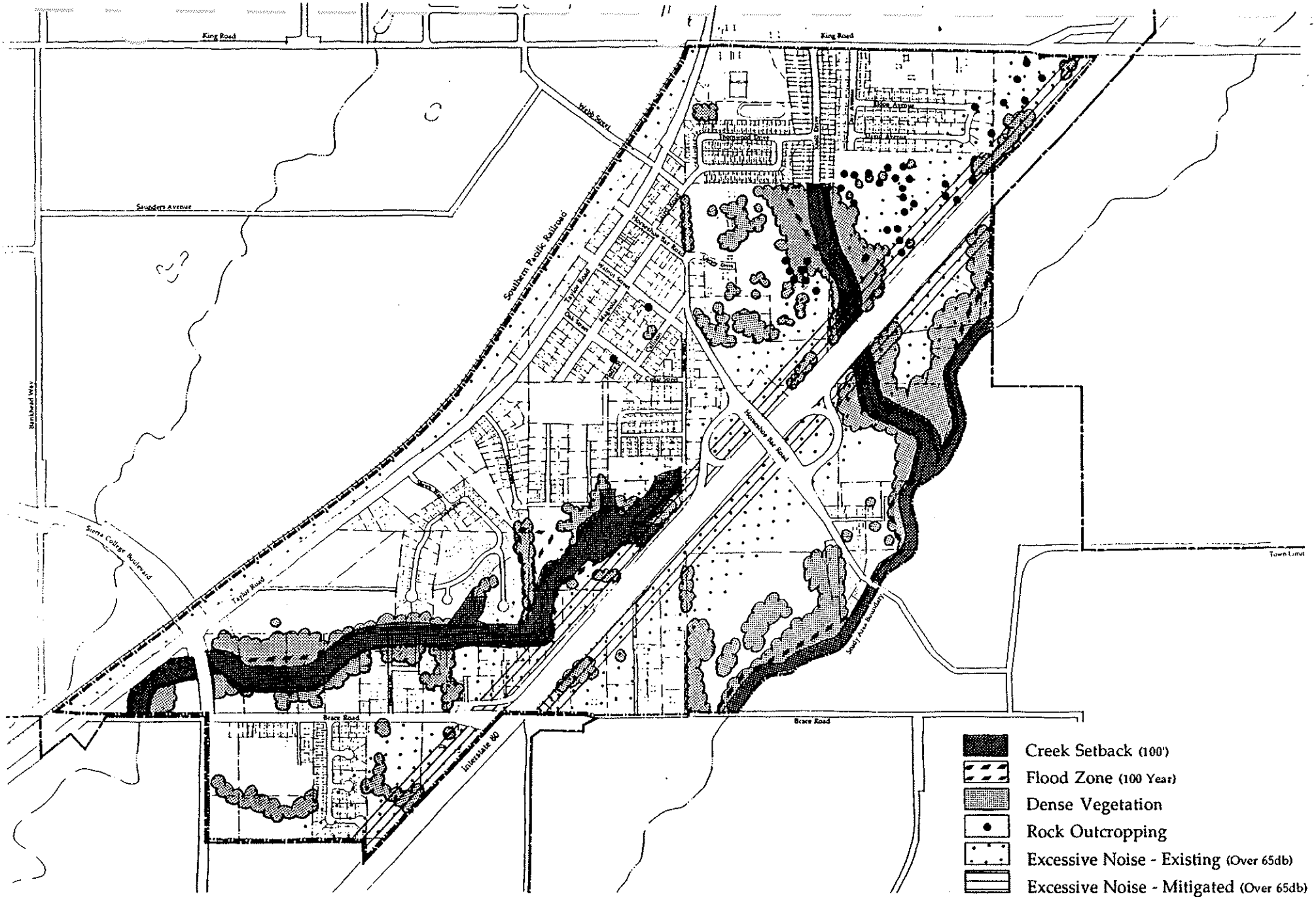
Policies applying to the east-west trending tributary of Sucker Ravine, in the western portion of the study area, are less clear. The "Westside Specific Plan Draft" calls for a buffer zone of no less than 20' from this tributary (preferably 50'), or off-site mitigation. State Department of Fish and Game 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

NORTH

0' 300' 600' 900' 1200'

DATE

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 classrroms 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	179,000
General Commercial	0.10-0.25	10	
Townhomes	10-15	3	
Small Lot Single-Family	6-10	100	
Large Lot Single-Family	2-6	140	1317 Total
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

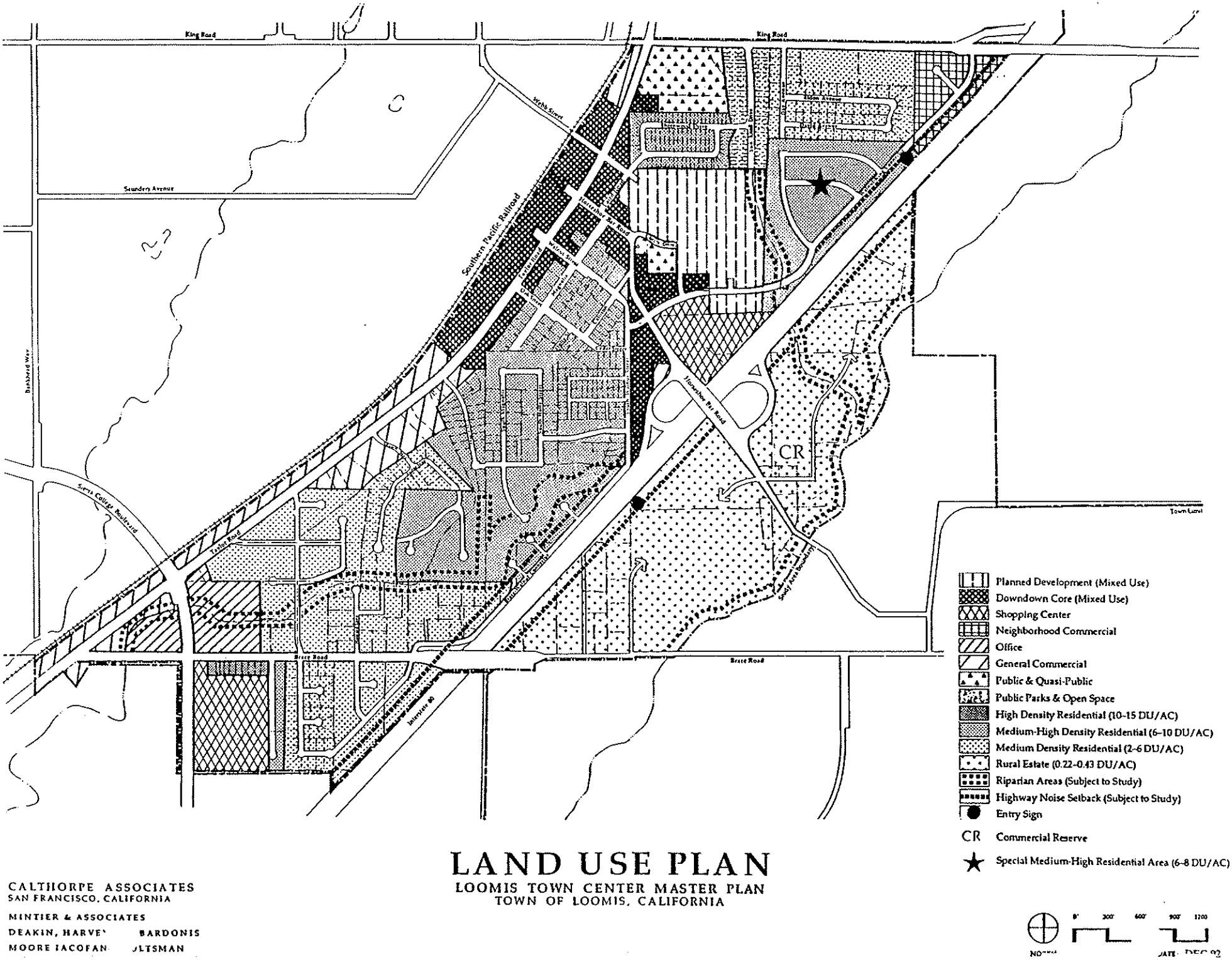
Table 2--Residential Summary

Total Estimated Existing Dwelling Units	580
Total Estimated Additional New Dwelling Units Per Land Use Plan**	737
	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.



LAND USE PLAN

LOOMIS TOWN CENTER MASTER PLAN
TOWN OF LOOMIS, CALIFORNIA

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

MINTIER & ASSOCIATES
DEAKIN, HARVE BARDONIS
MOORE IACOFAN ULTSMAN

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.

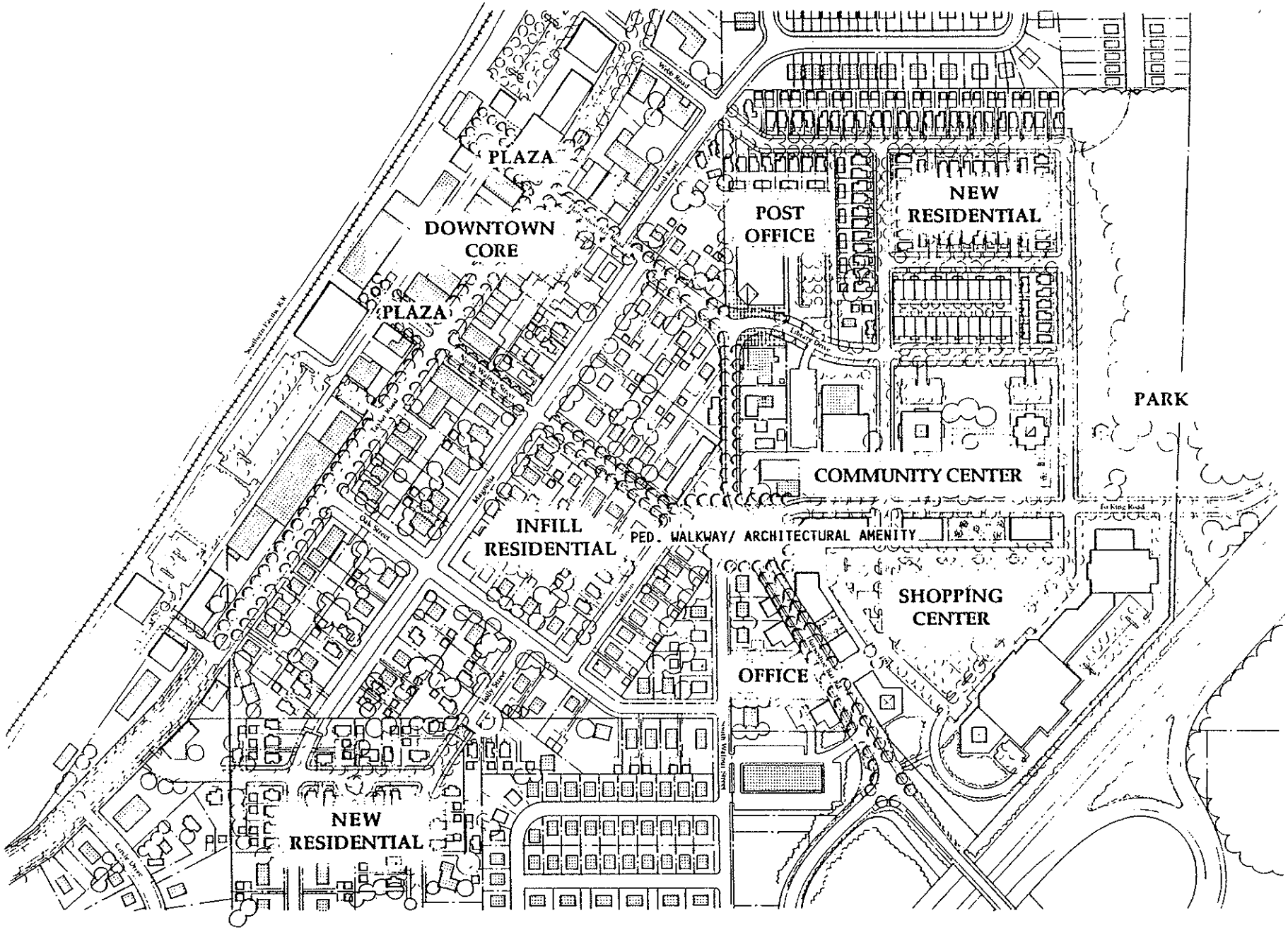
Shopping Center

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

Existing Buildings
Schematic New Buildings

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

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DEAKIN, HA... , SKABARDONIS
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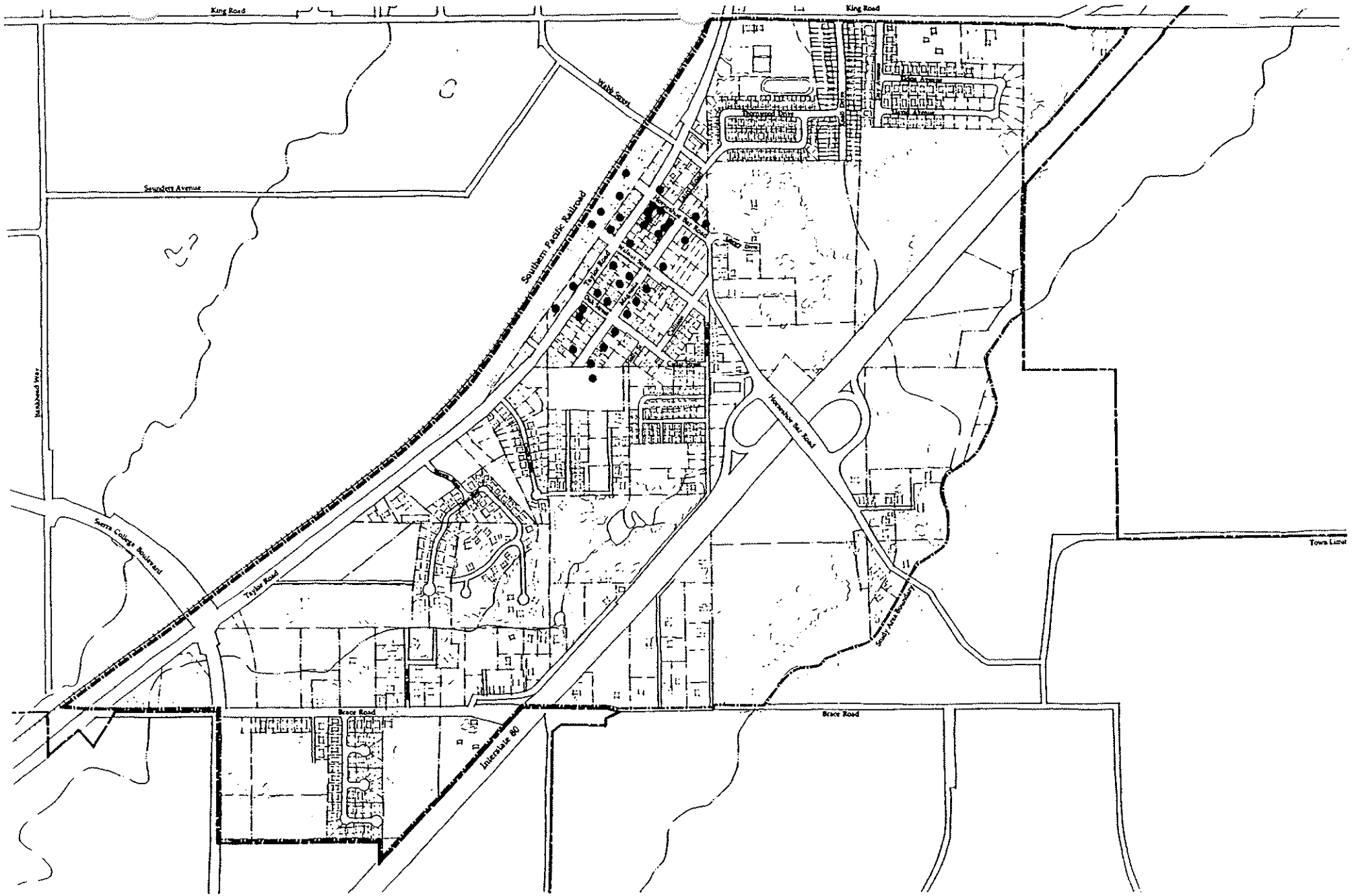
LOOMIS TOWN CENTER MASTER PLAN
TOWN OF LOOMIS, CALIFORNIA

F... RE 8

0' 200' 300' 400'



POTENTIAL HISTORICAL RESOURCES

SOURCE:
WALKING TOUR, JULY 1989

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

MINTIER & ASSOCIATES

DEAKIN, HARVEY, SKABARDONIS

MOORE IACOFANO GOLTSMAN

LOOMIS TOWN CENTER MASTER PLAN
TOWN OF LOOMIS, CALIFORNIA

Figure 9

0' 300' 600' 900' 1200'

NORTH DATE

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 proporased 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.

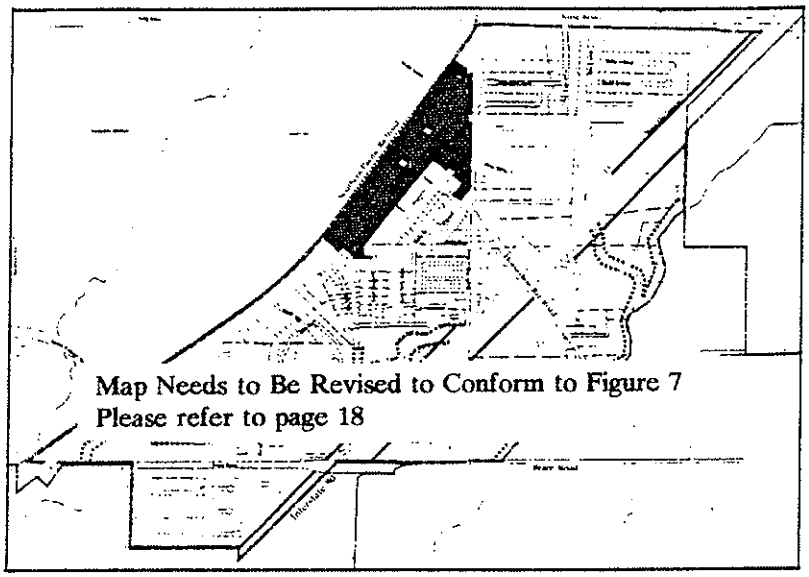
Building Facades

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.

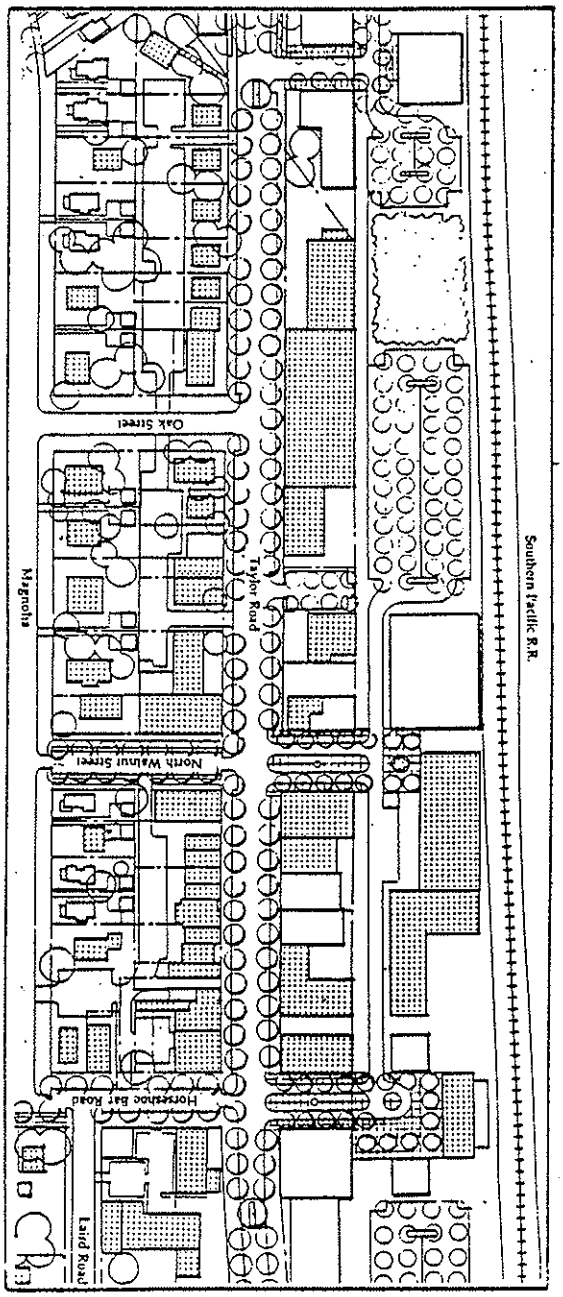
Because of its location and design, the Downtown Core can serve nearby residents without requiring that they drive. Goods and services used on a daily, or more-than-once a week, basis are especially important to the Downtown Core as they have the greatest potential for reducing reliance on the automobile.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

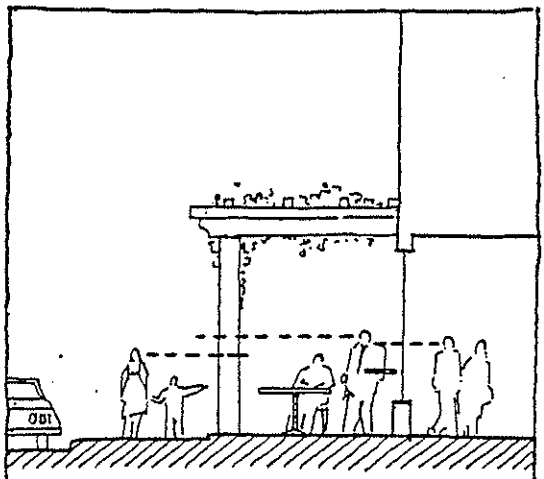
Add site on Taylor Road near King (Cagles), three sites on Walnut-Magnolia, sites on and near Horseshoe Bar Road

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.



ACTIVE USES ALONG "MAIN STREETS"

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

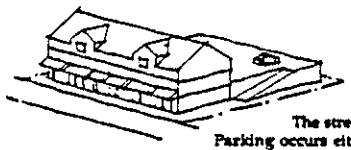
Floor Area Ratios (F.A.R.) ranging from 0.35 to 0.60 are allowed. F.A.R.s higher than the minimum are encouraged to guarantee a more vibrant and active Downtown Core and to better utilize land adjacent to higher residential densities and the potential rail stop. F.A.R.s up to 1.60 may be permitted with 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.

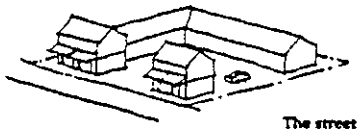
Residential uses above ground-floor retail should not exceed 15 dwelling units per acre in the Downtown Core area.

"FLOOR AREA RATIO" DESCRIBED

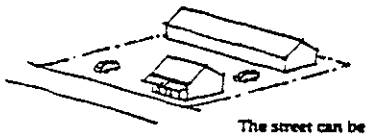
The allowable Floor Area Ratio (F.A.R.) controls the relative mass of buildings to their site. F.A.R.'s are determined by taking the gross floor area of a building and dividing it by the area of the parcel(s) on which it sits. F.A.R.'s are regulated in the Master Plan to encourage development patterns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

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.

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

VERTICALLY ARTICULATE HOUSING OR OFFICE ENTRY

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.

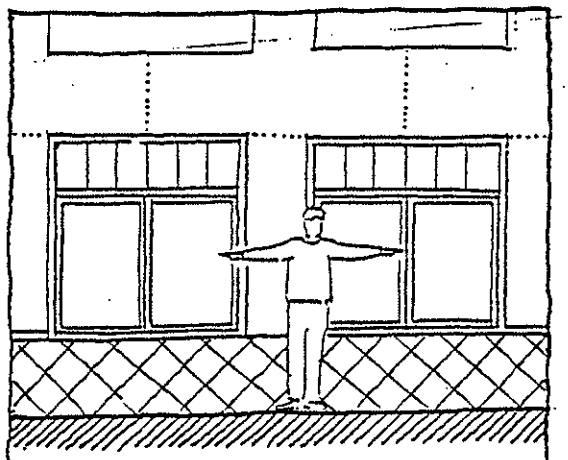
uilding Facades

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; lass curtain walls and reflective glass are discouraged. Shading devices and techniques



HUMAN SCALE ELEMENTS

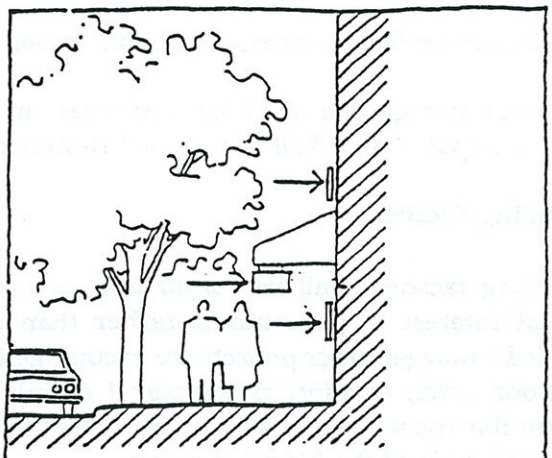
are encouraged for to reduce interior glare, conserve energy and add visual interest.

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.

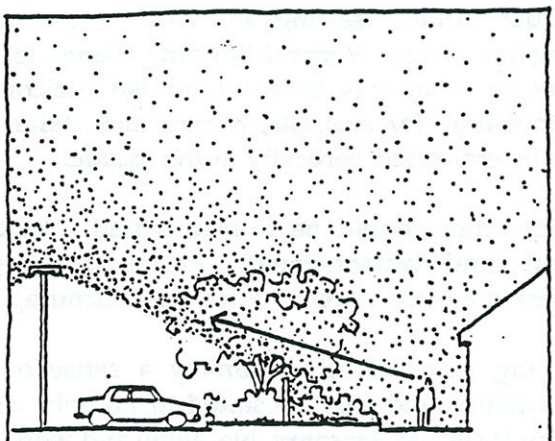


PREFERRED SIGNAGE LOCATIONS

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.



SCREEN LIGHT SPILLING OVER INTO RESIDENTIAL AREAS

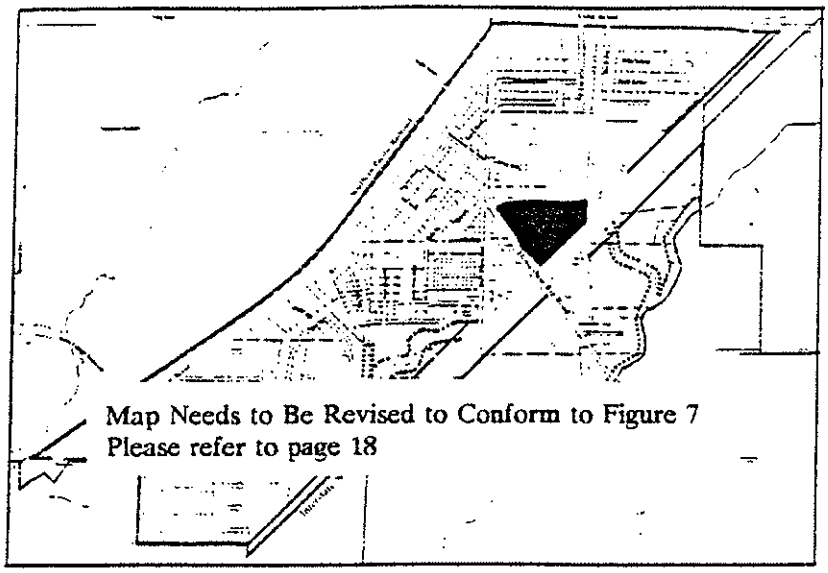
Private plazas with architectural amenities are encouraged in the design of commercial areas. These plazas can create elegant entries and places to relax outdoors. Plazas shall be visually and physically connected to public streets.

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

C. Shopping Center

Shopping Center Map Revisions:

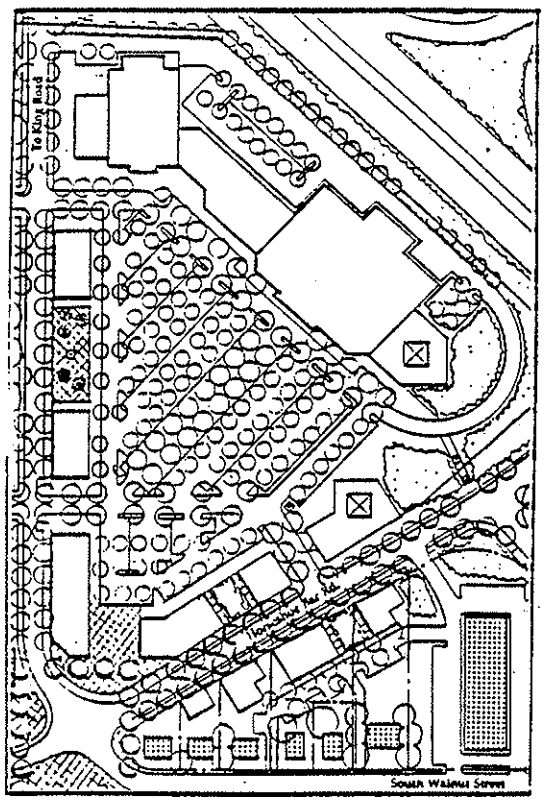
Add site on Sierra College



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

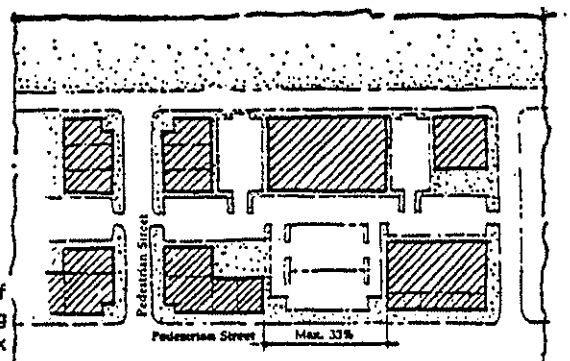
To reinforce the street as a focus of pedestrian-oriented activity, buildings along Horseshoe Bar Road, the Walnut-King Extension and Brace Road shouldbe built to 15′ of property line and sidewalk edge wherever possible: seating or sidewalk cafes may be setback from the front property line by as much 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, treelined aisles, or landscaped pedestrian paths.



MINIMIZE PARKING ALONG PEDESTRIAN-ORIENTED STREETS

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

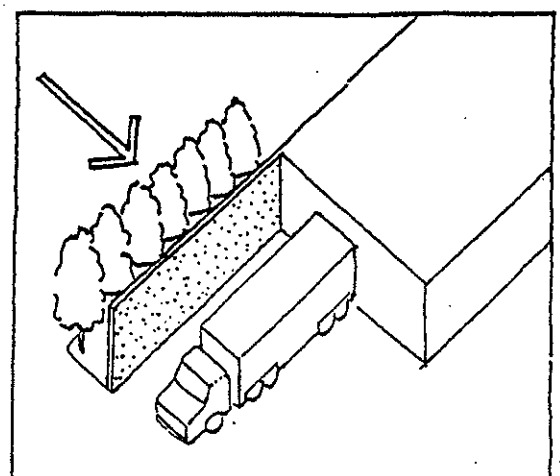
Building Orientation

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.



SCREEN LOADING AND SERVICE AREAS

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.

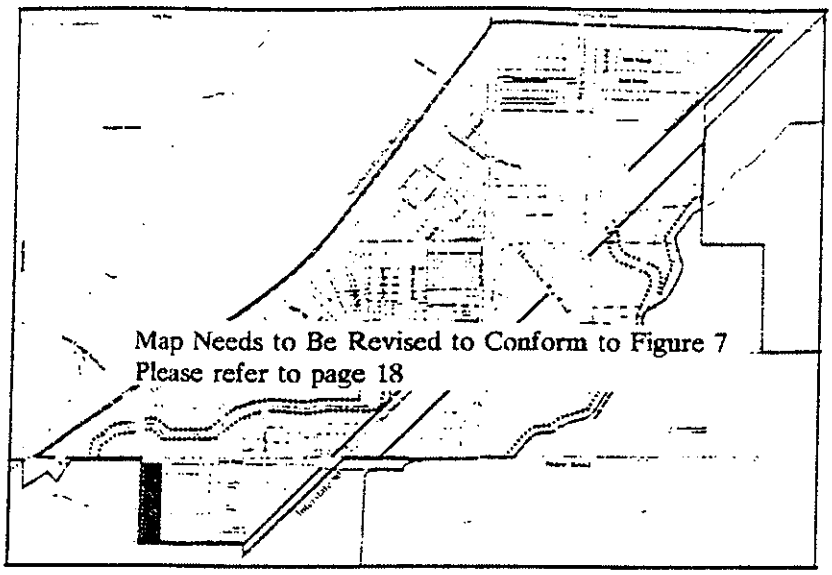
Miscellaneous

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 [illegible]-32) shall also apply to the Neighborhood Commercial area.

Miscellaneous

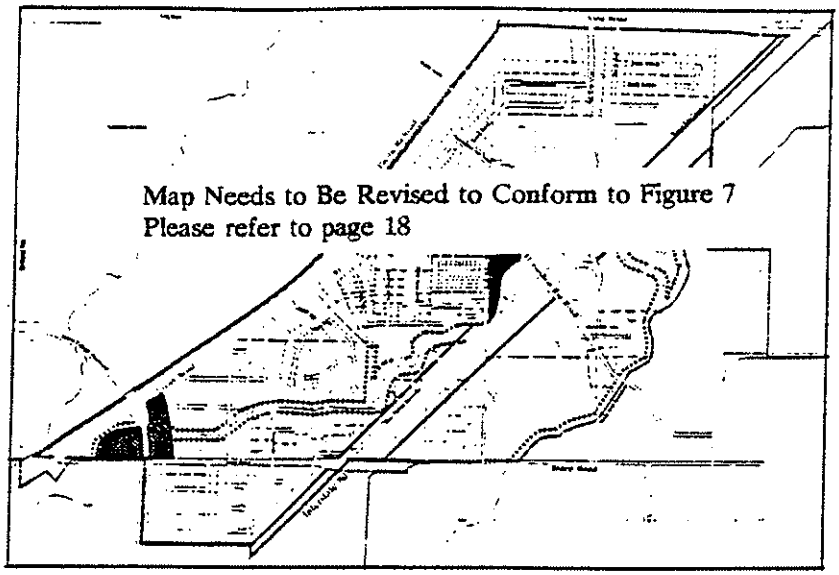
Tall trees shall be used near the intersection of King Road and the Walnut-King extension to mark this entrance into Town. Dramatic lighting of "gateway" landscaping is encouraged.

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.

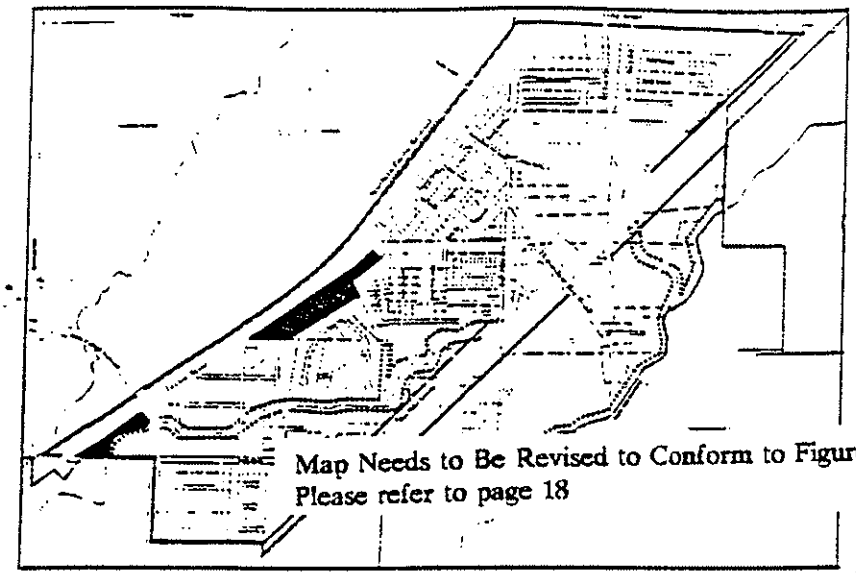
Downtown Core guidelines relating to human-scaled architectural elements, building materials, and colors (pages 31-32) shall also apply to Office areas.

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.

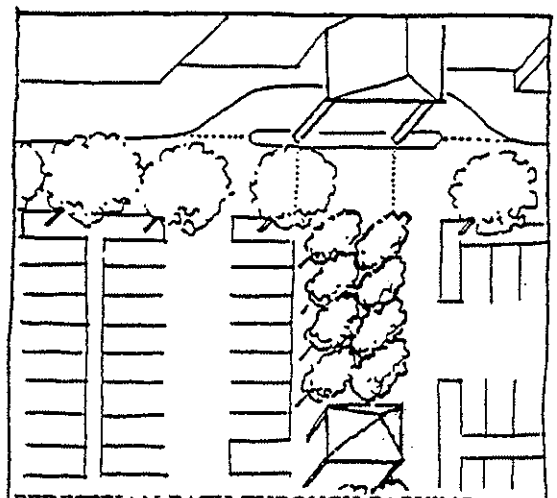
Parking lots should be visually integrated into the overall building and site design.

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.



PEDESTRIAN PATH THROUGH PARKING

Building Facades

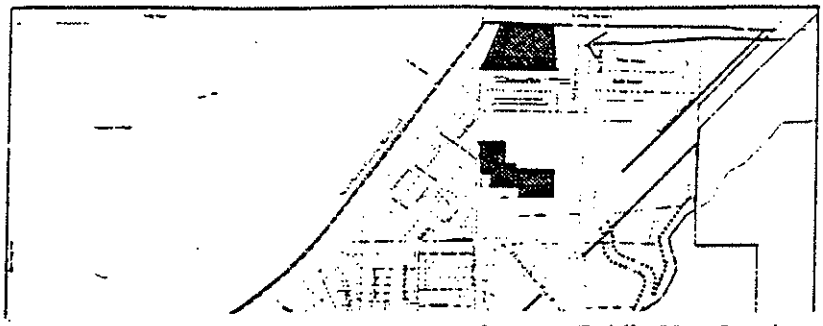
Downtown Core guidelines relating to human-scaled architectural elements, building materials, and colors (pages 31-32) shall also apply to the General Commercial area.

Miscellaneous

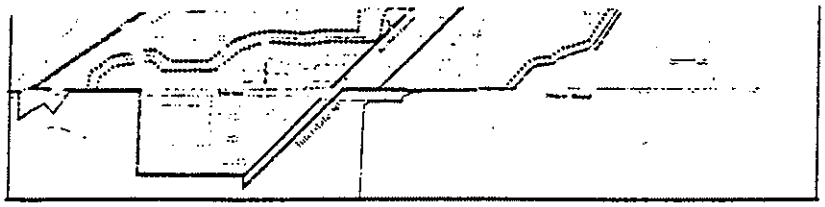
Tall stands of trees are encouraged to enhance the plain horizontal form of many commercial buildings, and shall be integrated into an overall site design.

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



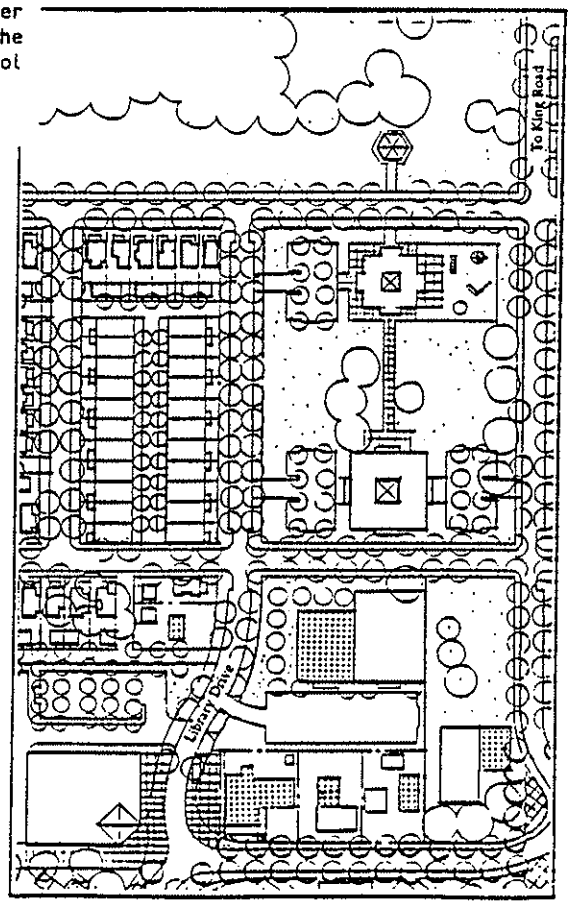
Public/Quasi Public Overlay Map Revisions:

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

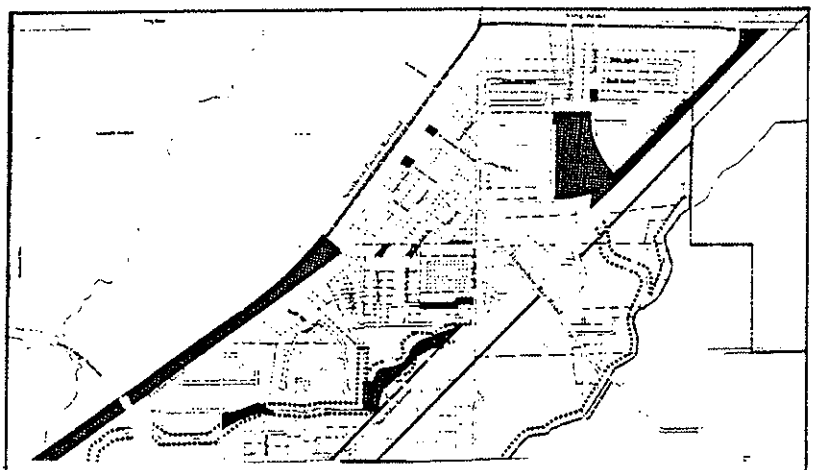
The design of the Community Center should attempt to incorporate existing native oak trees, possibly through the creation of a small, public "green."

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



Map Needs to Be Revised to Conform to Public Use 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 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.

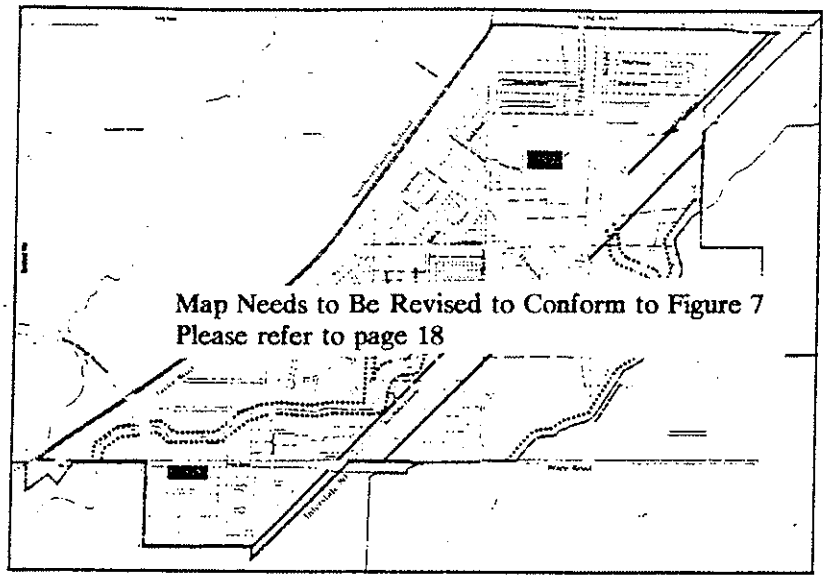
Miscellaneous

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:

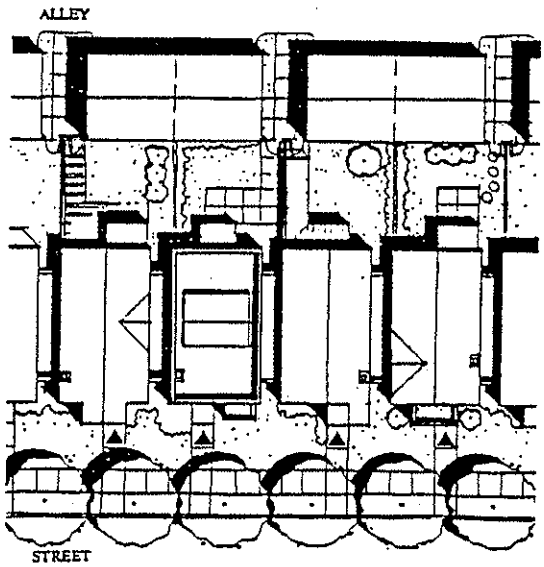
Delete Location on "Gates Property"
(See Planned Development)

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

Land Use Designation	Base Density	Permitted Types
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 for 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.

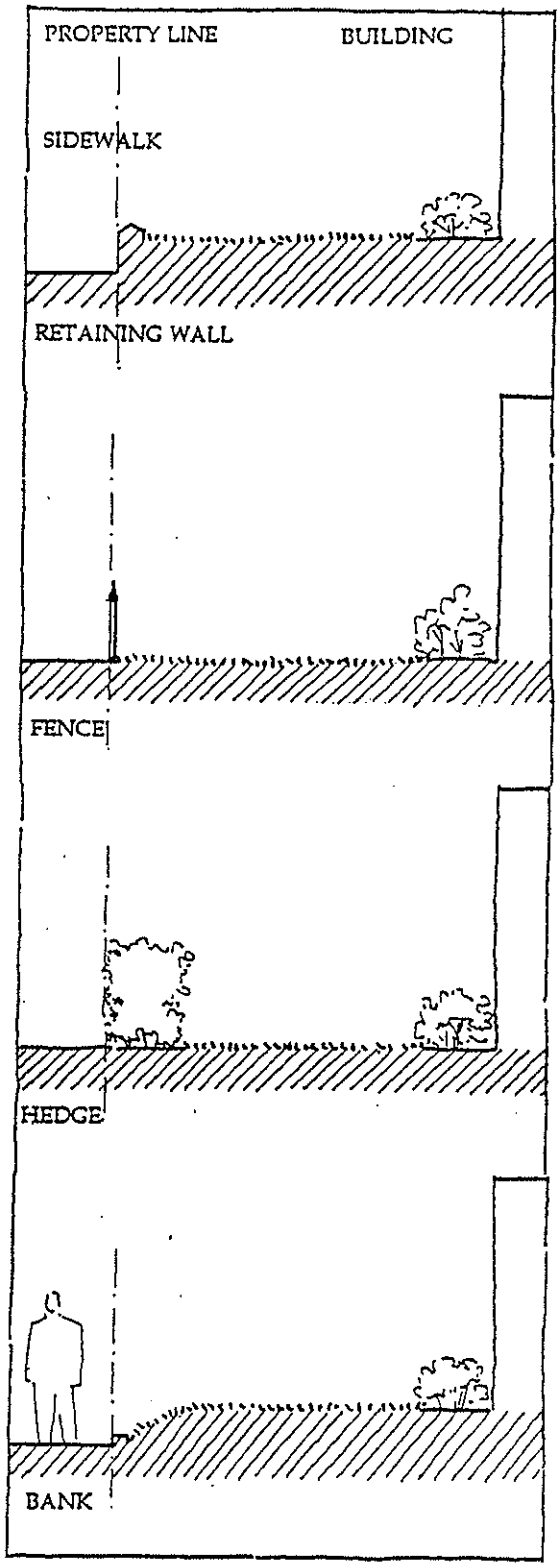
Miscellaneous

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.

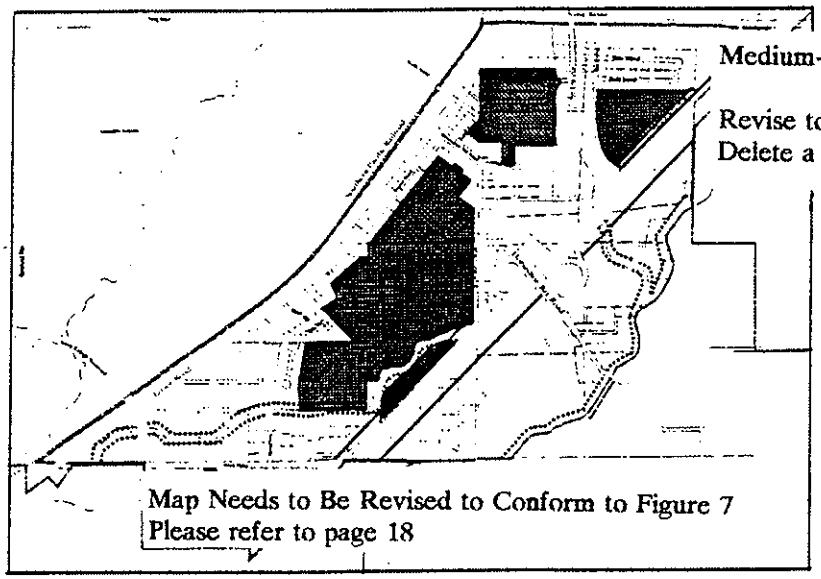
Gabled roofs are strongly encouraged to maintain a small-town image. Gabled roof ends shall face primary streets. Mansard roofs are not allowed. Changes in roof configuration shall reflect the buildings massing below.

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:

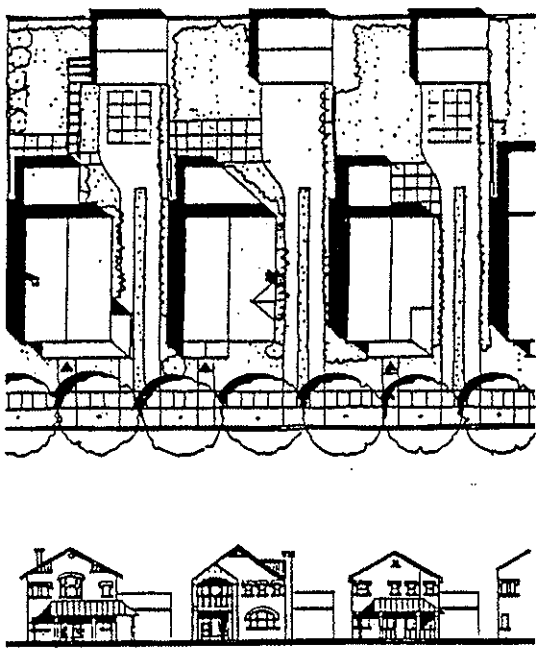
Revise to show underlying land uses
Delete a portion of Sierra College/Brace site for Shopping Center

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

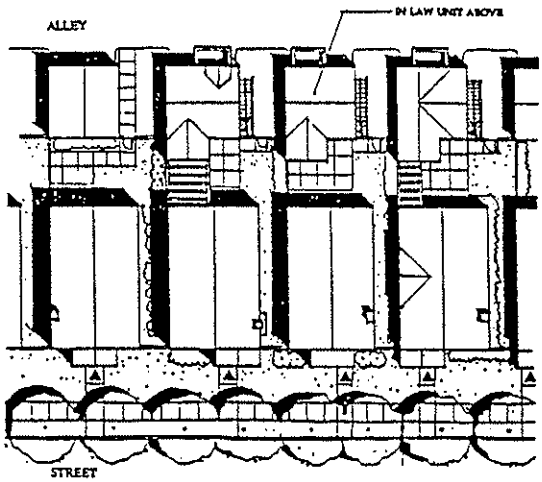


SMALL LOT SINGLE FAMILY

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.



ZERO-LOT LINE

Land Use

Zero-lot line homes, duplexes, small lot single family, senior citizen residences and Secondary Resdiential 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.

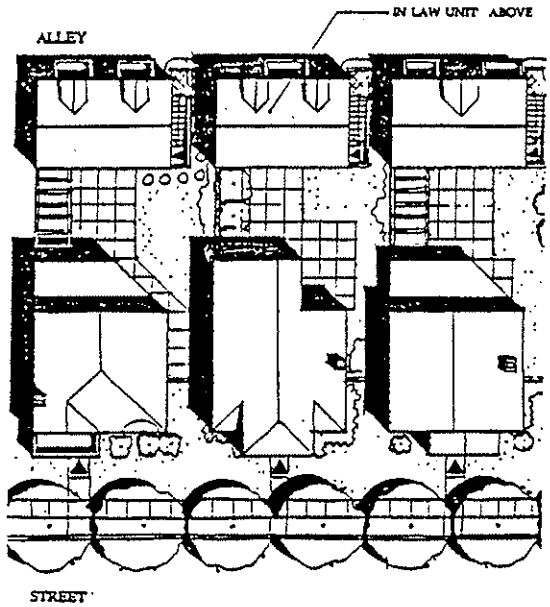
Height

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



STREET ELEVATION

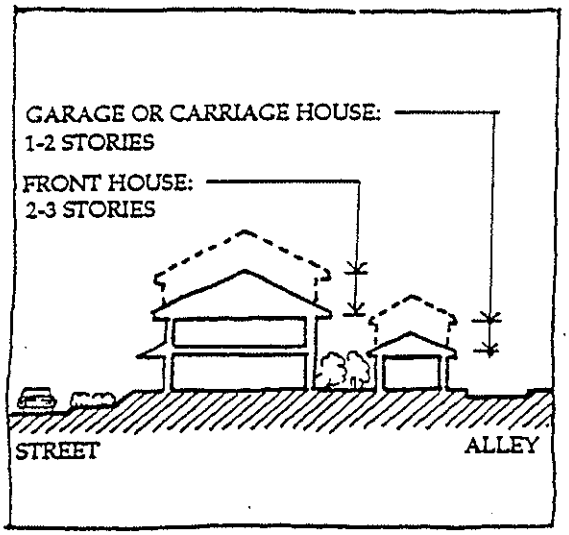
CARRIAGE HOMES

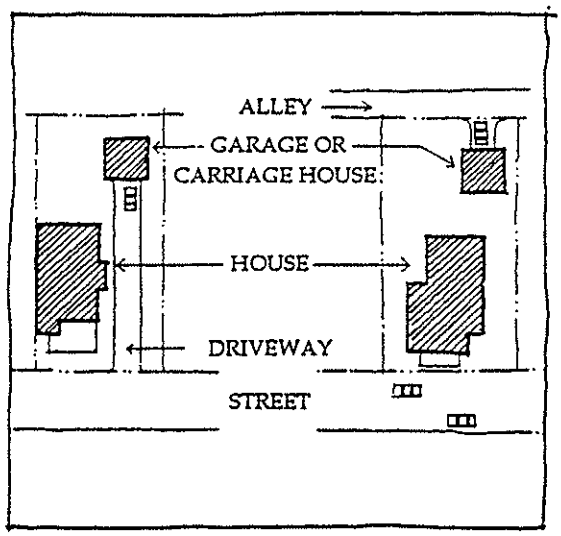
permitted within 10 feet of the property line, unless they are designed in a way that ensures the privacy of the neighbor and resident. Medium-High Density Residential buildings must be set back at least 10 feet from properties containing other land uses.

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

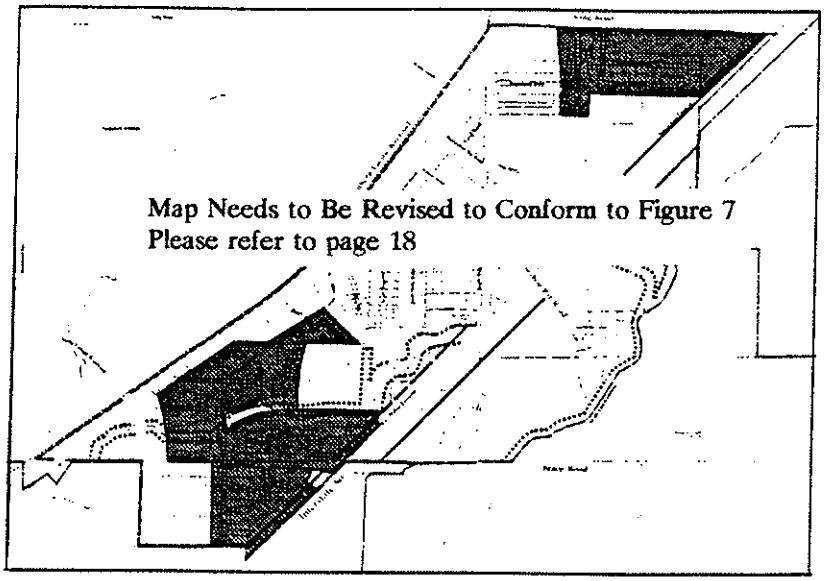
Carriage Houses should be accessed from along side yards or from alleys. Paths to a Carriage House's front entrance shall be articulated with landscaping, special paving or trellises to signal their location to visitors and to create a sense of arrival.

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:

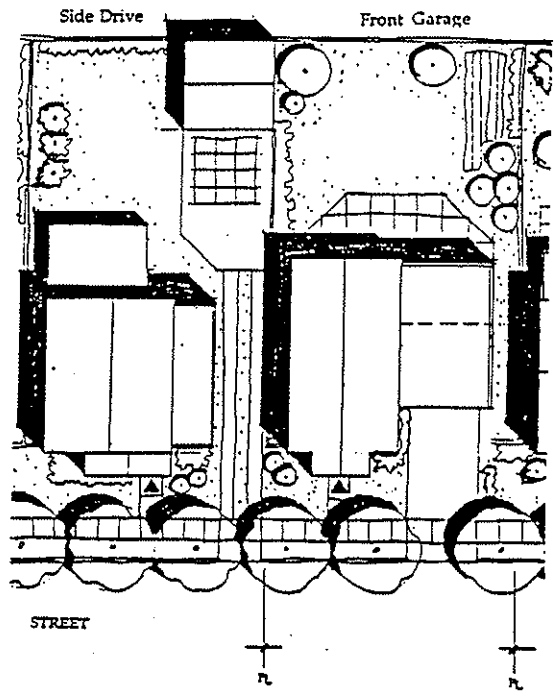
Add in Brace and I-80 site and areas covered by Public Use Overlay adjacent to existing Medium Density

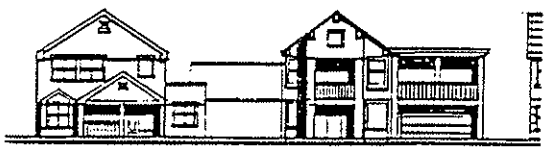
Introduction

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.





STREET ELEVATION

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.

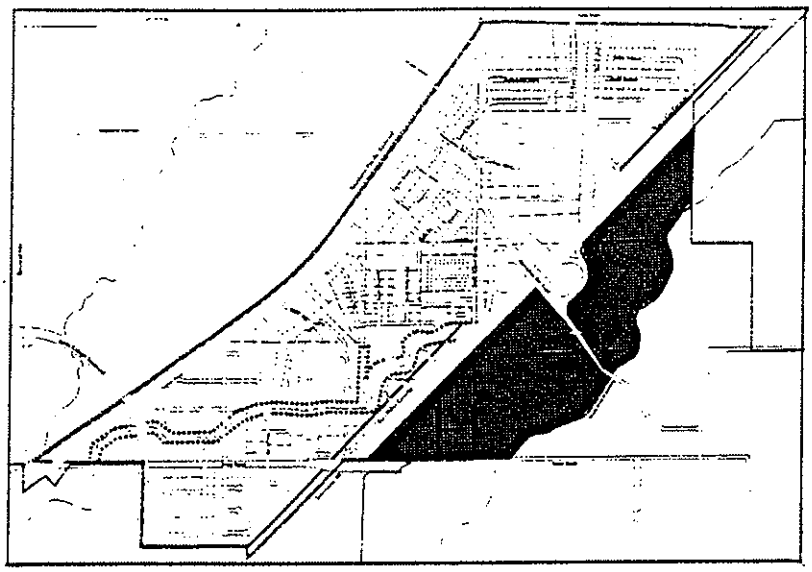
Parking

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 (± 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 occuring 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 the 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.

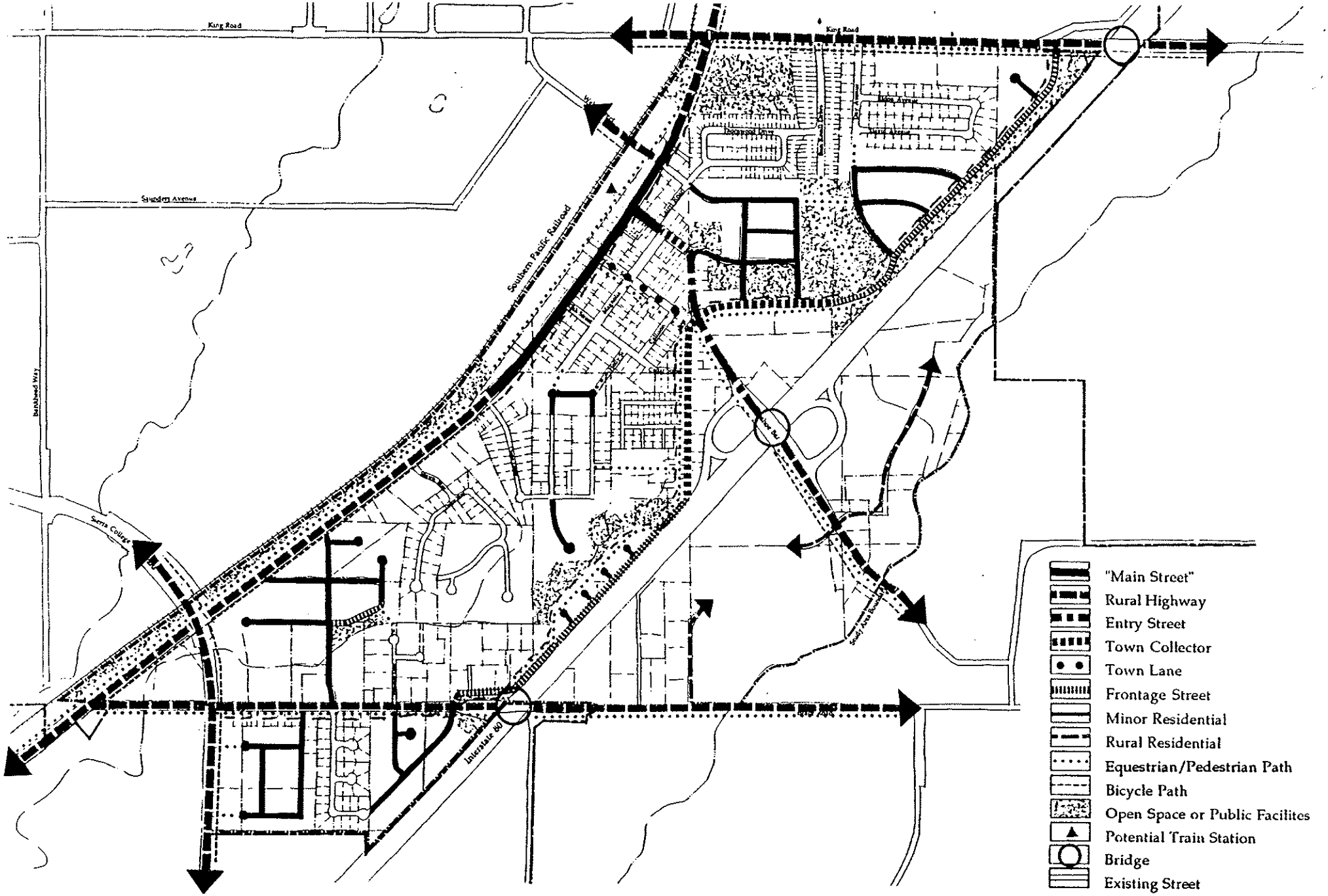
Alleys: Alleys are narrow cartways (18' minimum with no parking) that provide rear access to garages, Carriage Homes, on-site parking, and services. They may be used in all areas within the Town Center, meeting engineering and fire requirements.

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.



HIERARCHY OF STREETS

Note: New streets shown on plan may be revised during project reviews.

CALTHORPE ASSOCIATES
SAN FRANCISCO, CALIFORNIA

MINTIER & ASSOCIATES

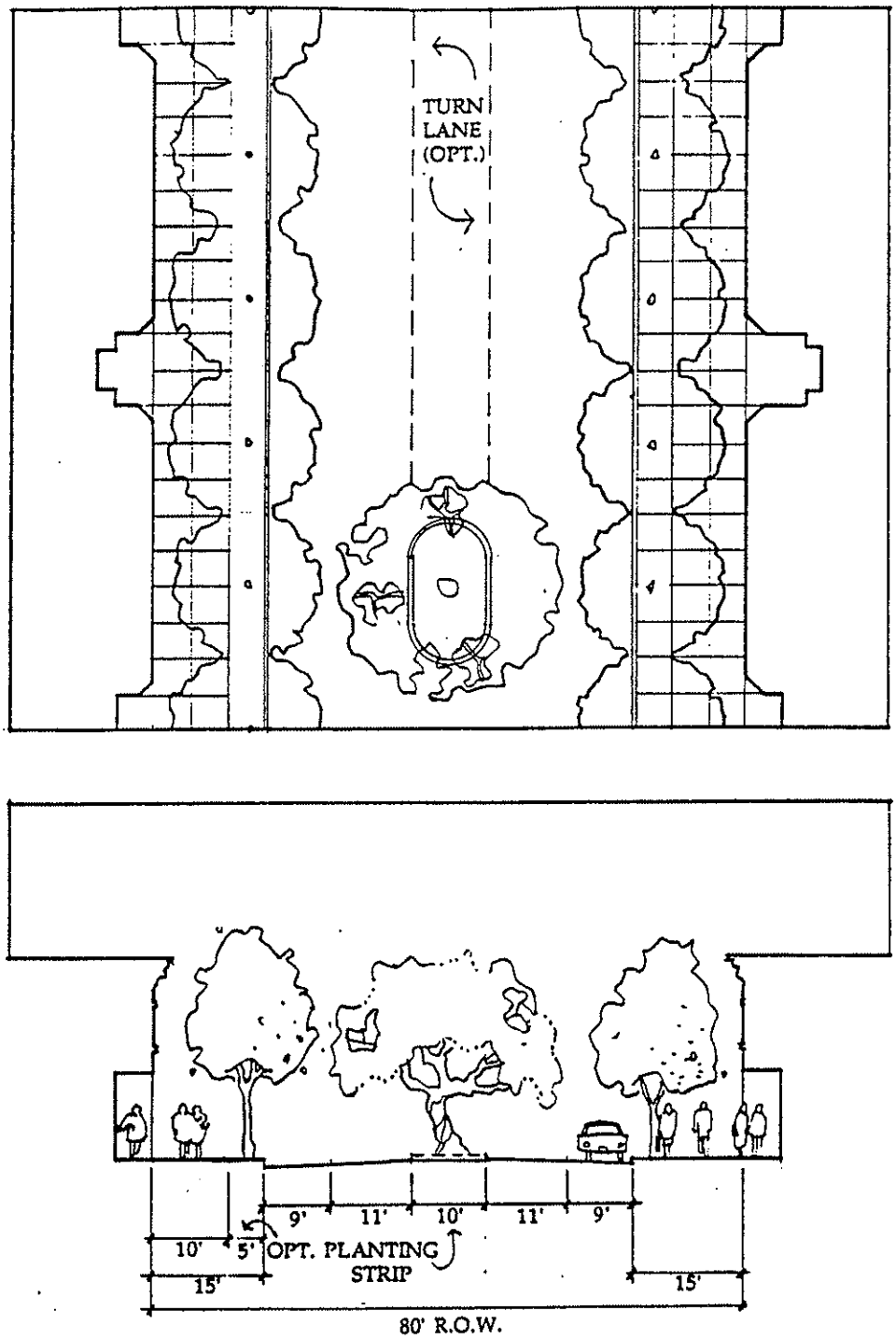
DEAKIN, HARVEY, S[illegible] RDONIS

MOORE IACOFANO G[illegible] SMAN

LOOMIS TOWN CENTER MASTER PLAN
TOWN OF LOOMIS, CALIFORNIA

FIGURE

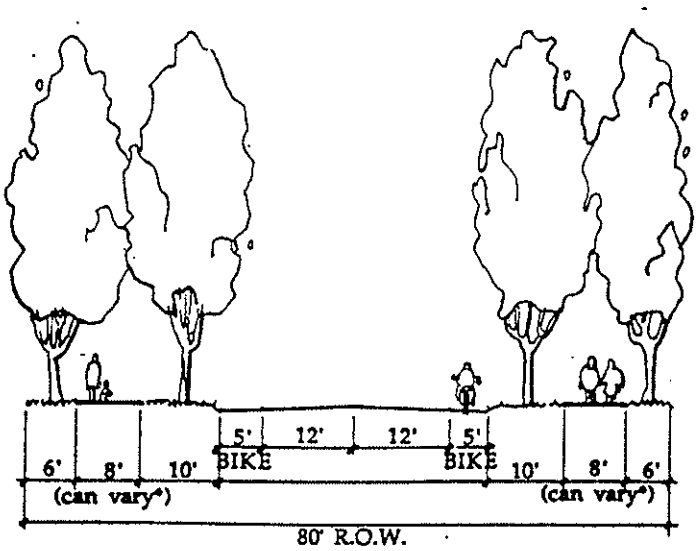
Re[illegible] o Ad[illegible] ycle [illegible] s and [illegible] ut K[illegible] xtens[illegible]



"Main Street"

Taylor Road within Downtown Core
Horseshoe Bar Road near Taylor

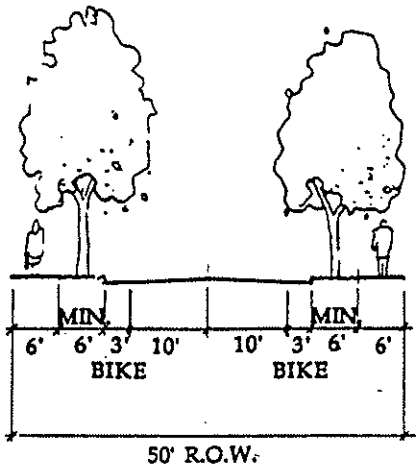
Figure 11



Rural Highway

Taylor Road outside of Downtown Core
Brace & King Roads
Sierra College Boulevard

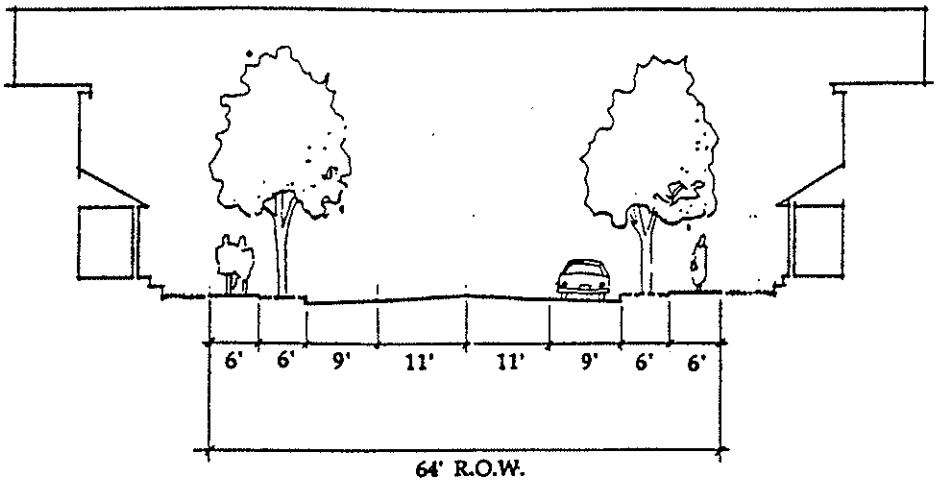
Figure 12



Town Entry Road

Horseshoe Bar Road between Library Drive and the Freeway

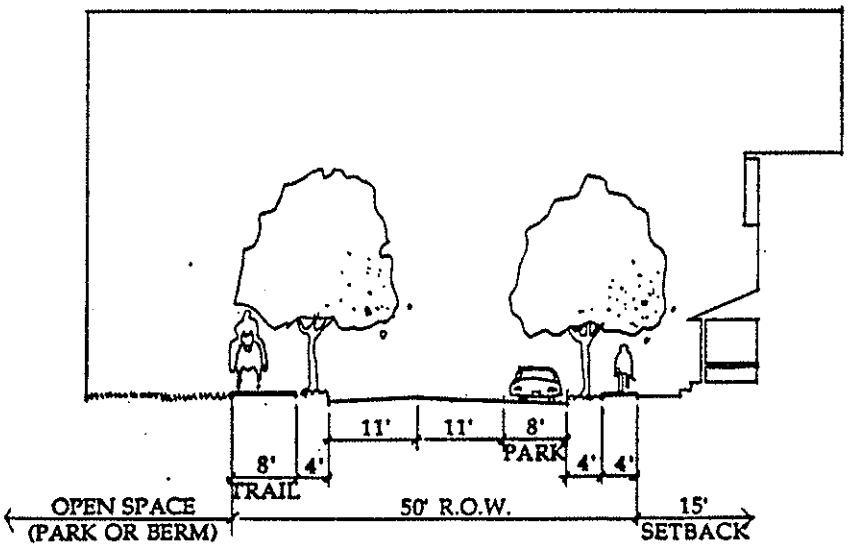
Figure 13



Town Collector

South Walnut, Walnut-King Connector
Horseshoe Bar north of Library Drive

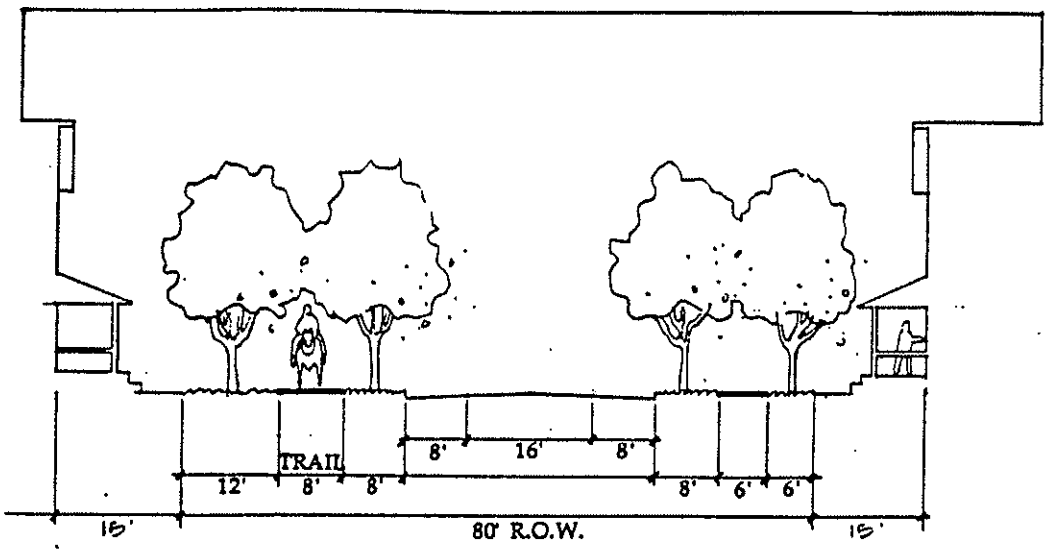
Figure 14



Frontage Road

South Walnut at Park
South Walnut-King Connector

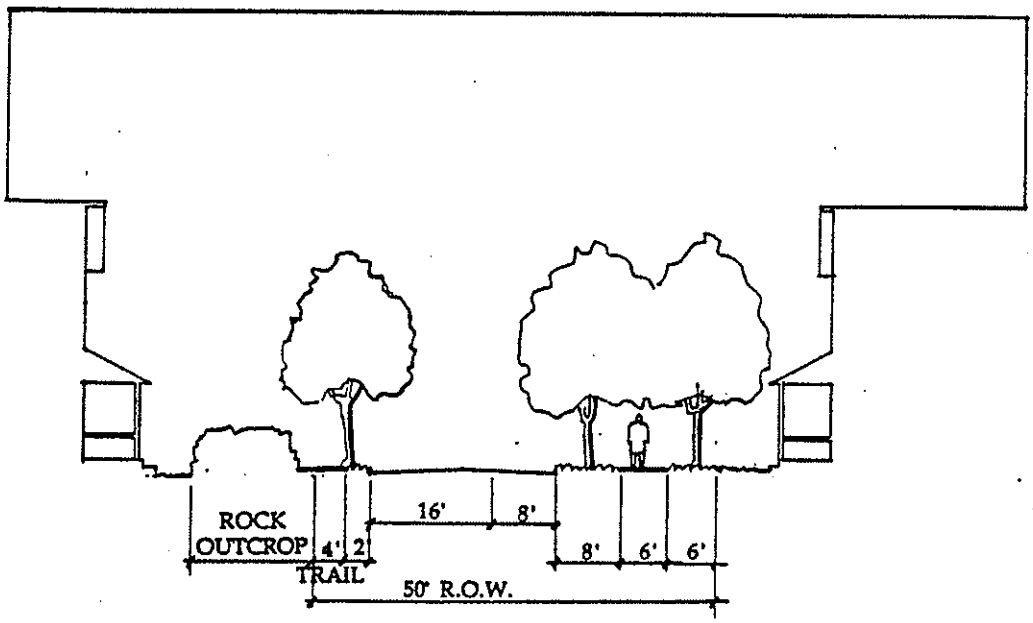
Figure 15



Town Lane

North Walnut Street

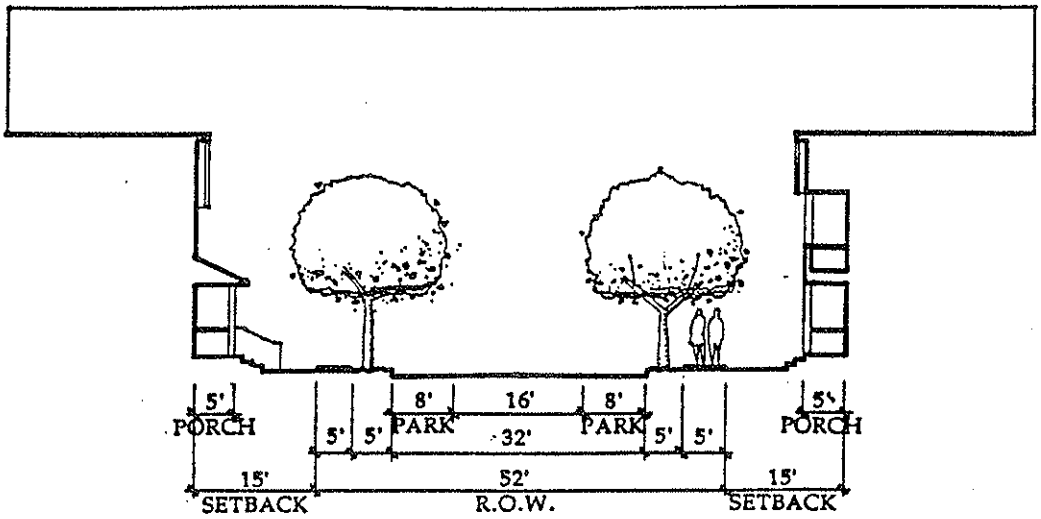
Figure 16



Town Lane

North Walnut Street between Magnolia & Callison

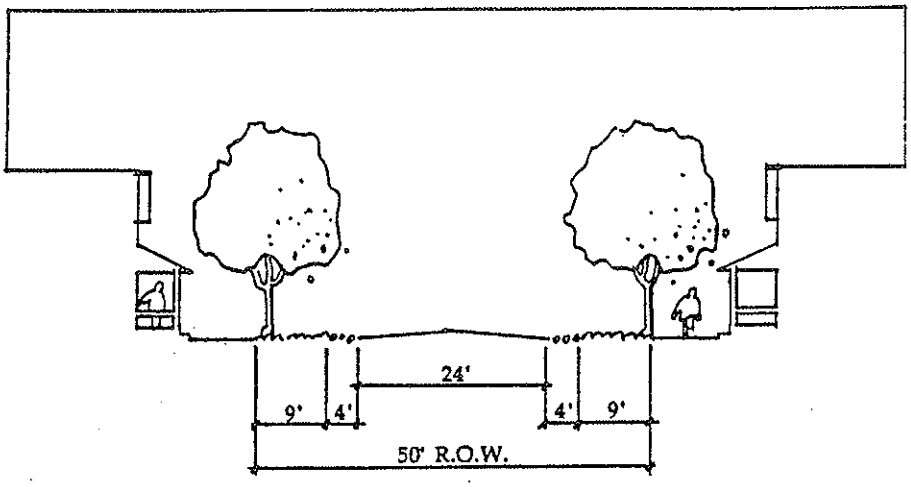
Figure 17



Minor Neighborhood Street

New Non-Rural Residential Areas

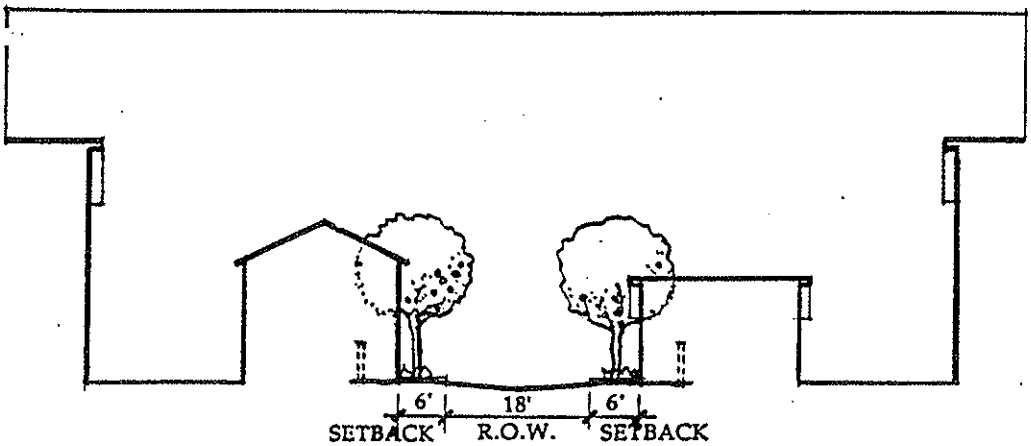
Figure 18



Minor Rural Street

South of Freeway

Figure 19

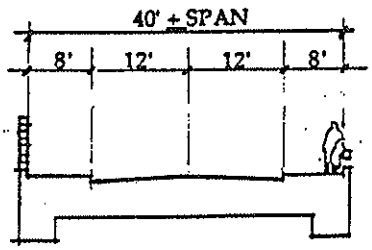


Alley

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 aquisition 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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