

loomis town center

IMPLEMENTATION PLAN, PHASE 1



volume one

Loomis Town Center

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Volume One

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KD Anderson
Economic & Planning Systems

table of contents

TABLE OF CONTENTS.....	I	CHAPTER 4: DESIGN GUIDELINES	93
ACKNOWLEDGEMENTS	II	STREETSCAPE DESIGN AND PLANNING	
CHAPTER 1: INTRODUCTION	3	ROADWAYS.....	97
PROJECT BACKGROUND & PURPOSE	4	PEDESTRIAN WALKWAYS.....	98
PREVIOUS PLANNING EFFORTS	6	CROSSWALKS & BULBOUTS	99
PLANNING PROCESS	7	MEDIANS	100
DOCUMENT OVERVIEW	8	POCKET PLAZAS.....	101
CHAPTER 2: EXISTING CONDITIONS.....	11	LANDSCAPE FOR WALKWAYS & MEDIANS	102
REGIONAL & LOCAL CONTEXT	12	SERVICE AREAS AND ACCESS.....	104
HISTORY & DEVELOPMENT.....	13	LIGHTING AND SITE FURNITURE.....	105
ASSETS	14	SIGNAGE.....	106
CHALLENGES & OPPORTUNITIES	24	BICYCLE PARKING	107
CHAPTER 3: DESIGN CONCEPT	31	SITE DESIGN AND PLANNING FOR PARK AND BLUE	
CONCEPTUAL FRAMEWORK	33	GOOSE FRUIT SHED SITES	
TAYLOR ROAD CONCEPT.....	34	AESTHETICS/PLACEMAKING	108
EAST GATEWAY	38	ENVIRONMENTAL SUSTAINABILITY.....	110
TOWN CENTER EAST	42	PARKING AND CIRCULATION	111
TOWN CENTER CORE.....	52	ACCESSIBILITY.....	114
TOWN CENTER WEST.....	60	LIGHTING AND SITE FURNITURE.....	115
WEST GATEWAY	72	PLANTING	116
TAYLOR ROAD WEST TO TOWN LIMIT	78	PARK ACTIVITY AREAS.....	119
HORSESHOE BAR ROAD CONCEPT.....	80		
REGIONAL MIXED USE.....	81		
SOUTH GATEWAY	82		
TOWN CENTER SOUTH	86		

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IMPLEMENTATION PLAN, PHASE 1

chapter 1

loomis town center

INTRODUCTION

The joy and pain of urban existence, the comfort or hardship of it, its efficiency or failure are influenced by the wisdom or the thoughtlessness with which streets are platted.

Charles Mulford Robinson
The Width and arrangement of streets. A study in Town Planning. (The Engineering News Publishing Company, 1911).



CHAPTER ONE

introduction

in this chapter

PROJECT BACKGROUND AND PURPOSE

PLANNING PROCESS

DOCUMENT OVERVIEW

AN IMPLEMENTATION PLAN FOR LOOMIS TOWN CENTER presents an opportunity to transform the Town's central public realm into vibrant, flexible and engaging areas that sustain a rich pedestrian environment, maintain the Town's rural character, and set it apart from neighboring cities. The Town's two "main streets" Taylor Road and Horseshoe Bar Road together with adjacent Town-owned properties, can evolve to more completely fulfill the community's current needs, spur positive change, and serve to shape new development opportunities in the future.

Many "Main Streets" in small cities and towns have seen the vibrant social and economic activity that once characterized them fall into decline as streets become divided highways and main street shopping areas are supplanted by shopping malls and big box retail. Civic life and local economies have suffered, and a sense of community and unique identity has been lost.

Cities and towns across America are seeking to re-establish this sense of community and identity through physical planning and design. They are bringing back their town centers and main streets, reinvented in a modern context that reflects the dynamic and diverse nature of contemporary society and economy.

Early on, the Town of Loomis recognized the importance of maintaining its two "main streets" as key elements in expressing the heart of the community. This Implementation Plan represents the Town's continued commitment to providing a vital and active Town Center, which both acknowledges its rural history and reflects its modern, forward-thinking community.

1992 MASTER PLAN

The 1992 Master Plan for Loomis Town Center goals include:

- Maintain the small town character of Loomis
- Promote the economic stability of the Town
- Emphasize walking for most activities and needs within Loomis
- Revitalize Taylor Road while providing a major supermarket in town
- Protect Loomis' natural resources
- Create a civic center
- Provide a range of employment and housing opportunities

PROJECT BACKGROUND & PURPOSE

The purpose of this Loomis Town Center Implementation Plan, Phase One, is two-fold:

1. To provide design concepts for the physical environment along Taylor and Horseshoe Bar Roads, supporting the goal of creating strong, vital corridors that promote a healthy pedestrian environment;
2. To create design concepts for two town property sites within Loomis Town Center.

The Implementation Plan process was initiated by the Town of Loomis as a major step towards implementing the 1992 Loomis Town Center Master Plan Land Use Plan and Design Guidelines. The Implementation Plan is intended to continue the revitalization of the Taylor and Horseshoe Bar Road corridors, jump start development synergy and thus promote the Town's economic stability.

The conceptual level designs in this plan will be refined to an increasingly greater level of detail as the Town moves through the next design stages to construction. Further refinement of medians, crossings, and other design elements will be made during these stages, which will include schematic

design, design development, and construction documents.

Loomis Town Center focuses on the intersection of Taylor and Horseshoe Bar Roads. For this plan, the study area was defined as Taylor Road between King Road to the east and Sierra College Boulevard to the West, as well as Horseshoe Bar Road between I-80 and the Town's new Train Depot. This area encompasses the "core" of the Town, including, key community destinations such as the historic Blue Goose Fruit Shed building, High Hand Nursery and Restaurant, as well as the newly refurbished Town Hall.

There are two key areas adjacent to Loomis Town Center: Taylor Road west of Sierra College Boulevard to the Town limit, and the retail center on King Road between Taylor Road and Arcadia. While outside this project's study area, these areas are equally important and tied to Loomis' economic health. The Concept Design vision presented here should also apply to planned improvements for these two areas. (See Appendix E for the streetscape concept plan prepared under a separate study for Taylor Road from Sierra College Boulevard to the Town limits.)

FIGURE 1.1 - PROJECT STUDY AREA





Refurbished Loomis Train Depot and Multi-Modal Transportation Center

PREVIOUS PLANNING EFFORTS

The 1992 Town Center Master Plan was commissioned to outline a vision for the Town Center and to formulate design standards and guidelines to support the implementation of that vision. The completed refurbishment of the new Loomis Train Depot near the intersection of Horseshoe Bar and Taylor Roads is one action item that has been accomplished. Other improvements include the Raley's supermarket center at I-80. This implementation plan follows the 1992 Master Plan's directive to create walkable streets, maintain Loomis' rural character, conserve natural features and provide new rural landscape features.

CURRENT PROJECTS AND PLANNING EFFORTS

The Town has a number of new planning efforts underway that will support continued improvement for the area. The Town has updated its Bikeway Master Plan (completed January 2010) to "make local and recreational bicycle travel safe and fun for all..." The Town has also updated its Trails Master Plan, which highlights opportunities for a trails network linking all areas of Town, improving connections for bicyclists, pedestrians, and equestrians, and providing walkways that meet ADA guidelines for accessibility. The town is also currently updating its Parks and Open Space Master Plan.

In 2009, the Town began renovation of a historic former bank building on Taylor Road for the relocation of Town Hall in the historic center of town. When completed in 2010, this move will bring new occupants to Town Center, and it will bring citizens to Town Center seeking Town services.

Two new development projects are also in progress: The Villages at Loomis and the Taylor Road mixed use project. The Town also recently acquired the land associated with the former Heritage Oaks project (see p. 21).

PURPOSES OF THE PLAN

A key element of the Plan is to make Taylor and Horseshoe Bar Roads more pedestrian-friendly with wider sidewalks, new trees and landscaping, and improved connections throughout the area for pedestrians and bicyclists. The Town's infrastructure plans will ensure that underground utilities like sewer, water and storm drainage are adequate for new development.

This Plan will help developers, property owners, investors, consultants and staff in the redevelopment of Loomis Town Center and thus fulfilling its vision as the heart of Loomis.

PLANNING PROCESS

Over the course of six months from July 2009 to January 2010, Town staff and consultants worked with the community, elected officials and other stakeholders to develop a plan that is both visionary and ready to be implemented. The schedule below shows the various events, milestones and outcomes of the process. Key events in the planning process were two well-attended community meetings and close coordination with the Town Council and other public agencies.

The process also included a walking tour of the Town-owned properties with Steering Committee members, as well as a customized Mobility Tour in which participants experienced manoeuvring along the road in wheelchairs or using blindfolds and canes.



Steering Committee Meeting #1

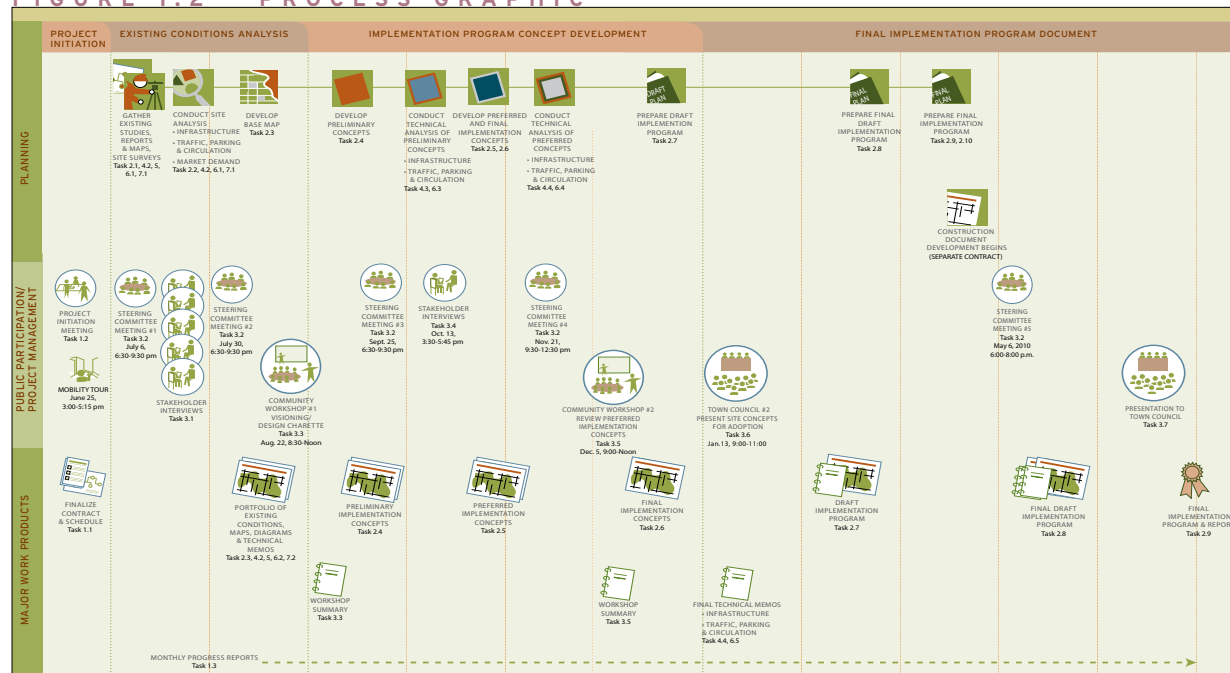


Community Meeting #1



Community Meeting #2

FIGURE 1.2 - PROCESS GRAPHIC



DOCUMENT OVERVIEW

Volume One of the Loomis Town Center Implementation Plan, Phase 1 is organized in the following chapters:

Chapter 1: Introduction – explains the background and purpose, highlights the regional and local context, provides an overview of recent and current planning efforts, and outlines the document’s organization.

Chapter 2: Existing Conditions – synthesizes the existing conditions, and identifies key assets, challenges and opportunities.

Chapter 3: Design Concept – presents the conceptual plans for the corridors by identifying districts, nodes, and development opportunities, and highlighting key parameters that will guide the character of the pedestrian environment and the public realm.

Volume Two of the Loomis Town Center Implementation Plan assembles various technical memos including infrastructure, traffic and market analyses.



IMPLEMENTATION PLAN, PHASE 1

chapter 2

loomis town center

EXISTING CONDITIONS

People have a nice sense of the number that is right for a place, and it is they who determine how many is too many. They do not, furthermore, seek to get away from it all. If they did, they would go to the lonely empty places where there are few people. But they do not. They go to lively places where there are many people. And they go there by choice - not to escape the city, but to partake of it.

*William H. Whyte
The Social Life of Small Urban Spaces.
(The Conservation Foundation, 1979) 100*



CHAPTER TWO

existing conditions

in this chapter

REGIONAL AND LOCAL CONTEXT

HISTORY & DEVELOPMENT PATTERN

ASSETS

CHALLENGES & OPPORTUNITIES

LOOMIS TOWN CENTER HAS MANY STRENGTHS, as well as some challenges to overcome. Planning should build on the existing assets of Taylor Road, Horseshoe Bar Road, and the Town-owned properties; it should maximize promising opportunities and work to counter challenges. This Chapter describes Loomis' regional and local context, development pattern and assets, and discusses challenges and potential opportunities that relate to the project area.

Figure 2.10, included at the end of the chapter, provides a comprehensive summary of the primary assets, challenges and opportunities as they relate physically to the project area.

FIGURE 2.1 - REGIONAL CONTEXT



REGIONAL & LOCAL CONTEXT

The Town of Loomis is set in the southwestern part of Placer County, in a prime location of the Sierra Nevada foothills called the Loomis Basin. The Sacramento Capitol is less than 30 minutes away to the southwest, and the beautiful Lake Tahoe region is about 2 hours to the northeast. Once an internationally known agricultural producer, the Town has a rich heritage, an entrepreneurial spirit, and bountiful natural resources.

The Town is served by Interstate 80, the major east-west arterial across northern California. Sierra College Boulevard is a major arterial linking

Loomis with the City of Lincoln to the northwest, and the City of Rocklin to the southwest. A major east-west rail line passes through town, carrying both freight and passengers but at present it does not stop.

Currently, almost 6,500 people live in Loomis (from 2009). There is currently one proposed project—the Village at Loomis—which at completion would result in an approximately 15% population increase.

12



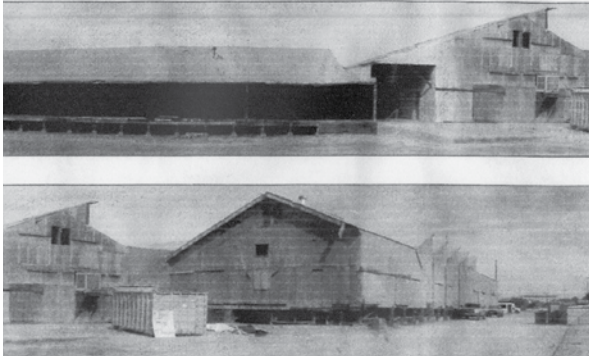
HISTORY & DEVELOPMENT

Loomis has grown from its 1850 origins when early settlers came looking for gold along the rivers. It began as a place called Pine Grove, but in 1890, it ultimately settled on “Loomis” in honor of saloon keeper and postmaster James Loomis. In 1910 when the Southern Pacific Railroad built a new train depot and additional tracks to serve the fruit packing sheds, Loomis’ future seemed assured. In those days, the Loomis Basin was a major agricultural region, and Loomis was one of the largest fruit-shipping stations in Placer County. The Town of Loomis officially incorporated in 1984, to preserve its small town character.

Until Interstate 80 was built in the early 1950’s, the Loomis Town Center was located along the Lincoln Highway (US 40), a transcontinental highway and the region’s primary east-west automobile route. Part of the old US 40 alignment can still be seen near the Town’s Blue Goose Fruit Shed on Taylor Road. Present day Taylor Road is still a primary local east-west route, connecting Loomis with adjacent communities via King Road, Sierra College Boulevard and Horseshoe Bar Road.



Fruit Packing Label



Historic Blue Anchor Fruit Shed



Loomis Town Center Pre World War II Aerial View Looking East

ASSETS

The Loomis Town Center has many positive attributes with its location, history, mix of uses, community amenities, multi-modal access, catalyzing development forces, distinctive character, and environmental beauty. Recognizing and capitalizing on these strong points in this Implementation Plan will help maintain Loomis' distinct character and attract people from throughout the Loomis Basin and the Sacramento region. It is critical that Loomis' distinctly rural character and attractiveness be enriched, since it is a major

tool allowing the Town to compete with the great square footage of retail space currently being developed on its Rocklin border.



Recently Restored Blue Goose Fruit Shed

MIX OF USES

Currently, there is a strong mix of land uses along both Taylor and Horseshoe Bar Roads. Land uses include commercial, residential, institutional, and civic.

On Taylor Road, retail/commercial uses are concentrated in the “shed-to-shed” area, which is the area between High Hand Nursery to the west, and Blue Goose Fruit Shed to the east. Many buildings in this area are historic, and most businesses are locally owned. This area includes a few residences, as well as a mix of retail, office, and restaurants. In the core of this area, the new

Loomis Train Depot community building and the newly renovated Town Hall provide strong civic presence. Outside of the “shed-to-shed” area, to the west we find more retail/commercial as well as undeveloped land, and to the east Loomis Elementary and Del Oro High School are institutional anchors.

On Horseshoe Bar Road, we find a concentration of retail/commercial uses at each end. The south end that intersects with I-80 focuses on the Raley’s supermarket development, with adjacent chain fast food restaurants, as well as services such as dry

cleaners or beauty shops. At the north end, the retail/commercial efforts are small businesses or restaurants. In the middle, Horseshoe Bar Road features a mix of single-family residences, small businesses (some in old single family homes), and institutional uses, such as the Veteran’s Memorial Hall, the Loomis branch of the Placer County Library, and Station 28 of the Loomis Fire Protection District.



Veterans Memorial Hall



Main Drug Store



Wild Chicken Cafe

COMMUNITY AMENITIES

Several key community amenities that serve the entire Town of Loomis are located on or near Taylor and Horseshoe Bar Roads. Loomis Elementary has recreational and parking facilities that also serve the greater community. The Blue Goose Fruit Shed, is not only a performance/event space, but it also houses a “locally grown” produce store that also hosts a weekend farmers market in the summertime. Numerous restaurants, auto repair shops, a major appliance supplier, the post office, the library, Town Hall, and the gardens at

High Hand Nursery all provide a strong supply of amenities that serve the entire Loomis Basin.

Moreover, Blue Goose and High Hand also draw visitors from the greater region as well as even further distances. High Hand hosts a variety of classes and festivals that draw hundreds of people. The Blue Goose hosts the Annual Fall Gathering of Cowboy Poets, as well as numerous concerts and other entertainment events that draw visitors from across the United States.

The proximity of so many community amenities to and along the corridors represents a wealth of destinations and social infrastructure. Capitalizing on this wealth of amenities by enhancing the connections to them and providing additional amenities like small plazas, can greatly increase the benefit to the community.



Loomis Depot

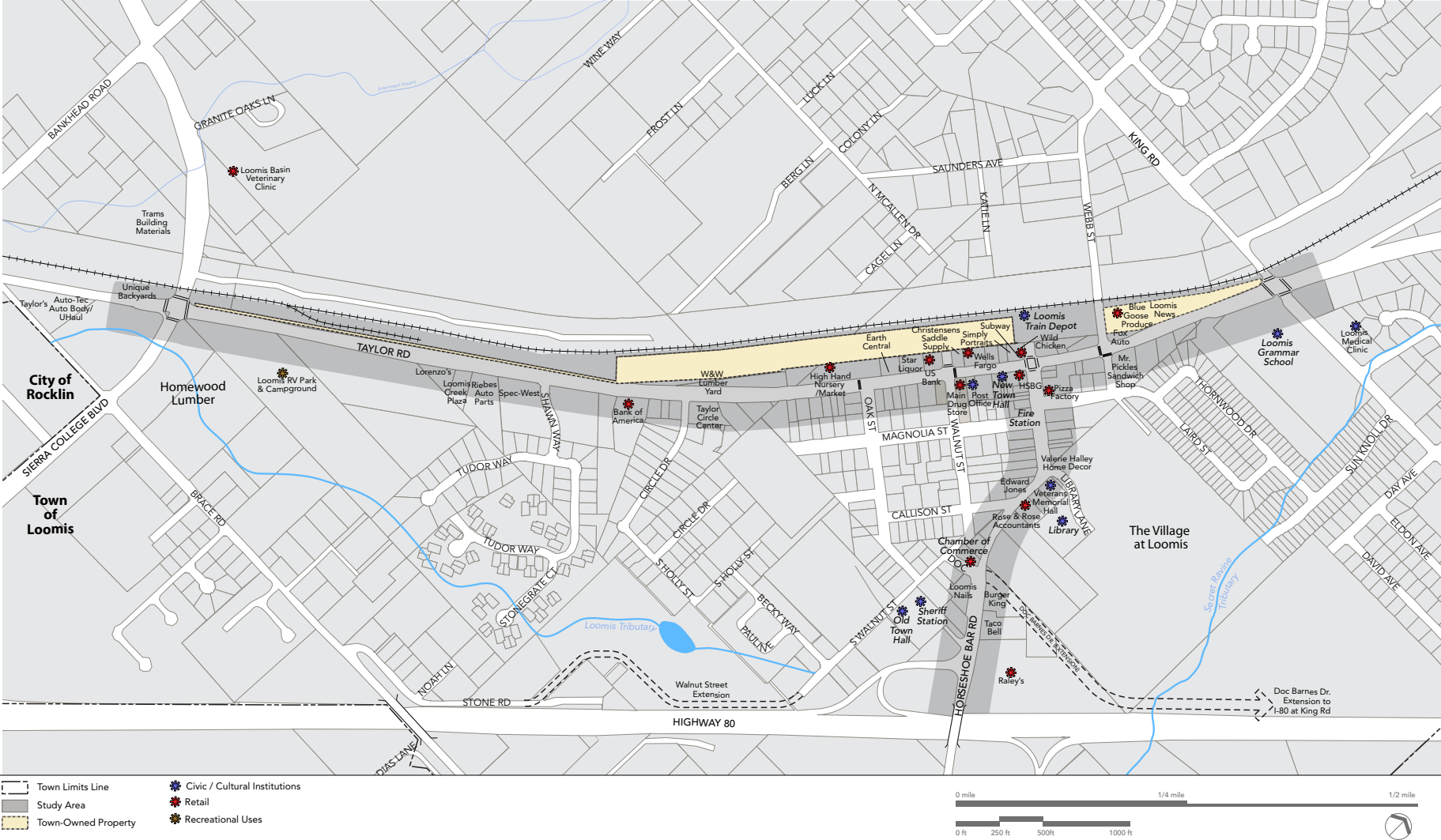


Station 28 on Horseshoe Bar Road



Recently Restored Blue Goose Fruit Shed

FIGURE 2.2 - COMMUNITY AMENITIES



MULTI MODAL ACCESS

Although Interstate 80 serves regional travel needs beyond Loomis, Taylor Road and Horseshoe Bar Road remain important routes for local automobile and truck access. A number of major and minor arterials intersect Taylor Road and connect it with the rest of the Town. Horseshoe Bar Road is the main entry point to Loomis from Interstate 80. A planned extension of Doc Barnes Drive west from Horseshoe Bar Road, as well as other road projects the Town may consider when it updates its transportation element, will increase connectivity to Interstate 80.

18

Taylor Road is a local transit corridor served by hourly Placer County Transit shuttle service connection. The shuttle allows public transit connection to Amtrak in nearby Auburn, Rocklin and Roseville, as well as a connecting bus to Sacramento Light Rail. The Multi-Modal Transit Center adjacent to the Loomis Train Depot is a “park-and-ride” facility, encouraging commuters to use public transit.

While Taylor Road and Horseshoe Bar Road both serve auto and truck traffic, the opportunity exists to create a better balance between all modes of

transportation. An Amtrak passenger rail stop would be very well received, but would also require additional parking. Also, the planned Doc Barnes Extension, together with other projects under consideration, will provide an opportunity to eliminate large truck traffic from Horseshoe Bar Road, increasing safety and reducing noise in the Town Center area.



Loomis Depot Multi-Modal Transit

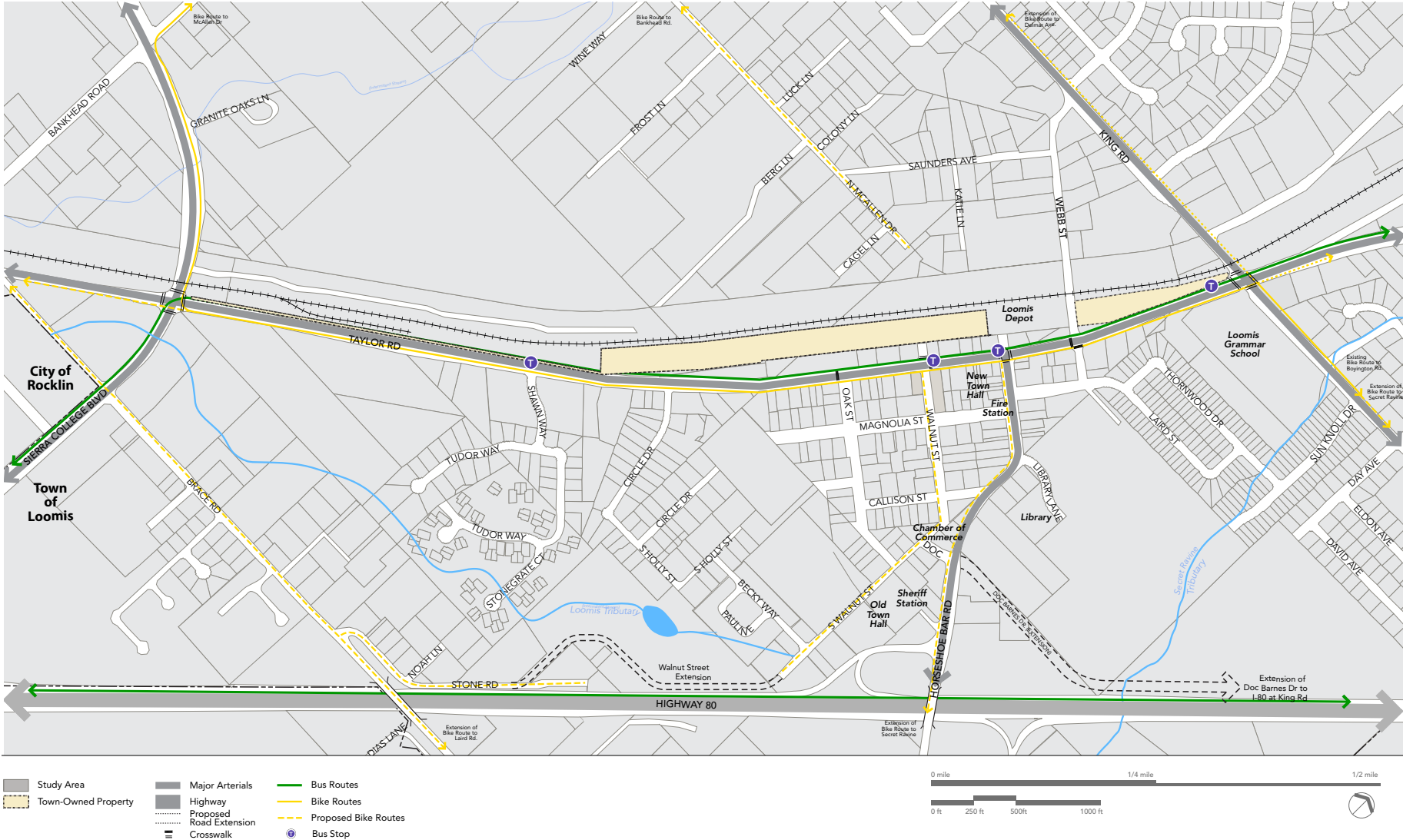


Placer County Transit Shuttle



Bicycle Commuter on Taylor Road

FIGURE 2.3 - MULTI-MODAL CONNECTIONS



DEVELOPMENT SYNERGY

New development in the Taylor and Horseshoe Bar corridors have the potential to serve as catalysts for change, both for the physical environment and the Loomis Town Center image. The recently renovated Loomis Train Depot provides a strong architectural and social focal point for this area, where the community gathers for festivals and other weekend events, as well as official meetings (Council and Planning Commission). The South Placer Heritage Foundation’s successful preservation of the Blue Goose Fruit Shed provides a similar strong anchor for the “shed-to-shed”

corridor, and High Hand’s expansion to include a restaurant, conservatory, nursery, art gallery and other retail activities, provides a strong anchor at the west end. The establishment of Town Hall within Town Center will also bring both workers and community members to Town Center on a daily basis. Maintaining this momentum created by the combined efforts of public and private entities is essential to the continued revitalization of Loomis Town Center. Vacant and under used lots and buildings on both Taylor and Horseshoe

Bar Roads provide unique opportunities for new development.

While current market conditions may preclude the development of new retail buildings in the immediate future (see a complete discussion of development potential in Appendix C, Market Analysis Report), this plan encourages reserving some of the Town-owned property for possible future development.

20



New Loomis Town Hall

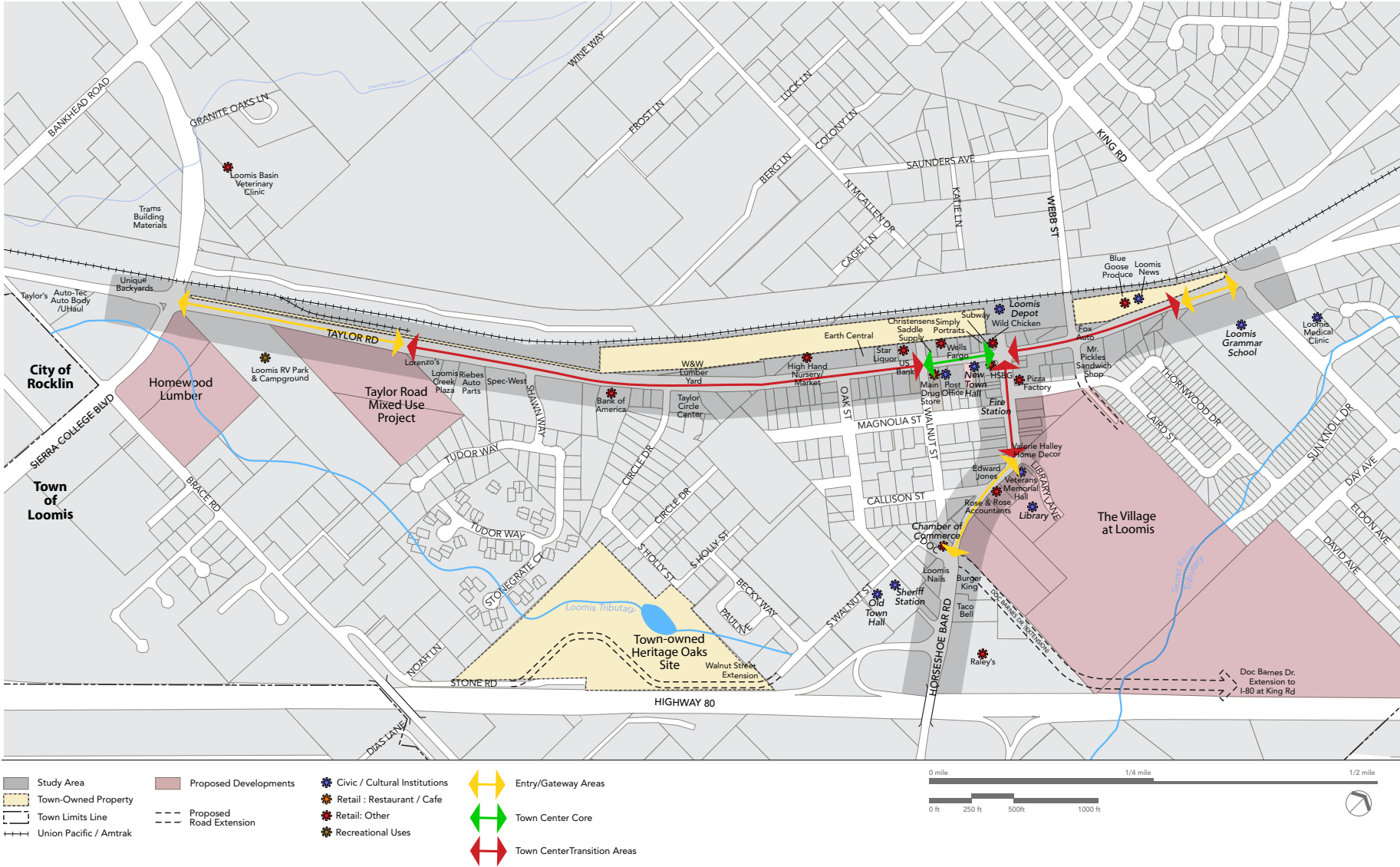


High Hand Nursery



Blue Goose Fruit Shed

FIGURE 2.4 - DEVELOPMENT SYNERGY



DISTINCTIVE CHARACTER

Loomis Town Center’s character comes from its agricultural roots combined with firmly planted twenty-first century feet. Although many of the buildings are pre World War II structures, most of its citizens were born post World War II, and the majority of these were born after 1965. The Town has a rural, small town style: the downtown drug store with a soda fountain, the saddle shop in the midst of downtown (where you can not only buy a saddle, but go for a ride to test it out), informal parking areas at the side of the road, houses mixed in next to growing fields, and children that

walk home from school. Many of Loomis’ annual events honor their agricultural past, such as the nation’s only Eggplant Festival and the Annual Fall Gathering of Cowboy Poets. Quiet streets lined with healthy, mature trees characterize the residential neighborhoods adjacent to Town Center. On the west end of Taylor Road, large parcels of undeveloped land with healthy native oaks and cottonwood provide a hint of historic views. Alongside this rural style, the Town has modern aspirations and pastimes. The teens like skateboarding, children want a waterspray play

area, and adults are interested in modern technology, locally grown and sustainable food, solar panels and other ways to make Town Center both more “Green” and economically sustainable.

Loomis Town Center divides itself into three district types, starting from a core area on Taylor Road between Horseshoe Bar and Walnut, with buildings sitting closely side-by-side. Radiating from here along both Taylor and Horseshoe Bar are transition areas with old and new architecture less evenly spaced, and ending at Town entry points (see Figure 2.4 on previous page).

22



Teens Skateboarding at Loomis Depot



Loomis Mural



Egg Plant Festival

ENVIRONMENTAL ASSETS

Loomis Town Center has a number of environmental strong points. There are numerous healthy and beautiful mature trees along Taylor and Horseshoe Bar Roads, and also on the Town-owned properties in the study area. Many of these are native oaks or cottonwoods, which are remnants of the areas native foothill woodlands. Also, the proximity to the Sierra Nevada and testament to the granite mining industry that once thrived in Loomis, is expressed in the number of granite out-crops that appear near the Town Center corridor. An impressive example of these out-crops is featured in a small park in the core of Town

Center, which is a memorial to Town founder James Loomis. Another great natural feature is a tree-covered granite hill on the project area's western parcel of Town-owned property. Lastly, there are several more recent landscape improvements, which provide visual and environmental benefits within the project area:

- Chinese Pistache street tree planting on Taylor Road between Horseshoe Bar Road and Walnut Street;
- Mandarin orange trees planted on the perimeter of the Blue Goose Fruit Shed;

- Multi-Modal Transit Center planting: the Memorial Iris Garden, the Twenty-Fifth Anniversary Tree, and parking lot planting.

Lastly, Loomis has long differentiated itself from its neighbors through its efforts to promote slow growth, a major component of “green” and sustainable development. Given the current trend towards the new “Green Economy,” Loomis is well positioned to promote green products and services offered by Loomis businesses.



Chinese Pistache Trees on Taylor Road



James Loomis Memorial

CHALLENGES & OPPORTUNITIES

Understanding the primary challenges and opportunities facing Loomis Town Center will help ensure effective implementation strategies.

IMAGE & IDENTITY

Loomis Town Center has spots of high activity mixed in with low energy areas, and both the Taylor and Horseshoe Bar Road corridors lack a cohesive look. While there are some areas that are well-kept, well-used and profitable, there are a number of vacant or underused parcels, vacant buildings, and buildings in disrepair. Also, the main entry points at Taylor Road and Sierra

College Boulevard, and Taylor and King Roads have nothing to call attention to them as gateways. The challenge is to build on the strong areas, drawing their strength outward to the areas of weakness. The Town-owned properties in the project area are key opportunity areas to provide activity connections in the core “Shed-to-Shed” area.



Unmarked Gateway at Sierra College Boulevard



Underused Land Adjacent to Loomis Depot

DESIGN OF THE PUBLIC REALM

The current design of the public realm along Taylor and Horseshoe Bar Roads presents a challenging, disconnected, pedestrian unfriendly environment. Challenges include:

- Discontinuous, non-existent and/or narrow sidewalks
- Inadequate ADA access
- Steep cross-slopes
- Tree roots, raised pavement, pavement gaps, or similar hazards within the path-of-travel
- Wide right-of-ways at Taylor and King Road, Taylor and Sierra College Boulevard, Horseshoe Bar Road and Doc Barnes Road, and Horseshoe Bar Road and Library Drive.
- Lack of crosswalks at Shawn Way and Circle Drive; lack of mid-block crossings where the distance between blocks is more than 200-400 feet, or activities on either side of the street create a great desire for people to cross.
- Lack of shade and physical comforts in some areas

The wide right-of-ways present a two-fold problem for pedestrians and bicyclists. First of all, they are difficult to navigate, especially for children, the elderly, or others who may need extra time to cross. Secondly, wide right-of-ways tend to increase traffic speeds, which is currently very

apparent along Taylor Road, where trucks and cars routinely speed, especially as they fly through the intersections at King Road and Sierra College Boulevard.

Implementing improvements to the existing public realm will help Taylor and Horseshoe Bar Roads become a place that welcomes people and bicyclists, and minimizes the impact of cars and trucks.

The Town-owned properties in the project area also have challenges. Large trash receptacles are scattered in some areas, and others hide “junk” that has been dumped. The interim pathways suffer from misuse (horses using paths only built to support people), and the gravel parking areas are difficult for people with disabilities to maneuver on. Overall, while these areas do function as parking, special event space, or hangout spots for teens, the lack of structure makes them something of a no-man’s land. Implementing landscape improvements and programmed spaces will help these areas become community destinations, increase social and recreational opportunities, and provide more reasons for people to visit the Town Center.



Uneven Pavement



No Sidewalk, Steep Cross-Slopes



Narrow Sidewalk

EXISTING INFRASTRUCTURE

The existing infrastructure along Taylor Road, including water, storm drain, and electrical transmission need some improvements:

- Although Placer County Water Agency is working on improving capacity, it has limited ability to serve new high water usage development. It recommends that improvements emphasize water conservation strategies like low-water use landscaping and low-flow fixtures. Implementing such measures in the landscape is also necessary due to the recently passed AB 1881 (Model Efficient Landscape Ordinance).
- The Loomis Drainage Master Plan Update identified Taylor Road between King Road and Sierra College Boulevard as a candidate for underground storm drain system improvements to alleviate current problems in this area.
- High voltage overhead electrical lines are visible along Taylor Road throughout the project area, and an effort to underground these in conjunction with street improvements is recommended. A detailed discussion of these infrastructure issues can be found in Appendix A.



Overhead Electrical Wires to be Placed Underground

TRAFFIC VOLUME & FLOW

The 2030 traffic analysis and projection assumes build-out of Loomis’ General Plan and incorporates likely development and infrastructure changes. This model estimates significant increases in traffic volume and flow. (Look for a detailed discussion of the traffic analysis and modeling in Appendix D.) The modeling revealed the following key findings:

- Daily traffic volume on Taylor Road is likely to increase through downtown, but construction of the Doc Barnes Drive extension is likely to moderate the increase between Horseshoe Bar Road and King Road
- Daily traffic volume on Taylor and Horseshoe Bar Roads, as well as major signalized intersections, is likely to exceed the established minimum service levels, which would only be achieved if Taylor Road were to become four lanes

However, to maintain the Town’s rural character, Loomis has consistently agreed that a four lane Taylor Road would harm its rural character. This Plan aims to preserve Loomis’ rural character while improving access for pedestrians and bicyclists. It adheres to the Town’s desire to give these goals priority over long-term vehicular traffic service levels.

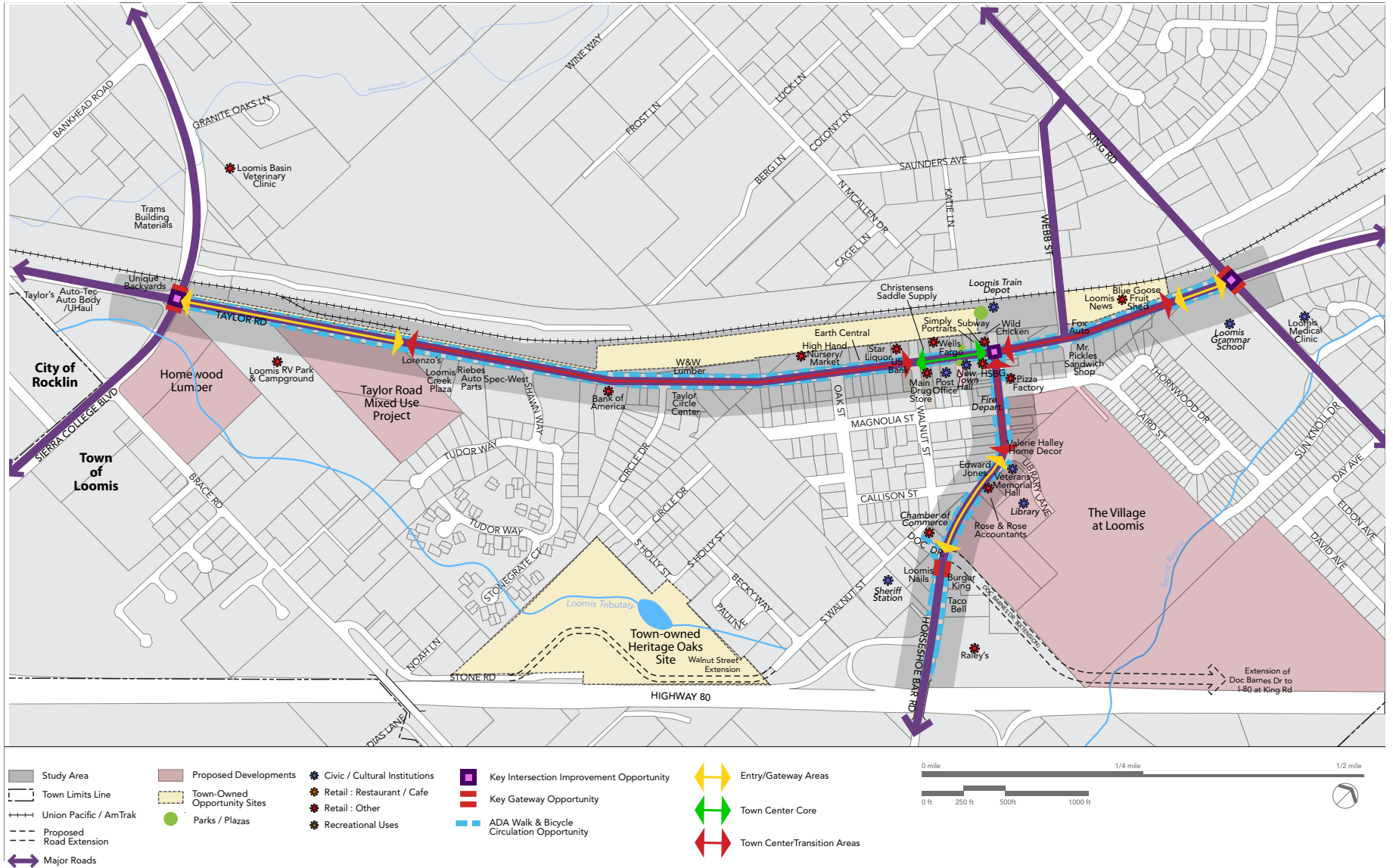
FIGURE 2.5 - AVERAGE DAILY TRAFFIC VOLUME - 2009



FIGURE 2.6 - AVERAGE DAILY TRAFFIC VOLUME - 2030



FIGURE 2.7 - OVERALL ASSETS, ISSUES & OPPORTUNITIES





IMPLEMENTATION PLAN, PHASE 1

chapter 3

loomis town center

DESIGN CONCEPT

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

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



CHAPTER THREE

design concept

in this chapter

DESIGN CONCEPT

CONCEPTUAL FRAMEWORK

TAYLOR ROAD DISTRICTS

EAST GATEWAY

TOWN CENTER EAST

TOWN CENTER CORE

TOWN CENTER WEST

WEST GATEWAY

TAYLOR ROAD WEST TO TOWN LIMIT

HORSESHOE BAR ROAD DISTRICTS

REGIONAL MIXED USE

SOUTH GATEWAY

TOWN CENTER SOUTH

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

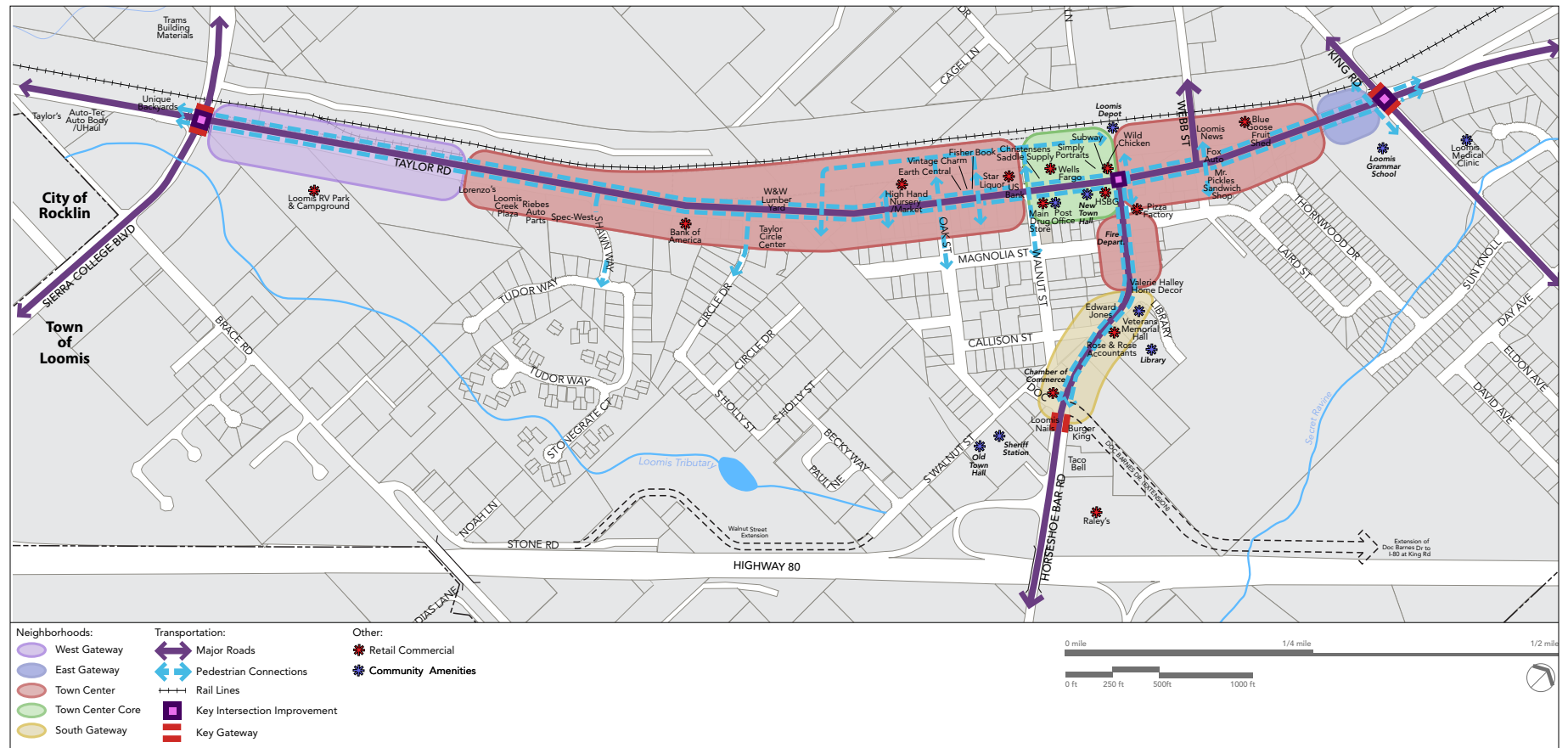
The redesigned pedestrian experience is characterized by well-defined walkways with gathering and seating opportunities, plenty of lighting, and plants and trees for visual appeal and physical comfort. A new park includes popular recreational elements, providing an attractive new community destination.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

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

VISION

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

FIGURE 3.1 - CONCEPTUAL FRAMEWORK



CONCEPTUAL FRAMEWORK

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

Loomis Town Center project area include:

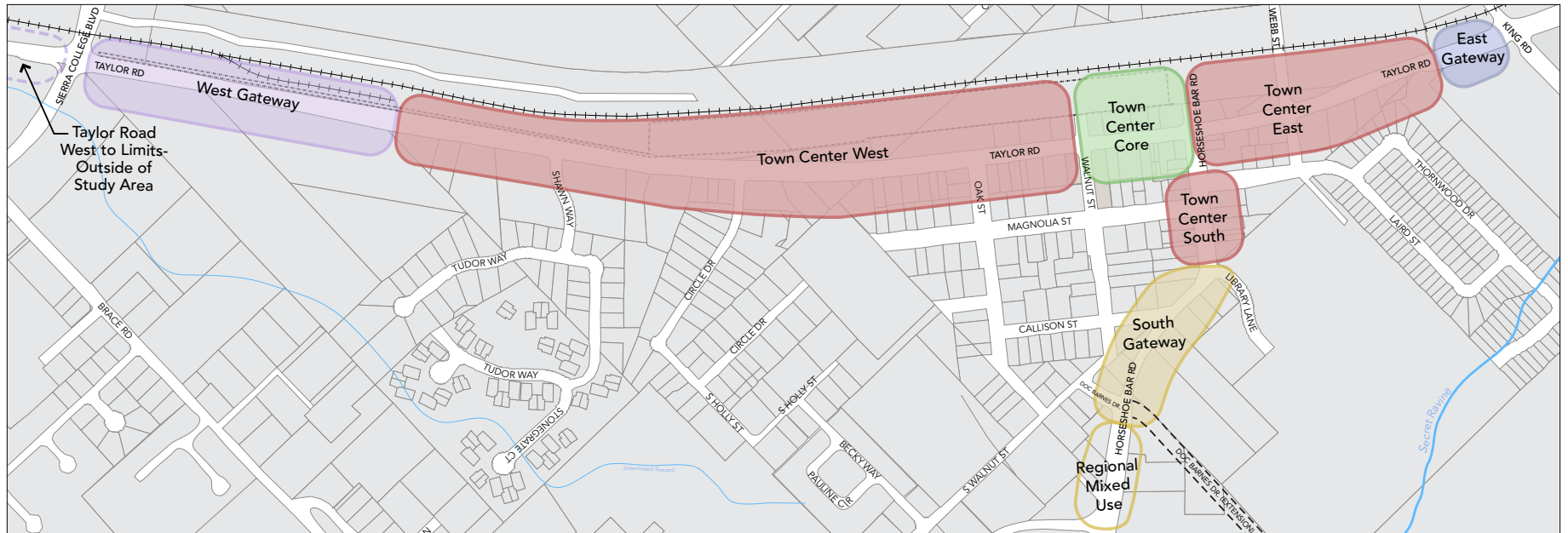
Taylor Road

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

Horseshoe Bar Road

- Regional Mixed Use
- South Gateway
- Town Center South

FIGURE 3.2 - FRAMEWORK DISTRICTS



TAYLOR ROAD DESIGN CONCEPT

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

PUBLIC REALM

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

KEY ELEMENTS

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

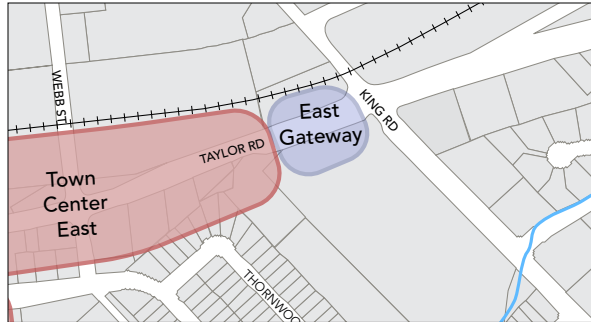


Taylor Road Concept: Aerial View Looking Northeast

FIGURE 3.3 - TAYLOR ROAD CONCEPT PLAN







Location Map

EAST GATEWAY

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



East Gateway Existing Conditions

VISION

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

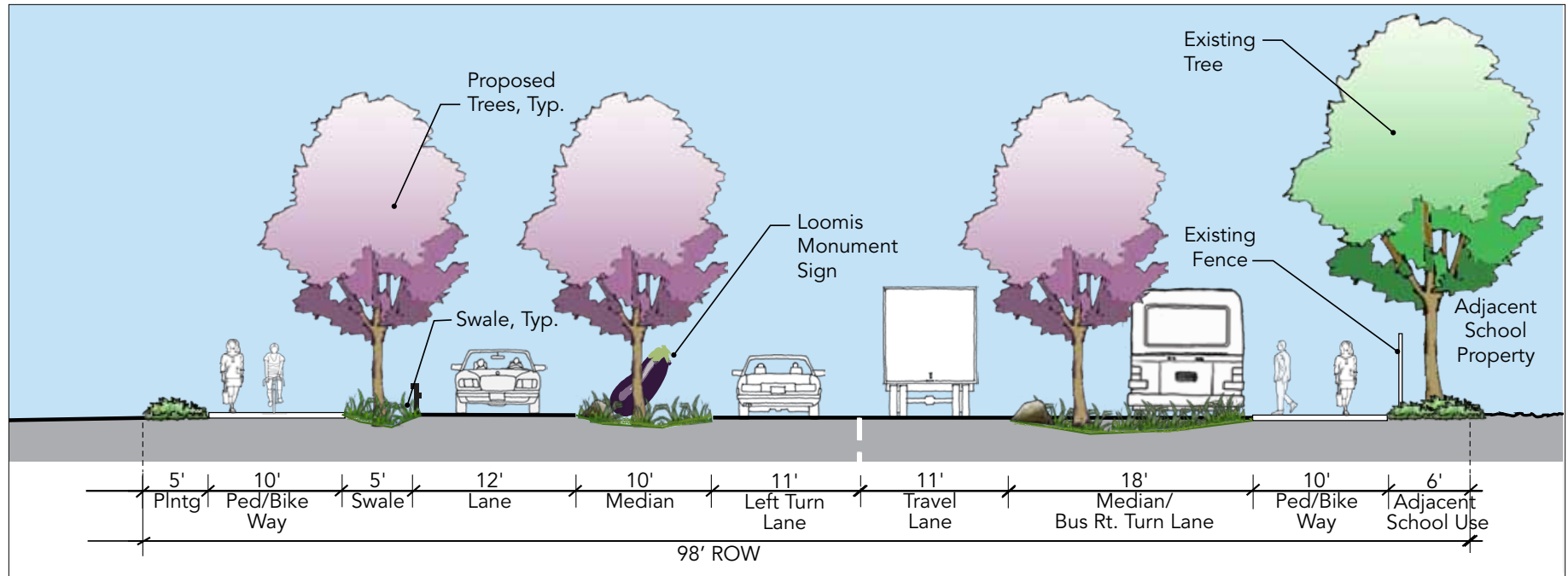


Concept Photo: Flowering Orchard



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

FIGURE 3.4 - EAST GATEWAY CONCEPT SECTION, LOOKING EAST



PREFERRED CHARACTER

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

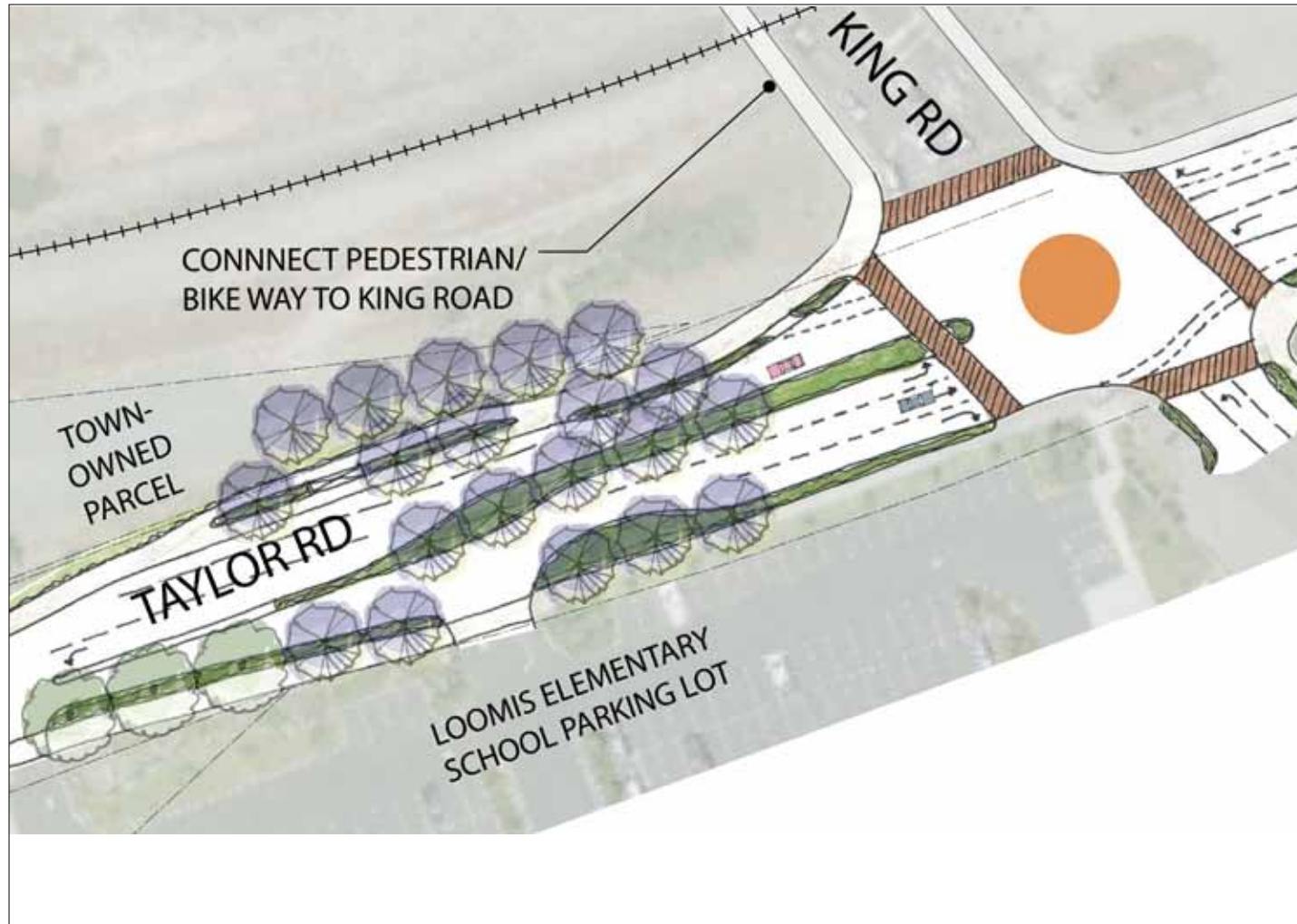
KEY ELEMENTS

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

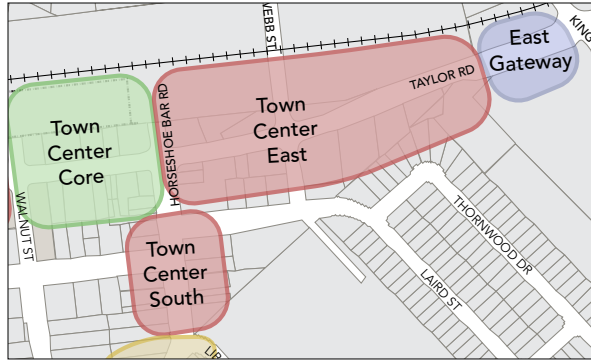
from King Road. An east-bound left turn lane maintains the existing King Road connection, while a second east bound lane does double-duty as a right turn lane and bus turnout. Combining these functions allows for more pedestrian space at the Loomis Elementary entrance, providing further traffic calming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

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

FIGURE 3.5 - EAST GATEWAY CONCEPT PLAN



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



Location Map

TOWN CENTER EAST

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

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



Town Center East Existing Conditions

VISION

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

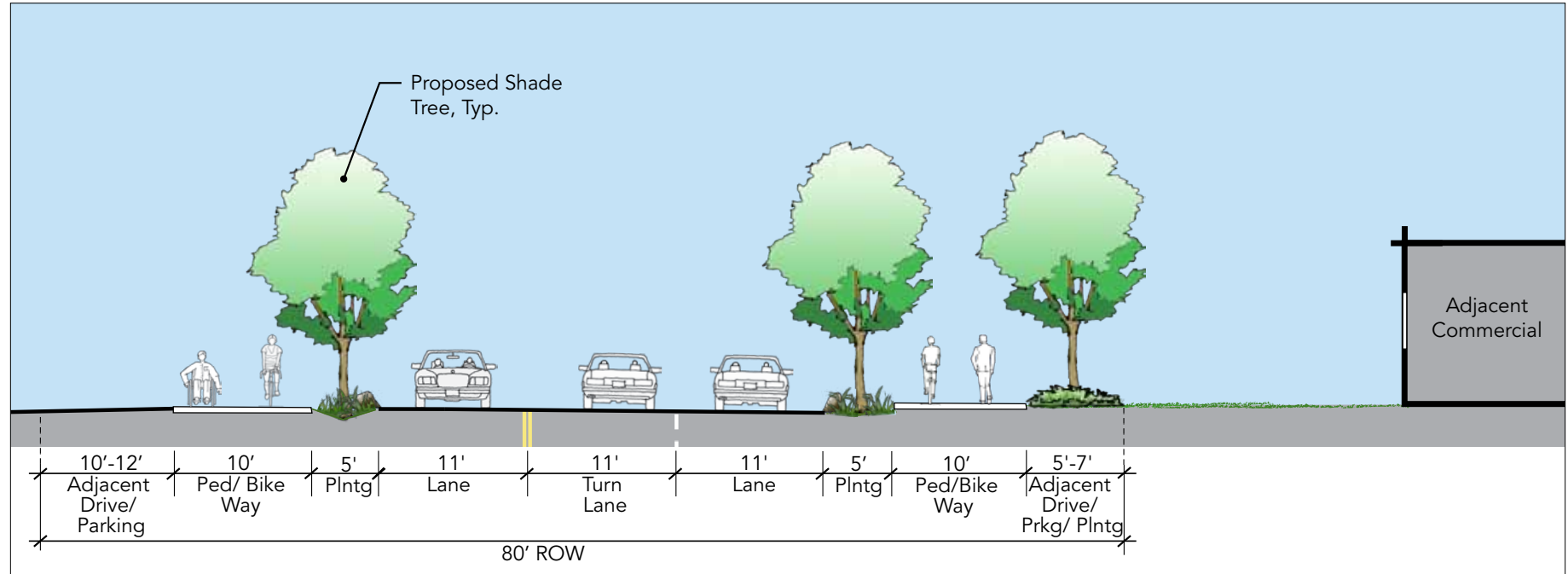


Concept Photo: Curb-less Street w/ th Bio-Swale



Concept Photo: Curb-Less Median Planted with California Natives

FIGURE 3.6 - TOWN CENTER EAST CONCEPT SECTION, LOOKING EAST



PREFERRED CHARACTER

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

KEY ELEMENTS

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

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



Taylor Road Concept: Aerial View Looking Southwest

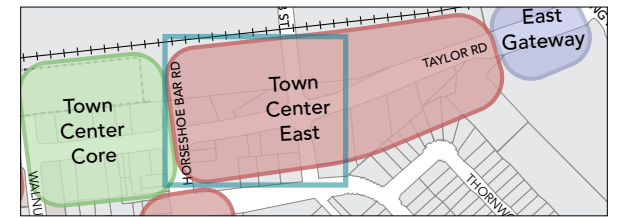


FIGURE 3.7 - TOWN CENTER EAST STREETScape CONCEPT PLAN



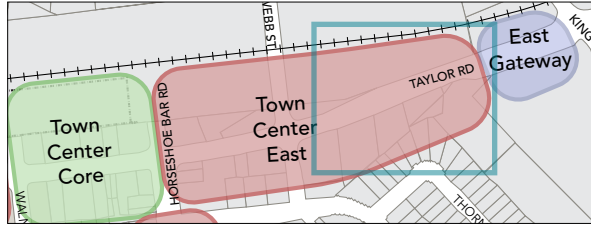
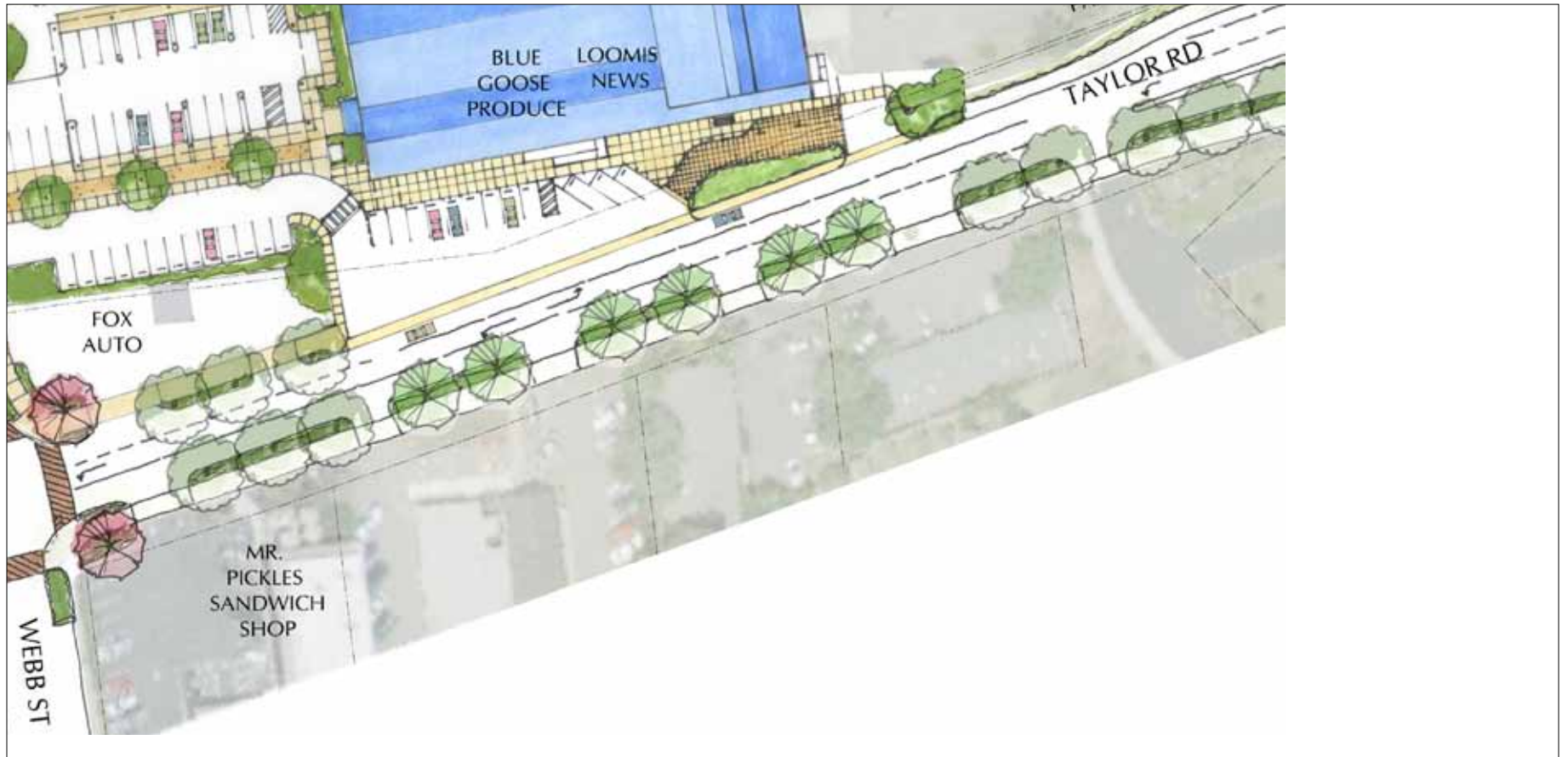


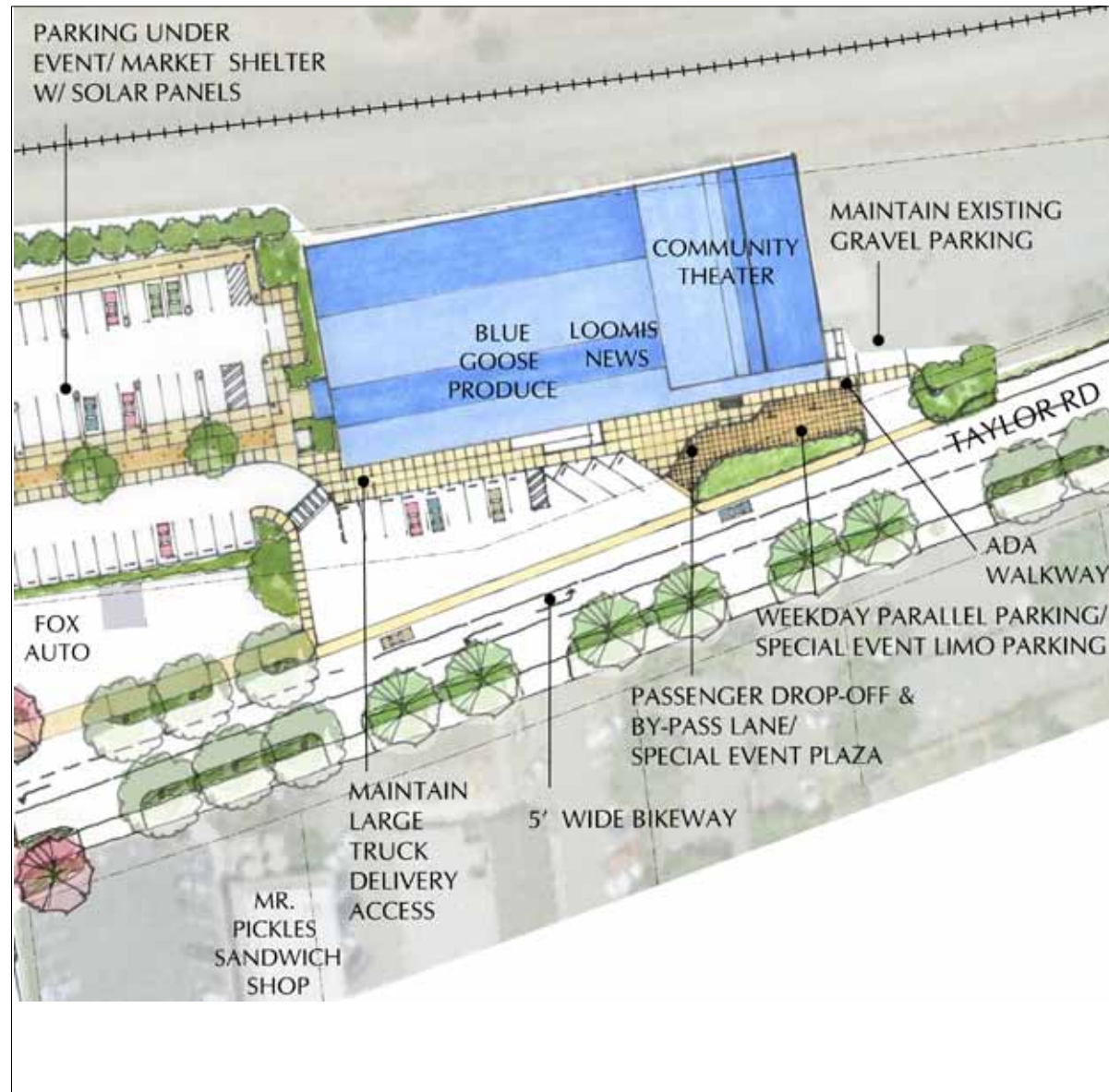
FIGURE 3.8 - TOWN CENTER EAST STREETScape CONCEPT PLAN



47

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

FIGURE 3.9 - BLUE GOOSE CONCEPT PLAN, ALTERNATE 1



Concept Photo: Event/ Market Shelter

BLUE GOOSE IMPROVEMENTS

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

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

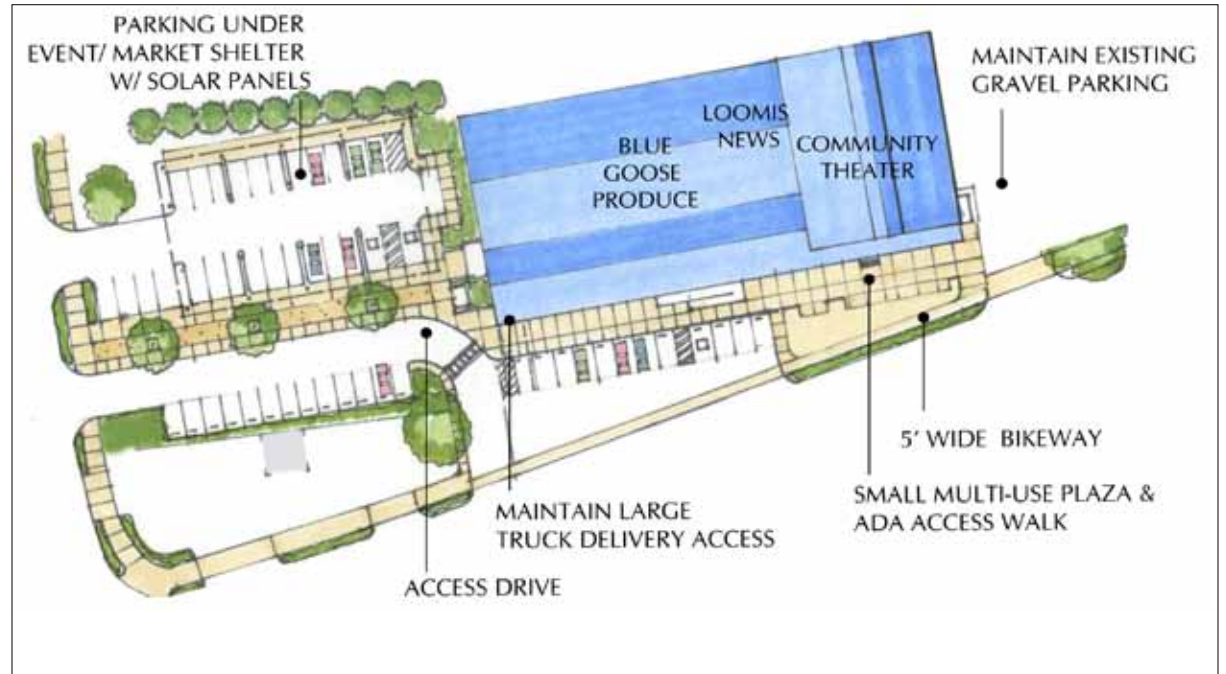
FIGURE 3.10 - BLUE GOOSE CONCEPT PLAN, ALTERNATE 2

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

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

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

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

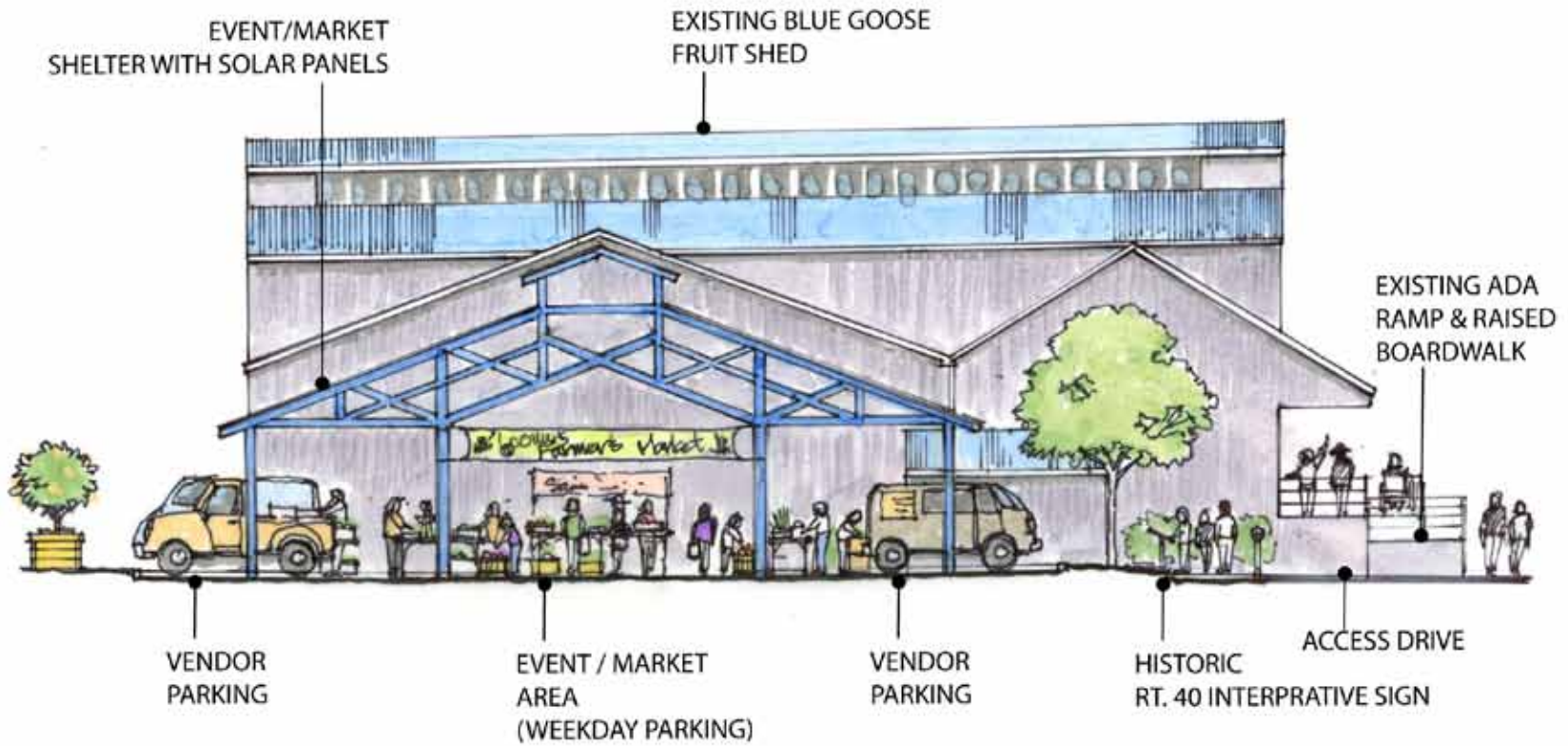


Concept Photo: Special Pedestrian Paving Access



Concept Photo: Blue Goose Parking

FIGURE 3.11 - EVENT/MARKET SHELTER ELEVATION



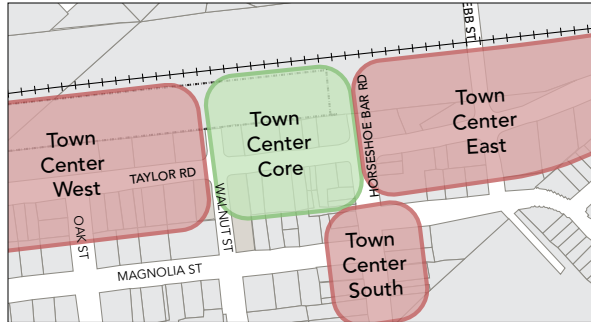
Finally, an additional third option may also be considered. This option provides a 10' wide pedestrian/bike path along the street, with 3' wide landscape buffers to provide some separation from the road for pedestrians. However, the impact of the pedestrian/bike path on existing parking is not addressed,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

FIGURE 3.12 - BLUE GOOSE CONCEPT PLAN, ALTERNATE 3



51





Location Map

TOWN CENTER CORE

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

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



Town Center Core Existing Conditions

VISION

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

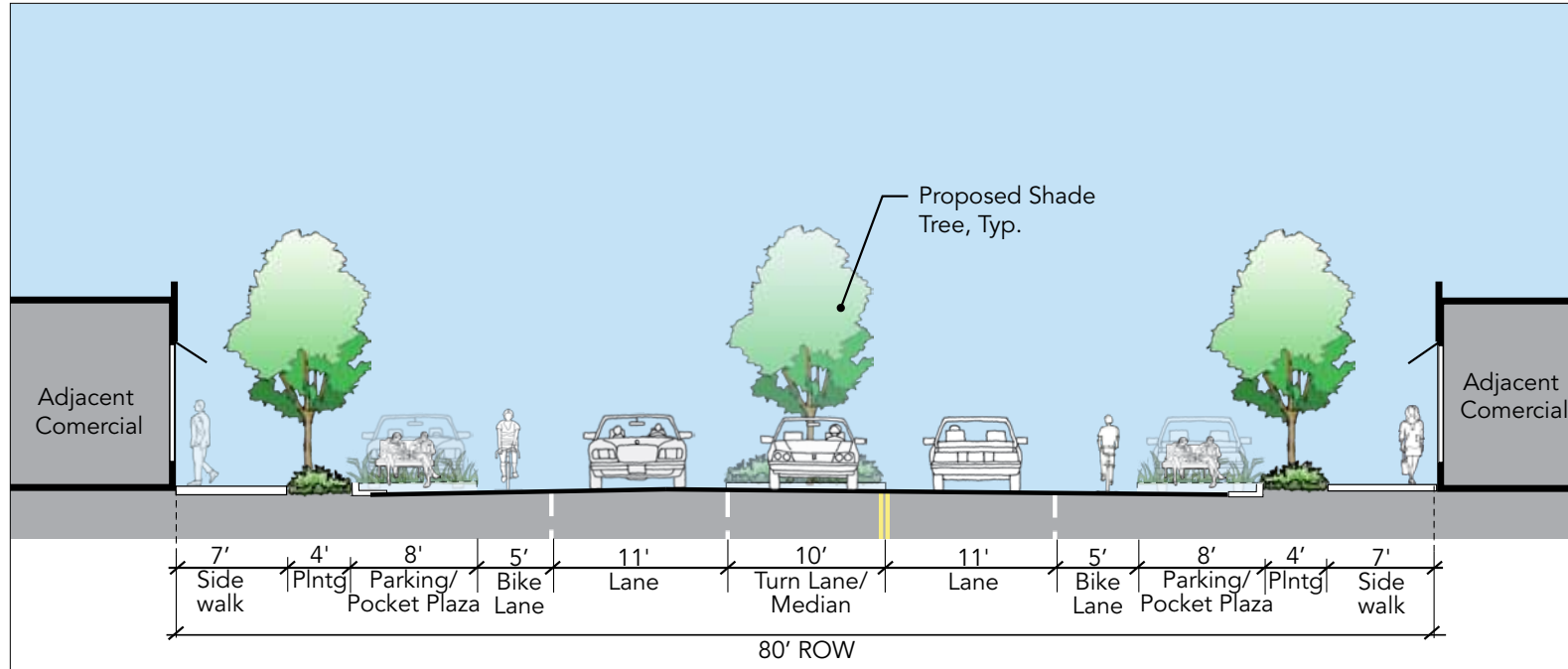


Concept Photo: Fruit Label Murals



Concept Photo: Landscape Enhances Visitor Experience

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



PREFERRED CHARACTER

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

KEY ELEMENTS

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

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

FIGURE 3.14 - TOWN CENTER CORE: TAYLOR ROAD CONCEPT PLAN



55

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

FIGURE 3.15 - BLUE ANCHOR PARK CONCEPT PLAN, ALTERNATE 1



BLUE ANCHOR PARK

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

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

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

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

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

Pedestrian and Bike Paths

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

Parking

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

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



Concept Photo: Parking



Concept Photo: Climbing Sculpture



Concept Photo: Play Lawn

Children’s Play Area

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

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

boulders will provide additional creative and imaginative play opportunities.

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

Water Play Feature

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

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

Flexible/Programmable Shade Structure

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

FIGURE 3.16 - BLUE ANCHOR PARK ALTERNATIVE 2



Concept Photo: Water Play Plaza



Concept Photo: Shade Structure

Skate Garden and Outdoor Movie Screen

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

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

Restroom

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

Flexible Event, Park, and Future Retail Space

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

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



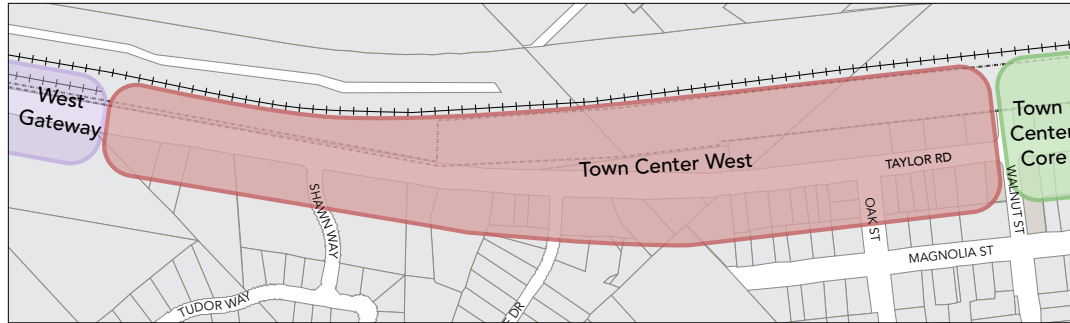
Skate Garden Concept – Ben Wallis and Forest Rinaldi



Skate Garden Concept – Ben Wallis and Forest Rinaldi



Concept Photo: Future Retail



Location Map

TOWN CENTER WEST

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



Town Center West Existing Conditions

VISION

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

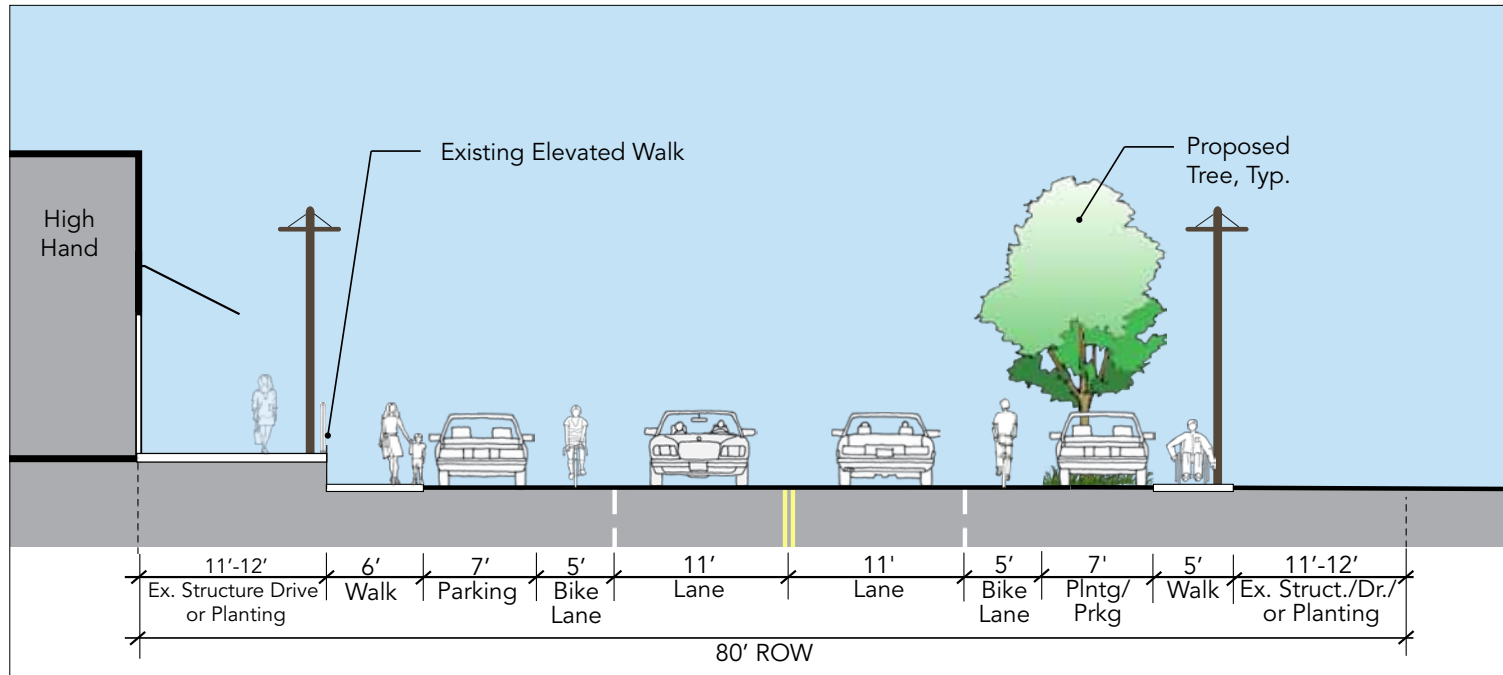


Concept Photo: Planted Bio-swale at Street Edge



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

FIGURE 3.17 - TOWN CENTER WEST CONCEPT SECTION, FACING EAST



PREFERRED CHARACTER

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

KEY ELEMENTS

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

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

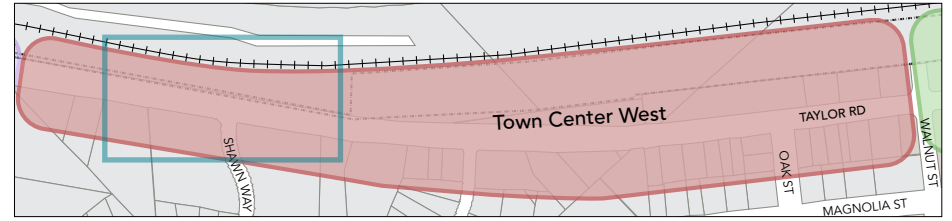


FIGURE 3.18 - TOWN CENTER WEST CONCEPT PLAN



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

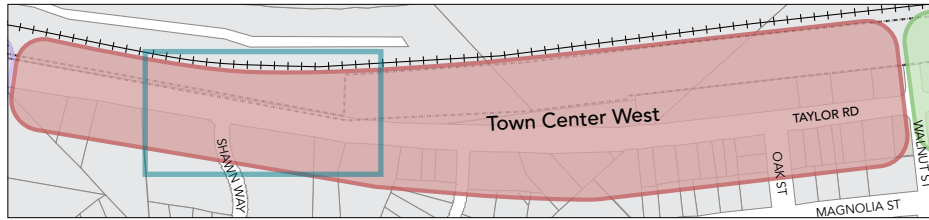
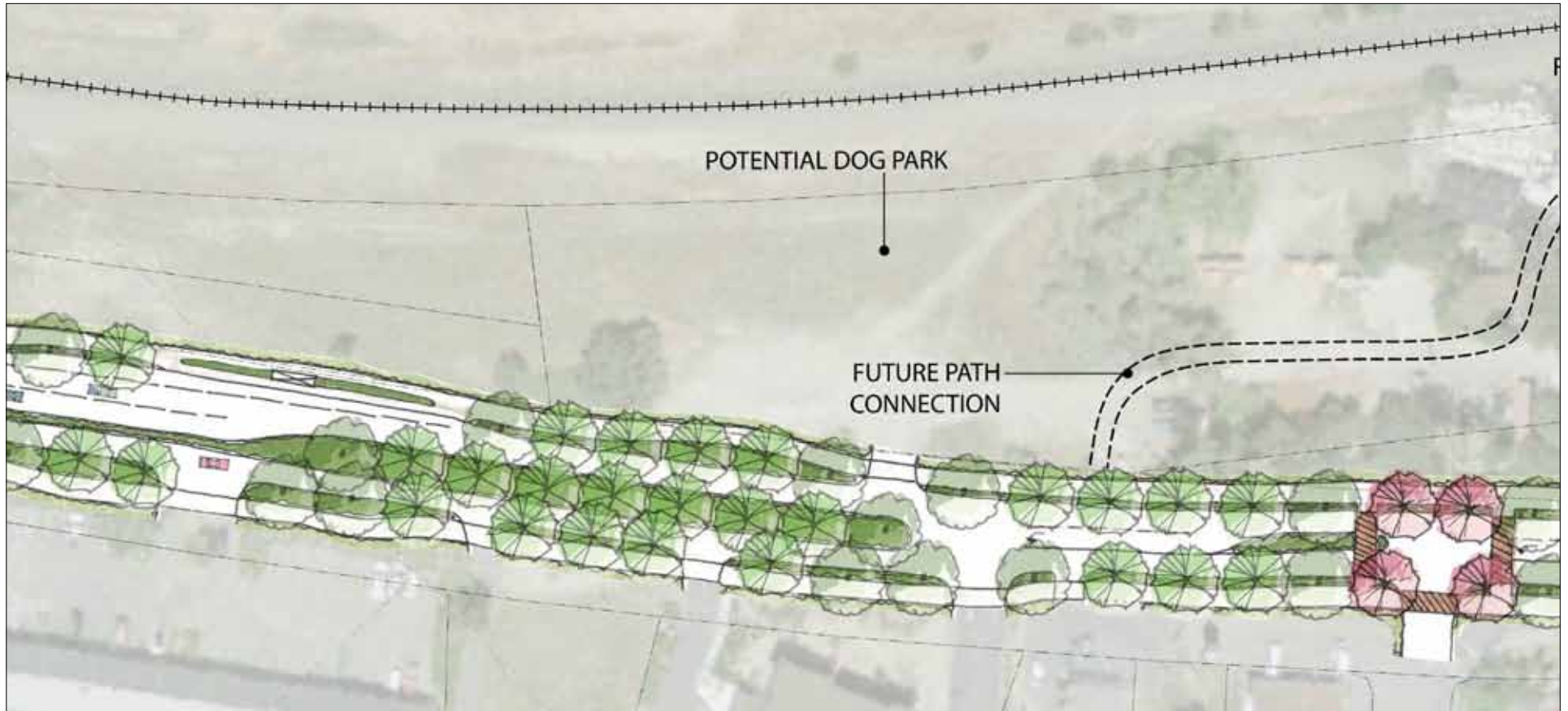


FIGURE 3.19 - TOWN CENTER WEST CONCEPT PLAN



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

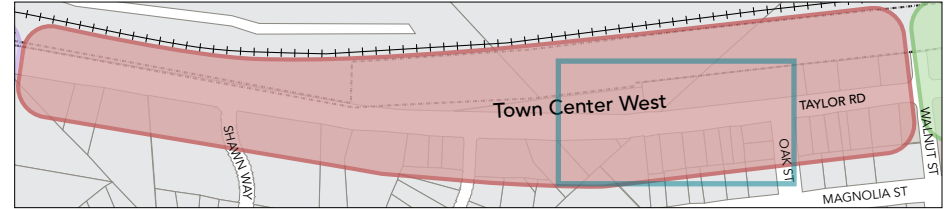









FIGURE 3.20 - TOWN CENTER WEST CONCEPT PLAN



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

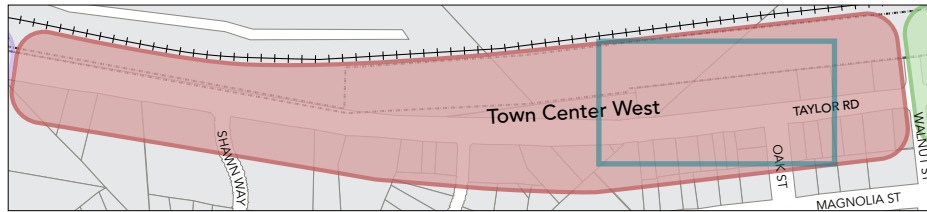


FIGURE 3.21 - TOWN CENTER WEST CONCEPT PLAN



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

EXISTING CONDITIONS LOOKING NORTHEAST ON TAYLOR ROAD FROM HIGH HAND NURSERY

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



PHOTOSIMULATION SHOWING CONCEPTUAL IMPROVEMENTS AT THE SAME LOCATION ON TAYLOR ROAD

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



FIGURE 3.22 - BLUE ANCHOR PARK CONCEPT PLAN



BLUE ANCHOR PARK

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

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

**Pedestrian and Bike Paths**

Consistent with the Loomis Bikeway and Trails Master Plan Update 2009, the ten-foot-wide pedestrian/bike path continues through Blue Anchor Park in Town Center West. In this area, the path is more winding, leading first from the park activities in the park core to the restored natural area (see Figure 3.21). The pathway's transition between Town Center Core and Town Center West is highlighted with a group of orchard trees, referencing the Town's agricultural past. The path then winds its way through the strolling gardens (see Figure 3.21), and on behind High Hand Nursery, finally ending at the High Hand



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



FIGURE 3.23 - BLUE ANCHOR PARK, ALTERNATIVE PARKING



70

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

Parking and Vehicle Access

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

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

Restored Native Landscaping

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



Concept Photo: Native Landscape

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

Strolling Gardens and Arboretum

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

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



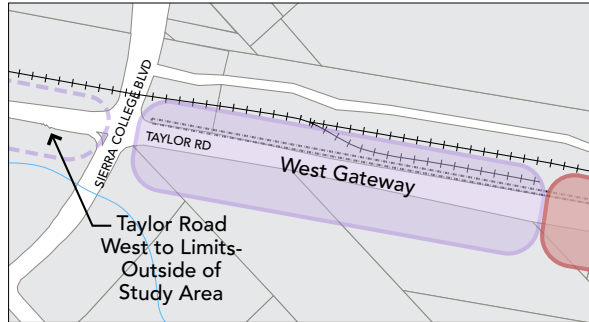
Concept Photo: Strolling Garden



Concept Photo: Garden Sculpture



Concept Photo: Loomis Water Tower Revived for Display



Location Map

WEST GATEWAY

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



West Gateway Existing Conditions

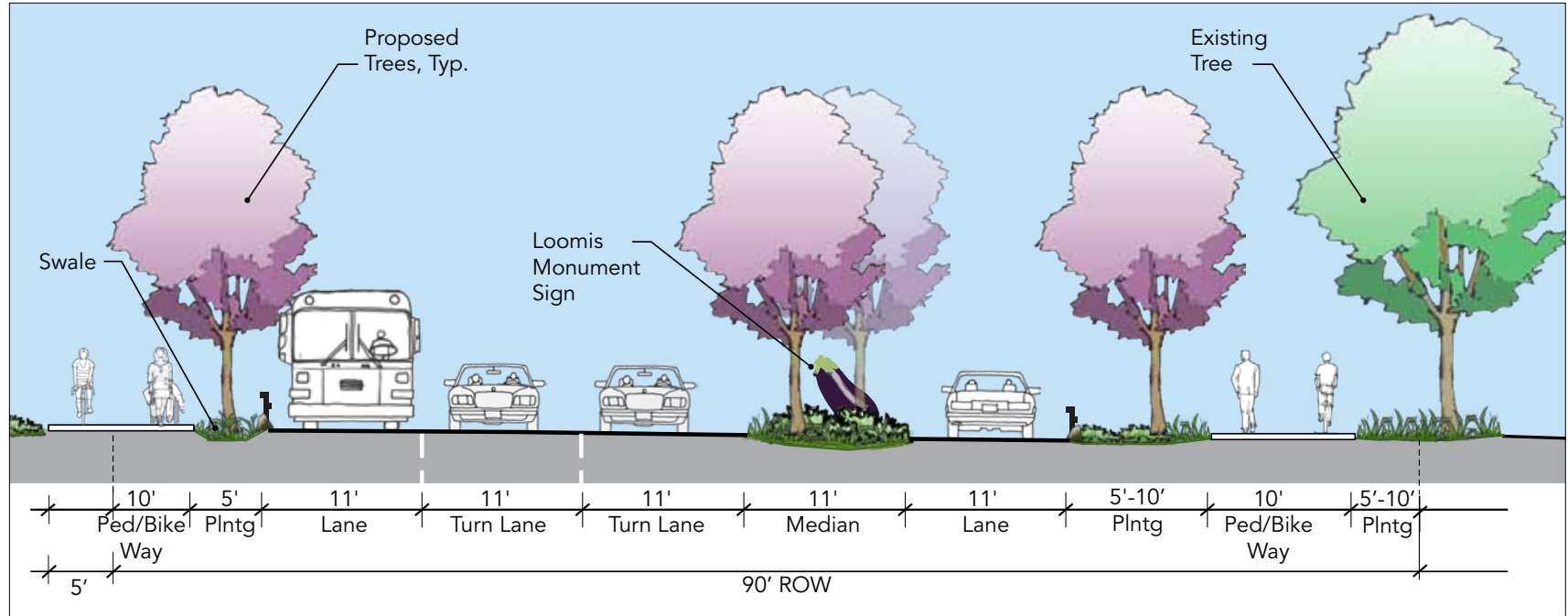
VISION

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



Concept Photo: Native Trees Shade Pedestrian/Bikeway

FIGURE 3.24 - WEST GATEWAY CONCEPT SECTION, LOOKING EAST



PREFERRED CHARACTER

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

KEY ELEMENTS

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

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

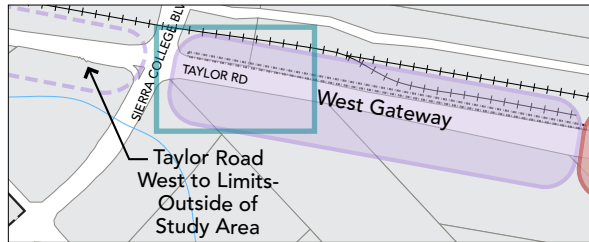


FIGURE 3.25 - WEST GATEWAY CONCEPT PLAN



75

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

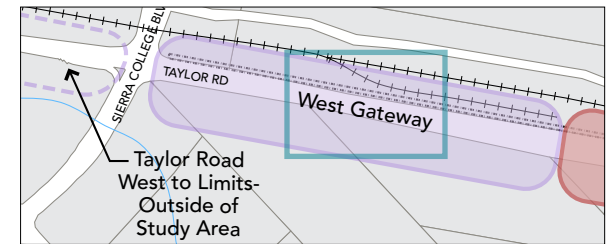
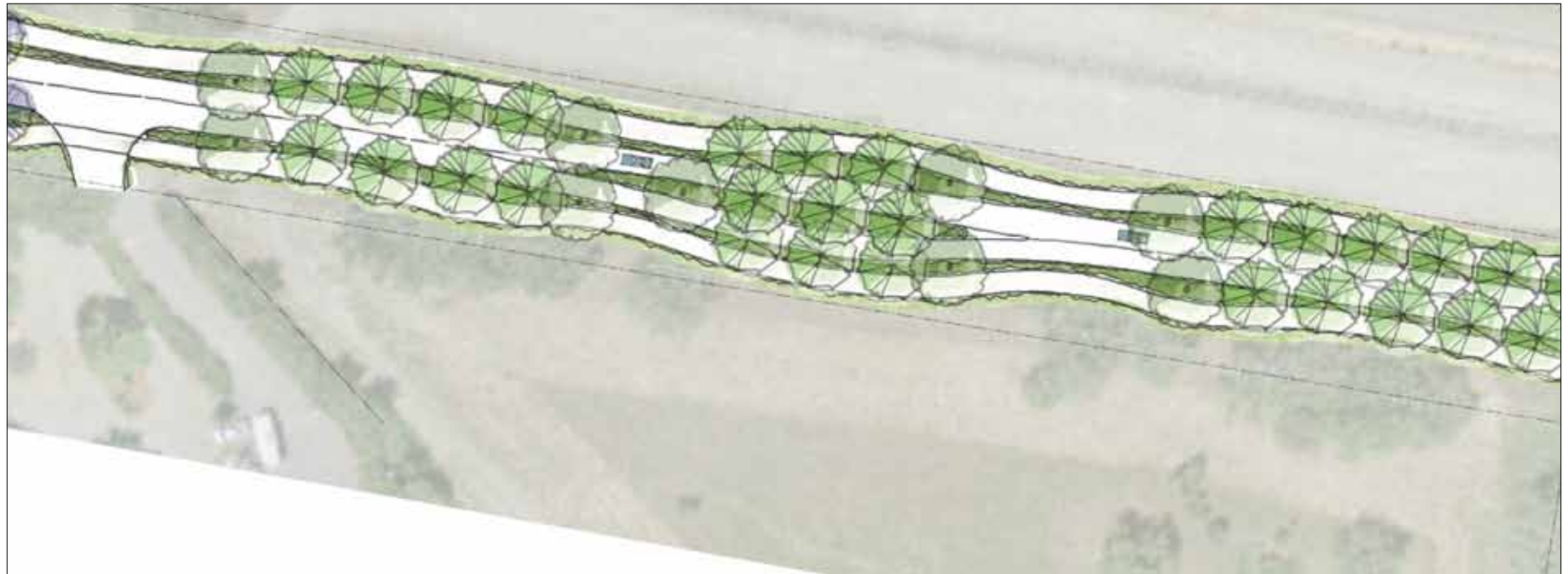


FIGURE 3.26 - WEST GATEWAY CONCEPT PLAN



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

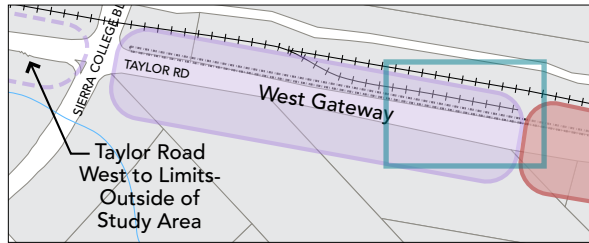
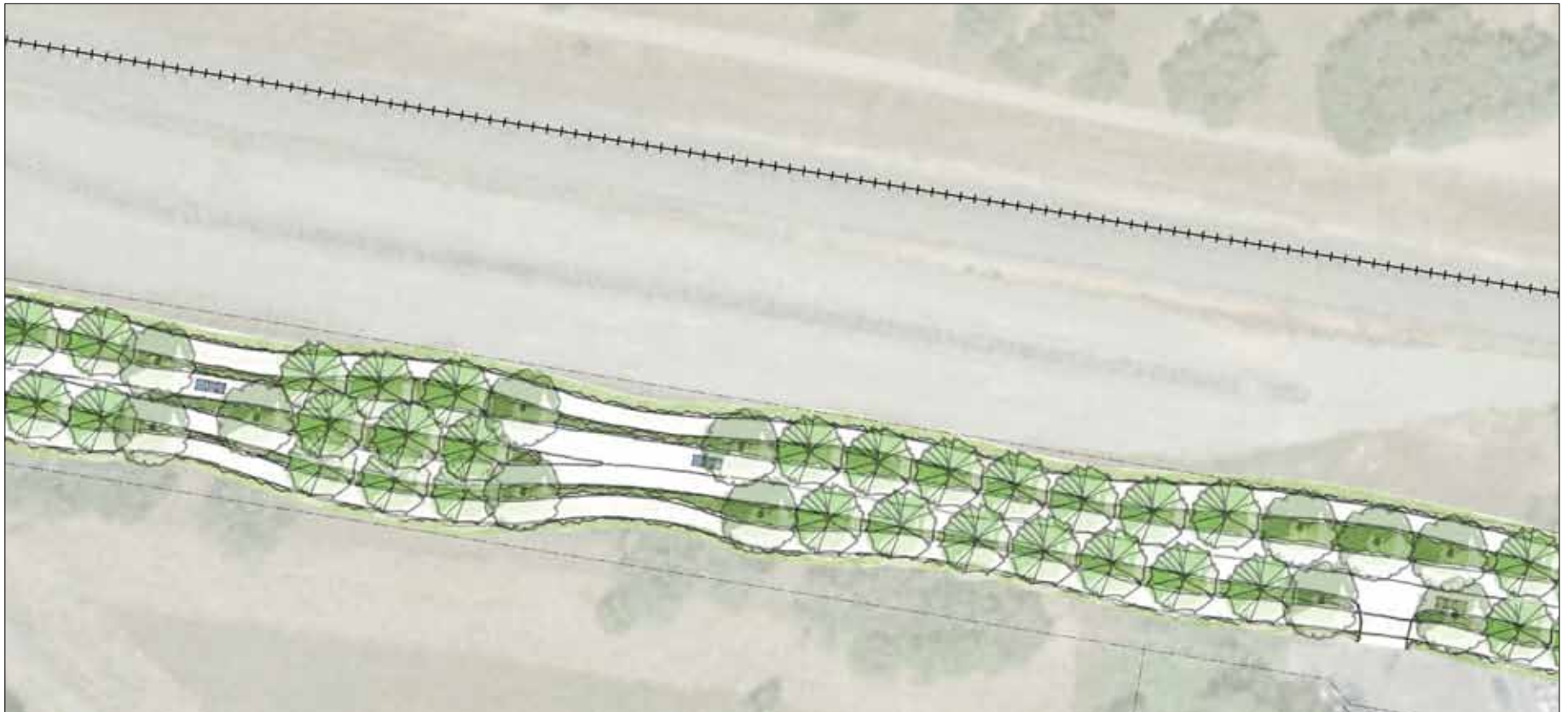
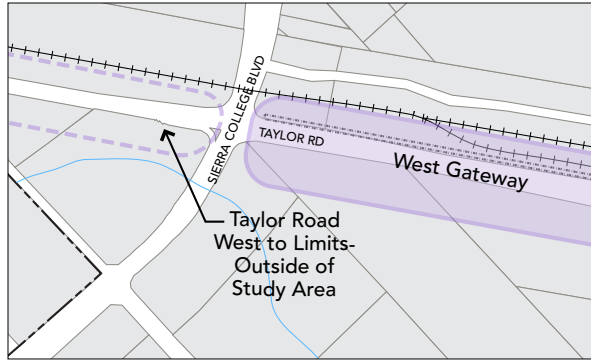


FIGURE 3.27 - WEST GATEWAY CONCEPT PLAN



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



Location Map

TAYLOR ROAD WEST TO TOWN LIMIT

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



West Gateway B Existing Conditions



Taylor West Existing Condition



Taylor's

FIGURE 3.28 - HORSESHOE BAR ROAD CONCEPT



HORSESHOE BAR ROAD DESIGN CONCEPT

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

PUBLIC REALM

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

KEY ELEMENTS

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

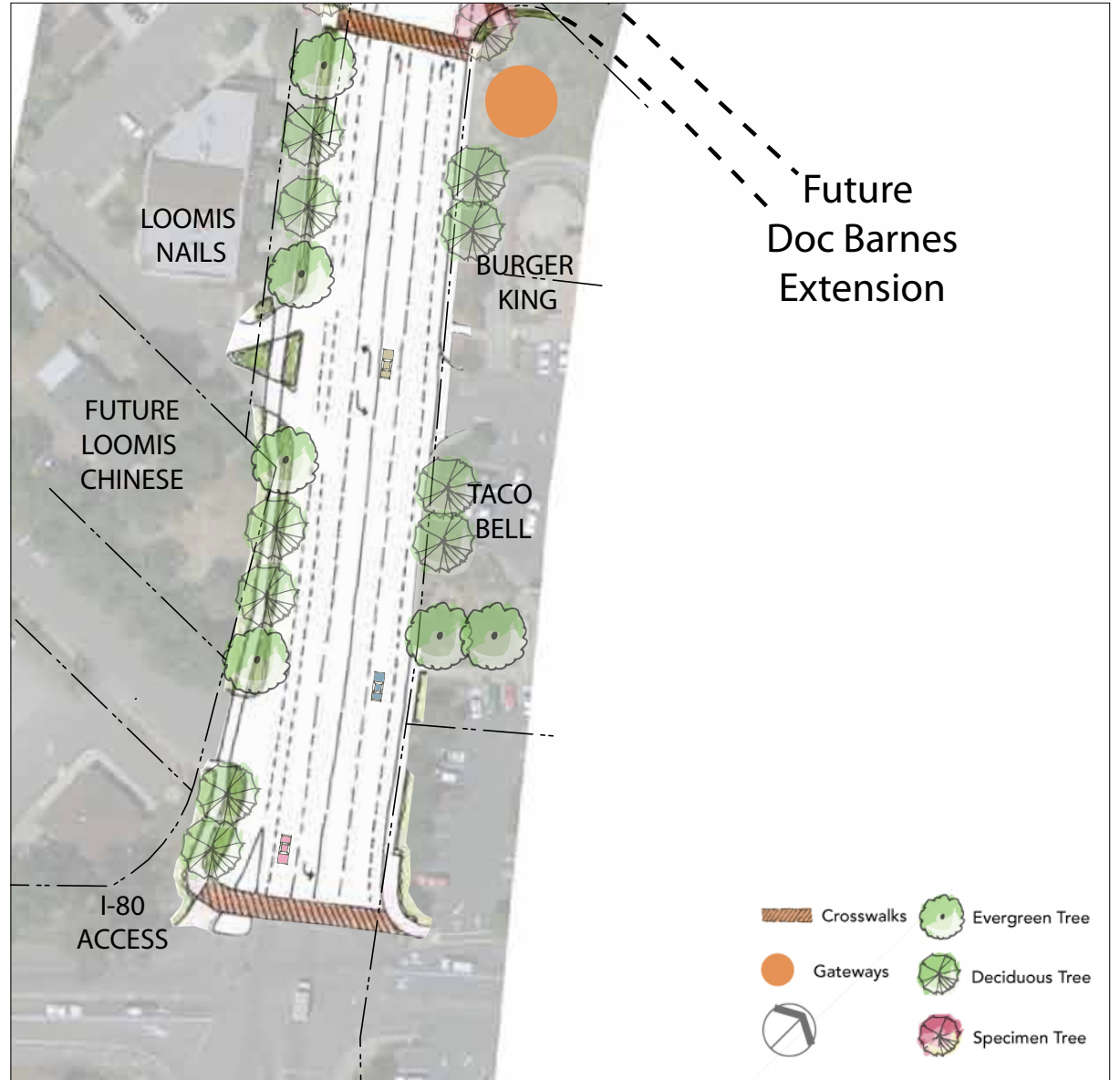
REGIONAL MIXED USE

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



Regional Mixed Use Existing Conditions

FIGURE 3.29 - REGIONAL MIXED USE PLAN





Location Map

SOUTH GATEWAY

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



South Gateway Existing Conditions

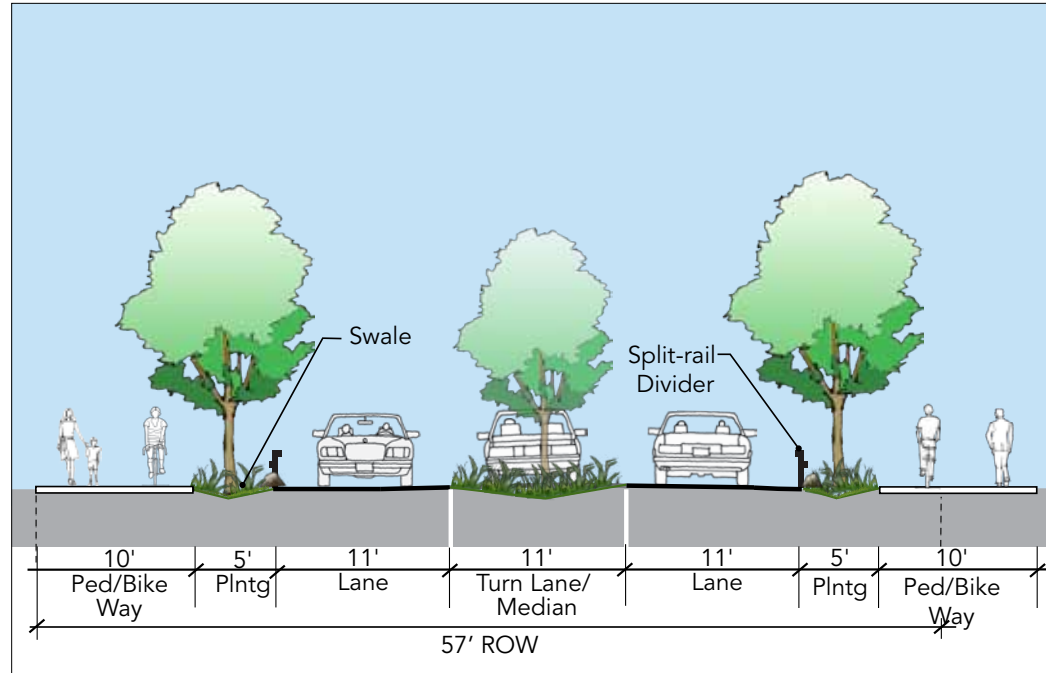
VISION

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



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

FIGURE 3.30 - SOUTH GATEWAY CONCEPT SECTION, LOOKING NORTH



PREFERRED CHARACTER

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

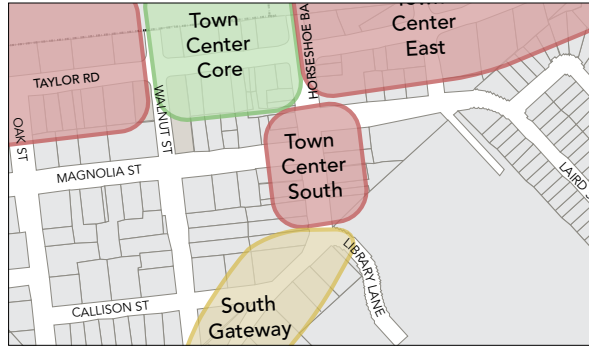
KEY ELEMENTS

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

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

FIGURE 3.31- SOUTH GATEWAY CONCEPT PLAN





Location Map

TOWN CENTER SOUTH

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



Town Center South Existing Conditions 1

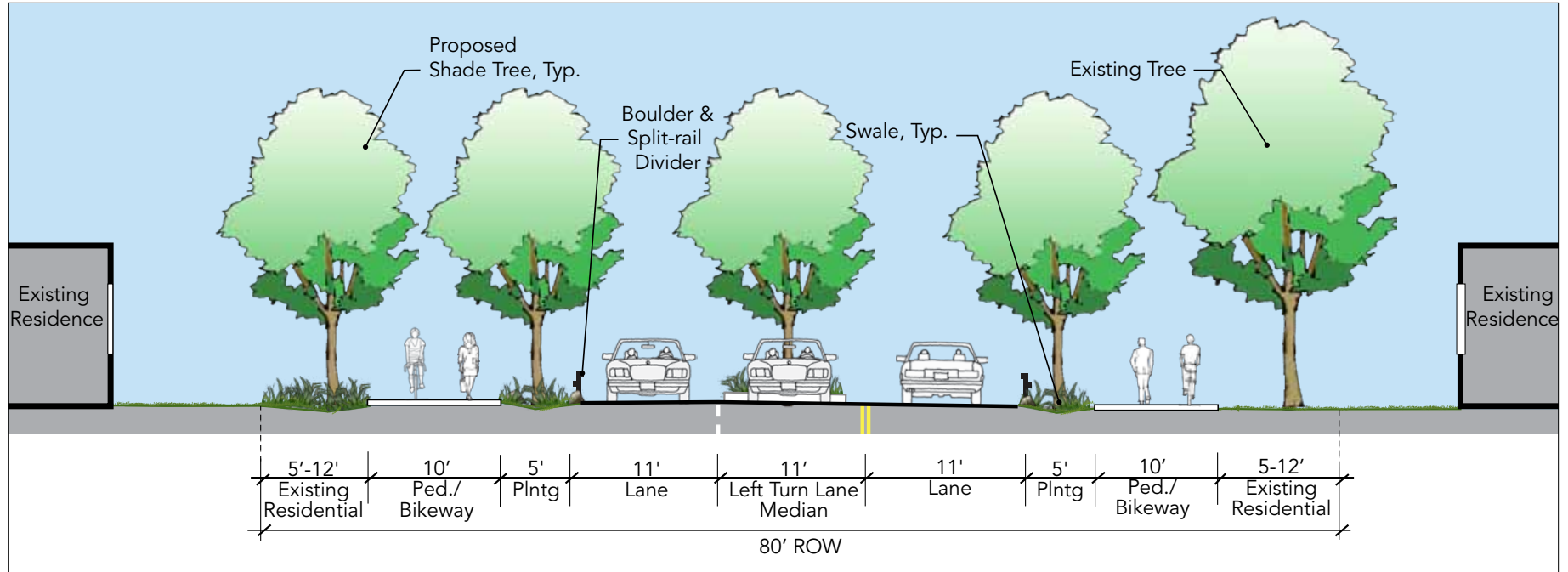
VISION

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



Concept Photo: Planted Swale at Street Edge

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



PREFERRED CHARACTER

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

KEY ELEMENTS, SECTION 1

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

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

FIGURE 3.33 - TOWN CENTER SOUTH CONCEPT, PLAN 1



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

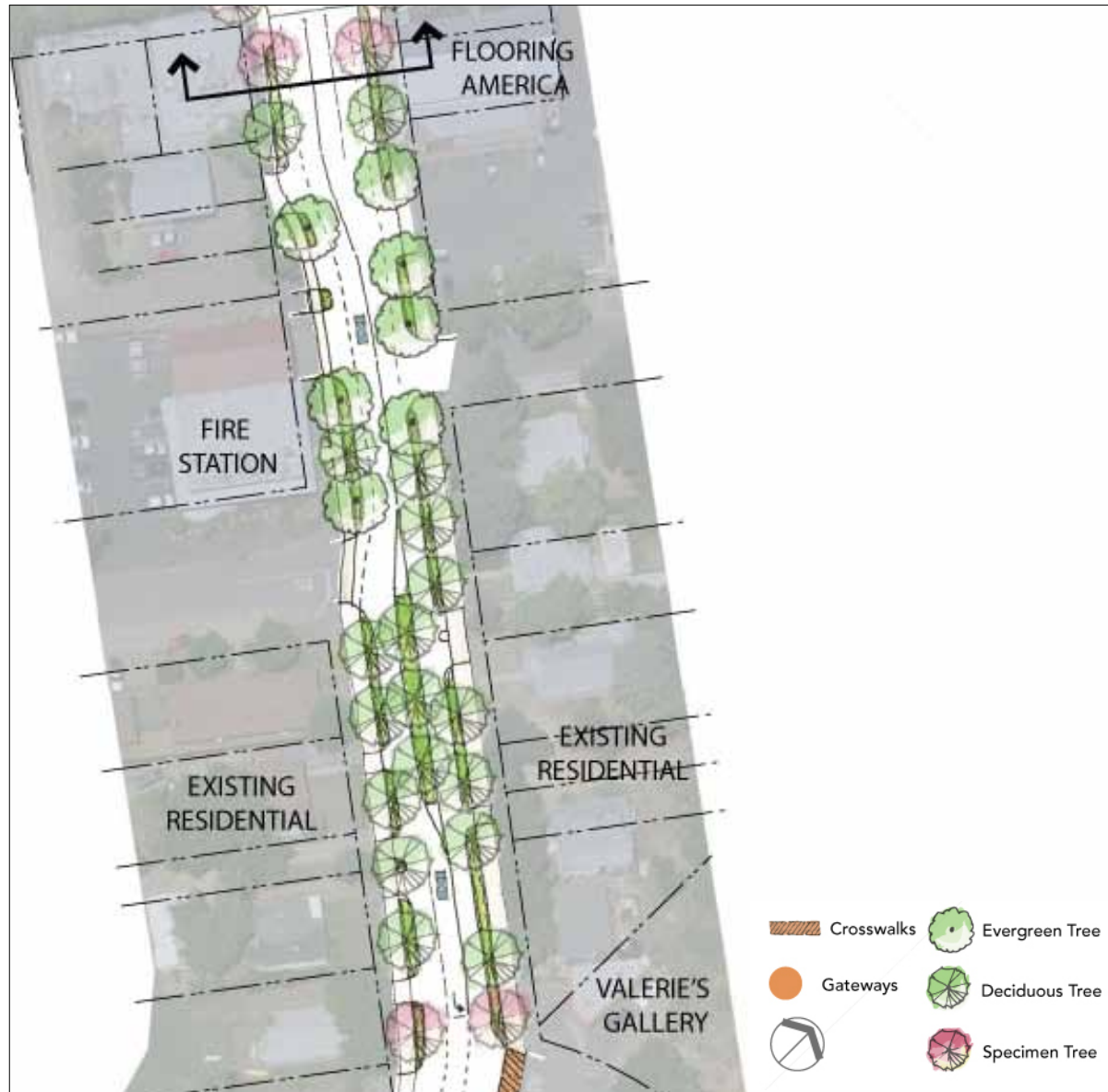


KEY ELEMENTS, SECTION 2

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

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

FIGURE 3.35 - TOWN CENTER SOUTH CONCEPT, PLAN 2





IMPLEMENTATION PLAN, PHASE 1

chapter 4

DESIGN GUIDELINES

loomis town center



CHAPTER FOUR

design guidelines

In This Chapter

STREETSCAPE DESIGN AND PLANNING

ROADWAYS

PEDESTRIAN WALKWAYS

CROSSWALKS & BULBOUTS

MEDIANS

POCKET PLAZAS

LANDSCAPE FOR WALKWAYS AND MEDIANS

SERVICE AREAS AND ACCESS

LIGHTING AND SITE FURNITURE

SIGNAGE

BICYCLE PARKING

SITE DESIGN AND PLANNING FOR PARK AND BLUE GOOSE FRUIT SHED SITES

AESTHETICS/PLACEMAKING

ENVIRONMENTAL SUSTAINABILITY

PARKING AND CIRCULATION

ACCESSIBILITY

LIGHTING

PLANTING

PARK ACTIVITY AREAS

These design guidelines are a tool to ensure that design and planning for Loomis Town Center’s Taylor and Horseshoe Bar Roads and Town-owned properties are conceived and constructed in accordance with the design concept described in the previous volume. The guidelines will be used to inform design processes and produce the highest caliber development. The guidelines are meant to be a flexible, yet effective means of revitalizing Loomis Town Center’s streetscape and Town-owned properties. A concerted effort has been made to avoid prescriptive guidelines that would stifle creativity.

Specific Site Design and Planning Guidelines have been developed for the following:

1. Streetscape Design and Planning
2. Site Design and Planning for Park and Blue Goose Fruit Shed sites

These Design Guidelines build, to a significant degree, upon previous documents including: the Loomis Town Center Master Plan and Design Guidelines, 1992 (See Appendix F) and the Downtown Loomis Economic Development Implementation Program Design Guidelines Handbook, c. 1994 (see Appendix G).

1. STREETScape DESIGN AND PLANNING

The intent of the streetscape design guidelines is to support the goal of creating strong, vital corridors that promote a healthy pedestrian environment, encouraging greater opportunities for residents and visitors to use and enjoy the area. The design guidelines focus on various aspects of streets, including roadways, walkways, medians, and lighting.

2. SITE DESIGN AND PLANNING FOR PARK AND BLUE GOOSE FRUIT SHED SITES

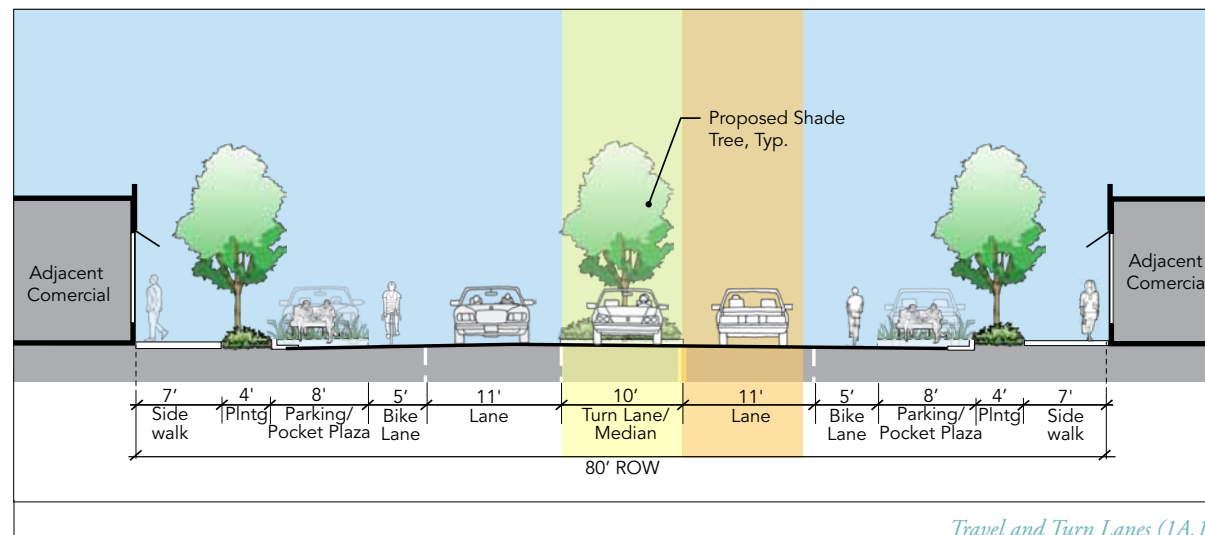
The site design and planning criteria are based on ideas and concerns expressed by Loomis community members, as well as established principles of community design. Following these guidelines will help unify areas within the park and provide a park that reflects Loomis' culture, values, history and social needs.

1 A . R O A D W A Y S

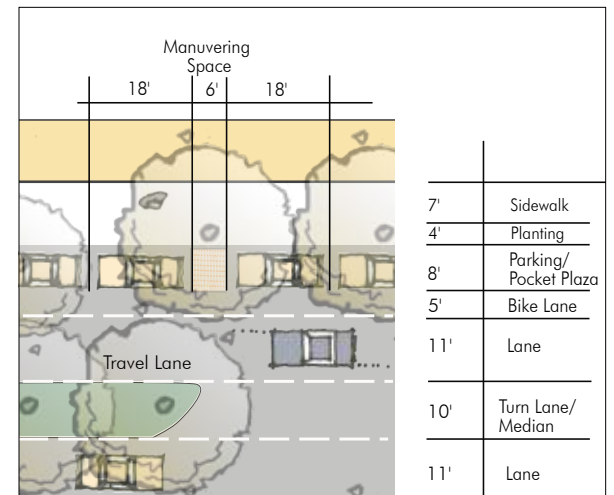
1. Ensure all travel lanes are a minimum 11' in width; allow 10' wide turning lanes.
2. Limit the use of 12' wide lanes to Taylor Road's west bound travel lane at King Road.
3. Ensure bicycle lanes adjacent to parking lanes are minimum 5' in width.
4. Ensure parking lanes are minimum 8' wide.
5. Explore use of "maneuvering space" to adjust available area for parking.
6. Encourage the use of permeable paving elements wherever feasible.
7. Eliminate curbs at roadway edges, except in the Town Center Core.



Permeable Pavers on Parking (1A.6)



Travel and Turn Lanes (1A.1)



Maneuvering Space (1A.5)

1 B. PEDESTRIAN WALKWAYS

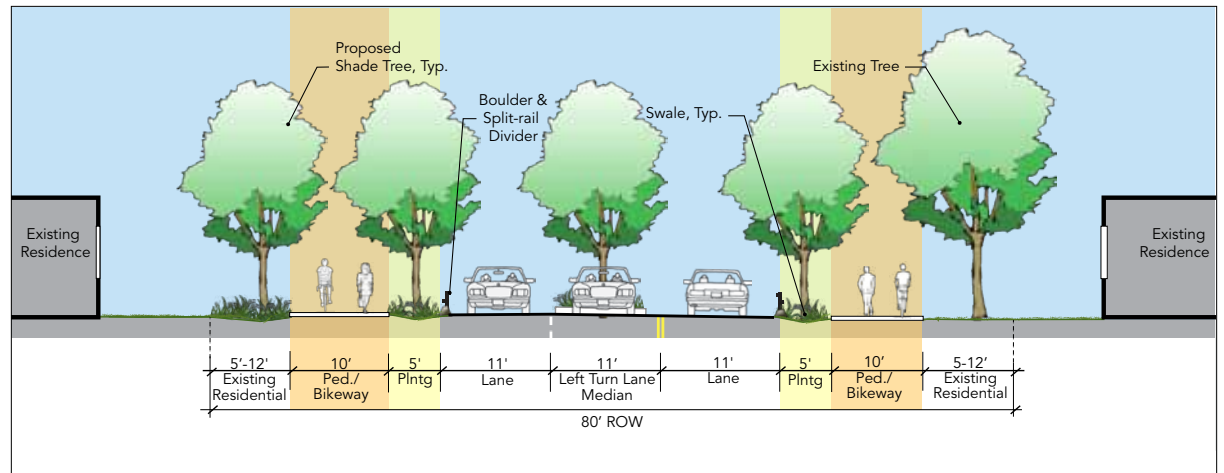


Multi-use Pedestrian/Bike Path (1B.6)



Outdoor Seating (1B.8)

1. Ensure continuous ADA accessible, minimum 5' wide, pedestrian access along both sides of all streets.
2. If needed, explore pedestrian easements within private property to provide wider ADA accessible walkways and allow space for trees and landscaping amenities for pedestrian walkways.
3. Locate planter strips between pedestrian/bikeways and roadways to provide a traffic safety buffer for pedestrians.
4. Provide 6' to 12' wide planter strips and tree wells along streets. Where right-of-way is constrained, allow 5' wide planter strips and tree wells.
5. Provide adequate canopy clearance from finished pedestrian walkway to prevent blocking light from pedestrian-scale street lights, to prevent blocking the view of business signage, and to allow for a visual connection along sidewalks and medians.
6. Ensure the multi-use pedestrian/bicycle paths are ten feet wide to allow sufficient room for both mobility modes.
7. Allow outdoor seating for restaurants and cafes, provided there is a minimum 5' wide clear walkway for pedestrians.
8. Provide pedestrian paths from walkways to entrances of any new developments; create similar pedestrian paths where needed in existing development.



Multi-Use Pedestrian Bikeway and Planter Strips (1B.3, 1B.4)

1C CROSSWALKS & BULB-OUTS *

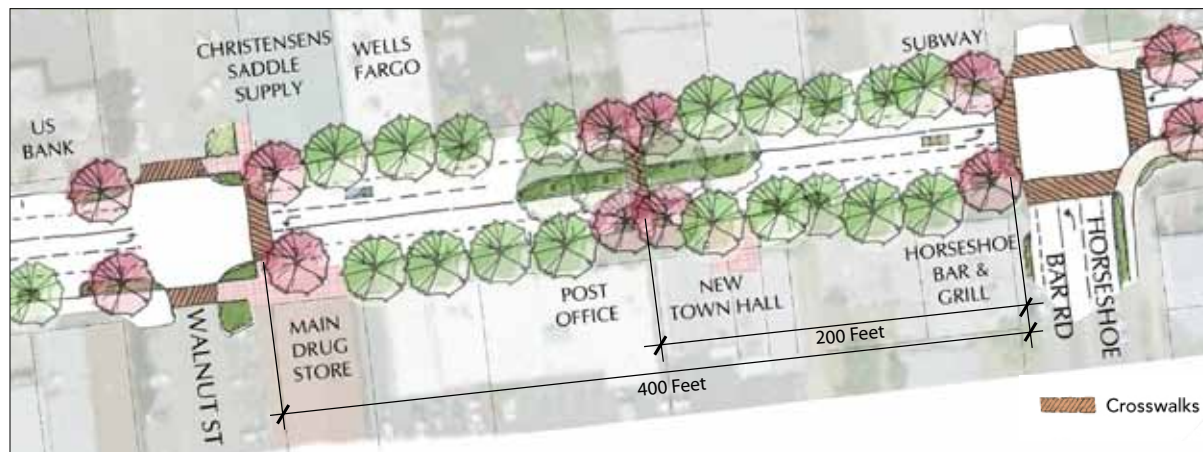
*Replaces Element B8, “Pedestrian Circulation Improvements: Crosswalks and Signalization,” from the 1994 Economic Development Implementation Program Design Guidelines Handbook

1. Provide clearly marked minimum 10’ wide crosswalks at all controlled intersections and at uncontrolled intersections of key streets. Ensure mid-block crosswalks are a minimum of 10’ wide and are highly visible. Use special paving material for crosswalks to heighten visibility and lend identity to the area.
2. On Taylor Road, ensure crosswalks or mid-block crossings are no more than 400 feet apart on center. Mid-block crossings 200’ apart on-center are desirable in areas where retail or other community amenities are more densely located. (Maintain the Town Center Core district block pattern.)

3. Ensure all crosswalks in curbed areas have curb ramps for ADA access.
4. Provide minimum 5’ wide refuge islands at intersections to allow pedestrians a safe waiting spot between crossing cycles.
5. Provide bulb-outs at intersections and mid-block crossings to minimize crossing distance and increase pedestrian visibility. Provide clear site lines for all mid-block crossings.
6. Provide a bulb-out in front of Loomis Elementary at Taylor and King Roads to allow school children and parents to gather, and to minimize walking in the street.
7. Add bulb-outs along streets to increase planting space for trees, as much as feasible while maintaining existing number of parking spaces (see 1A.5).



Bulb-out at Intersection (1C.5)



Crosswalk and Mid-block Crossing Spacing (1C.2)

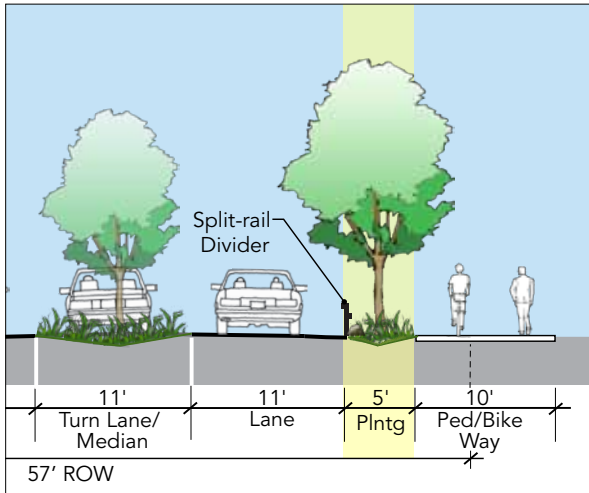
1 D. MEDIANS



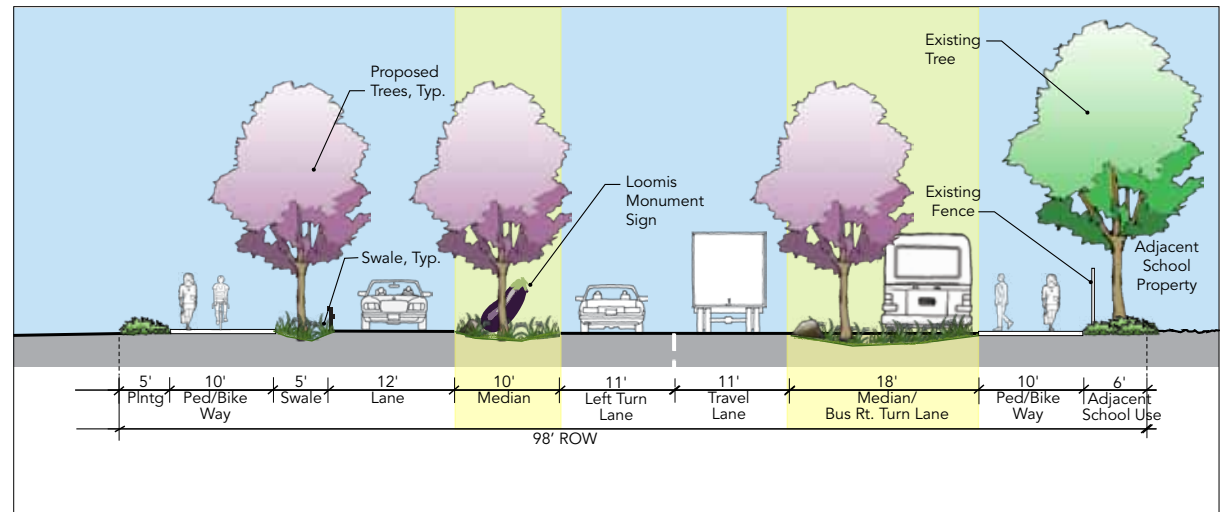
Pedestrian Refuge (1D.2)

1. Provide 10' to 18' wide central medians as much as possible in all districts except Town Center East.
2. Ensure refuge for pedestrians in the medians at the Taylor and Sierra College and Taylor and King Road intersections; provide pedestrian refuge in medians as much as feasible at other intersections.
3. Provide side landscape medians as much as possible in all districts.
4. Include shade-providing trees and shrubs in landscape planter strips.

100



Side Landscape Median (1D.3)



Central Medians (1D. 1)

1 E. POCKET PLAZAS

1. Create a pocket plaza adjacent to Main Drug and Christensen’s Saddle Shop to emphasize the transition from Town Center West to Town Center Core.
2. Distribute pocket plazas through the Town Center East, West, and Core districts. As new development occurs, provide additional pocket plazas at trail nodes, transit stops, bulbouts, mid-block crossings, and restaurants and cafés, so that pedestrian resting places are available throughout the Town Center.
3. Ensure minimum 5’ wide clear pedestrian access to all pocket plazas.
4. Provide landscape planters, shade, seating, and trash receptacles in all pocket plazas. As much as feasible, provide drinking fountains.
5. When pocket plazas are located near restaurants or cafes, provide café table seating.
6. When possible, incorporate granite boulders or other distinctly Loomis elements in pocket plazas. Where boulders serve as seating, ensure ADA seating is also available.



Pocket Plaza with Café Tables (1E.5)



Pocket Plaza at Bulbout (1E.2)



Pocket Plaza Featuring Granite Seating (1E.6)

1F. LANDSCAPING FOR WALKWAYS AND MEDIANS



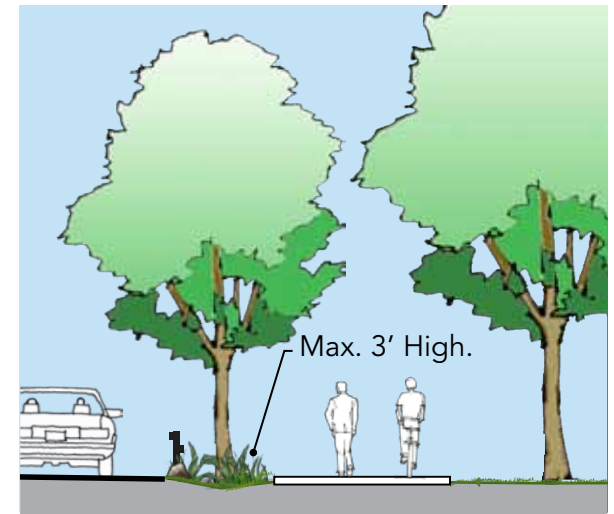
Split Rail Fencing (1F.6)

102

1. Provide planting that emphasize Loomis' history and culture. Emphasize native trees, plants, and shrubs. At all gateways, provide planting, such as fruit trees to highlight Loomis agricultural heritage
2. Provide street trees planted approximately 30 feet apart on-center in the Town Center Core district. Allow for approximately 4' by 7' tree wells.
3. Provide street trees planted approximately 30' apart on-center in non-Town Center Core districts. Allow for minimum approximately 5' by 8' tree wells.
4. Allow for low height plants not more than 24" high in the central medians, and 30" in the side medians.
5. Plant a mixture of tree species and varieties in each district to help minimize the effects and spread of plant diseases.
6. Incorporate split-rail fencing, boulders or other rustic edging elements adjacent to road in planter strips provided between pedestrian/bikeways.



Orchard Trees Highlight Gateways (1F.1)



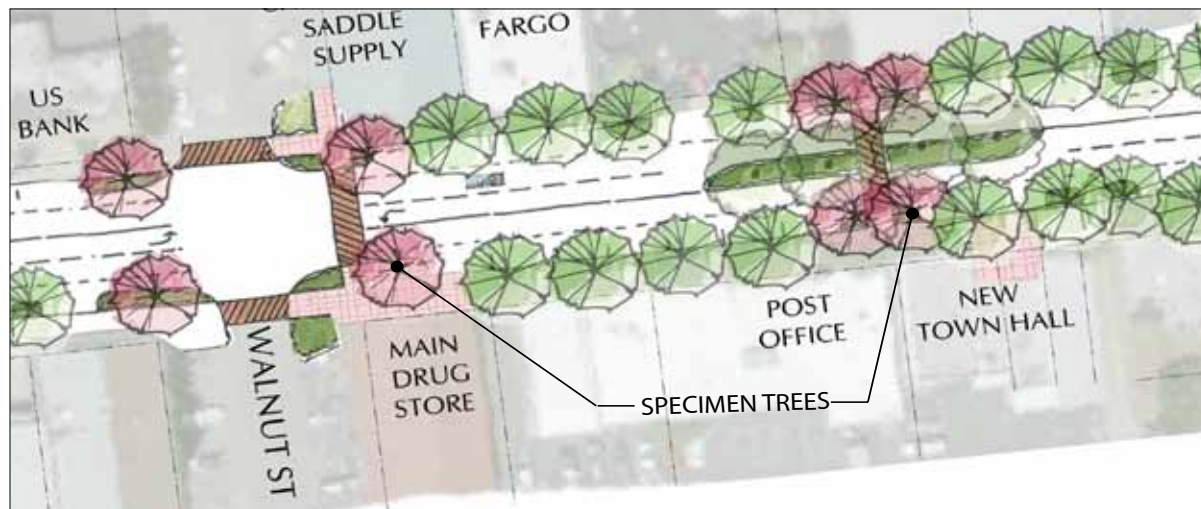
Planting at Side Medians (1F.4)

1F. LANDSCAPING FOR WALKWAYS AND MEDIANS (CONTINUED)

7. To highlight intersections and mid-block crossings, plant specimen trees on all corners or on each side of the street. Choose trees with characteristics that stand out from other tree selections, such as distinct flower color or form.
8. Where tree planting areas are less than 5' by 8', explore the use of structural soil 2' to 3' feet deep and minimum 8' long in planting strips and under sidewalks in lieu of standard aggregate base.



Specimen Trees Highlight Intersections (1F.4)



Specimen Trees Highlight Corners (1F.7)

1G. SERVICE AREAS AND ACCESS



Trash Screen (1G.1)

1. All outdoor trash and garbage containers should be located away from the public view. Screen with landscape elements or walls that match the design of the primary structure.
2. Locate loading and unloading areas of commercial buildings in areas to minimize the noise impacts to ad-joining properties.
3. Where properties front on two streets, encourage service areas along the side to maximize building facades along the main/primary street.
4. Design service area access to minimize ingress and egress conflicts with pedestrians.



Trash Screen (1G.1)



Side Street Access (1G.3)

1H. LIGHTING AND SITE FURNITURE *

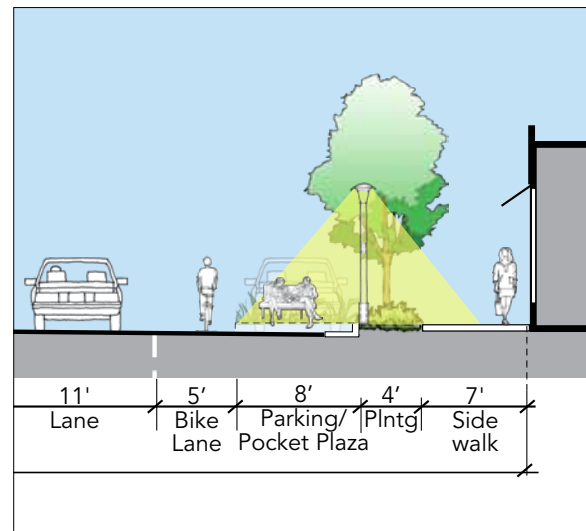
*Replaces Element B8, “Pedestrian Circulation Improvements: Pedestrian Scaled Street Lights” from the 1994 Economic Development Implementation Program Design Guidelines Handbook.

1. Provide pedestrian-oriented lighting that illuminates the multi-use bike/pedestrian path and all other pedestrian walkways. In the Town Center Core, locate this lighting also to illuminate part of the adjoining street, including the parking and bicycle lane.

2. Pedestrian lighting shall be at approximately 10’ high and use full spectrum bulbs. Explore the use of down-lighting to minimize obscurity of the night sky.
3. Provide low maintenance street furniture elements that include seating, trash receptacles, newspaper stands, and etc.
4. Locate seating on sidewalks adjacent to major destinations, such as Town Hall and the Post Office.
5. Assure that seating is fixed and does not compromise provision of a minimum 5’ wide ADA accessible pathway.



Benches and Trash Receptacles (1H.3)



Pedestrian Oriented Lighting (1H.1)

11. SIGNAGE



Signage Expressing Identity (11.1)

1. Ensure public signage follows a palette that reinforces the identity of Loomis. Coordinate signage colors, shapes and graphics with the Town's signage system.
2. Celebrate the sense of place with public signage on sidewalks and medians, and private signage on individual businesses along Taylor Road. Signage should evoke the spirit and history of Loomis.
3. Incorporate signage at bus stops. Provide lighting for bus stop signage as much as feasible.
4. Incorporate way-finding signage, as well as signage to emphasize key locations, intersections, focal points and areas near civic buildings, such as Town Hall. Ensure way-finding signage for Taylor and King, Taylor and Sierra College, and Horseshoe Bar and Doc Barnes.

106



Wayfinding Signage (11.4)



Signage Linking to History



Lighted Bus Stop Sign (11.3)

1J. BICYCLE PARKING

1. Provide bicycle racks intermittently along the entire corridor, at least once every block, and more frequently if demand exists.
2. Explore opportunities for artistic design of bicycle racks.



Bike Racks In Demand (1J.1)



Artistic Bike Rack Design (1J.2)

2 A . A E S T H E T I C S / P L A C E M A K I N G



Fruit Shed Style (2A.1, 2A.2)

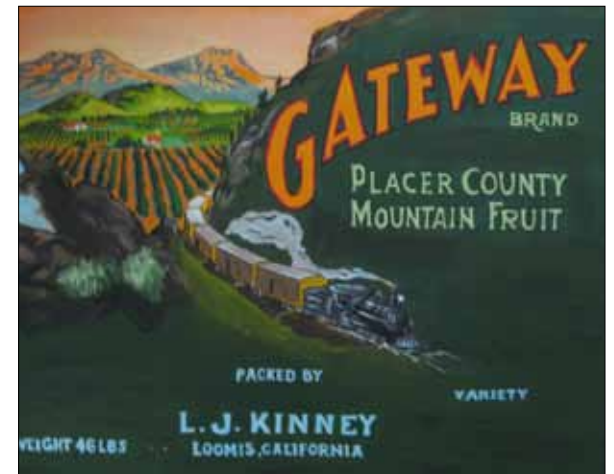


Enclosed Mechanical (2A.4)

1. For any buildings or architectural elements, use a style that reflects the style of the Loomis Train Depot or Loomis' classic "Early American Fruit Shed" style.
2. Provide an event/market shelter that reflects the existing Blue Goose Fruit Shed's architectural style, which embodies Loomis' classic "Early American Fruit Shed" style.
3. Use materials that are durable, sustainable, fire-resistant, and reflect Loomis' rural character, such as split-rail fencing, granite boulders, and corrugated steel.
4. Enhance the visual impact of the architecture and landscape by screening or enclosing all mechanical equipment, and minimizing the visibility of utility boxes.
5. Where possible, build on existing environmental conditions or recreate past environmental features that help define and enhance the park. For example, maintain the existing granite hill form as well as the crater shape left behind by the former Blue Anchor Fruit Shed, and provide an interpretive element to call attention to these historic features.
6. Provide signature elements, such as art, sculpture or site furniture, that reflect the history of the site and tie it to the local culture.
7. Integrate art as part of functional features, rather than stand alone art pieces—benches, lighting, walls, planters, and shade structures can all be art works.



Boulders in Landscape (2A.3)



Art Reflecting Loomis' History (2A.6)

2 A . A E S T H E T I C S / P L A C E M A K I N G (C O N T I N U E D)

8. Use planting that blends aesthetically with nearby natural areas as well as adjacent buildings.
9. Provide elements that highlight the sites' natural features and processes.
10. Incorporate lively colors in materials other than planting, so the sites will be visually attractive year-round.
11. Where possible, locate high attendance/noise activities away from the Train Depot and nearby businesses.



Durable, Sculptural Planter (2A.3, 2A.7)



Split Rail Fencing (2A.3)



Durable and Colorful Materials (2A.10, 2A.3)

2 B. ENVIRONMENTAL SUSTAINABILITY



Drought Tolerant Planting (2B.3)

1. Emphasize on-site drainage, reducing stormwater run-off, increasing groundwater recharge, and reducing the transfer of pollutants into the storm drain system.
2. To maximize energy efficiency, orient any new buildings so that the longest wall faces south or southeast.
3. Emphasize drought tolerant/native vegetation and minimize lawn areas in order to limit the need for irrigation.
4. Design and install any irrigation to meet the requirements of California’s Model Water Efficient Landscape Ordinance (AB1881).
5. Include a “green” network of landscaping to provide open space connections that support local wild-life habitat and natural stormwater processes.
6. Encourage use of durable construction materials, as well as re-used and recycled materials.
7. Incorporate solar panels or other alternative energy sources as much as feasible to operate park facilities.



Reclaimed Redwood Arbor (2B.6)



Rain Garden Stormwater Collector (2B.1)



Solar Powered Lighting (2B.7)

2 C . P A R K I N G A N D C I R C U L A T I O N

1. Create comfortable and safe exercise opportunities by providing 10' wide multi-use bicycle/pedestrian pathway and additional walkways throughout, connecting to external trails and destinations.
2. Include traffic calming measures on vehicular passageways to minimize potential impacts to pedestrians and bicyclists; explore the use of speed tables, rumble strips, and changes in pavement color or texture.
3. Locate shade trees throughout parking areas to minimize heat build-up of paved surfaces, extending their life and providing a comfortable pedestrian environment.
4. Distribute parking areas throughout the site so each activity area is easily accessible.
5. Clearly delineate pedestrian circulation through parking areas, providing highly visible crosswalks and walkways.
6. Use permeable pavement and bio-swales as much as possible to minimize stormwater run-off. Consider a variety of pavement materials, including pervious concrete and asphalt, as well as pavers, decomposed granite, and etc. Explore incorporation of permeable paving in parking aisles. Ensure ADA requirements for stable surfacing in paths-of-travel are followed.



Parking Area Crosswalk (2C.5)



Traffic Calming Through Textured Paving (2C.2)



Permeable Pavement (2C.6)

2 C. PARKING AND CIRCULATION (CONTINUED)



Shaded Parking (2C.3)

For Park Site:

7. Establish a vehicular circulation system that allows for emergency vehicle access through the park.
8. Provide gates at each vehicular entry so the park can be locked and inaccessible to vehicular traffic at night.
9. Provide 20' wide traffic aisle to accommodate two-way traffic, and locate clearly-marked passenger drop-off locations at major activity points.
10. Provide parking for average daily use of park elements (see Appendix H).



Park Site Circulation (2C.7, 2C.9)

2 C. PARKING AND CIRCULATION (CONTINUED)

For Blue Goose Fruit Shed Site:

- 11. Provide adequate width for two-way traffic drive access between Taylor and Webb, and provide for one-way traffic along the front of the Fruit Shed building.
- 12. Provide a clearly-marked passenger drop-off location in front of the Blue Goose Community Theater area.
- 13. Maintain clearance for continued large truck deliveries to the west end of the building.
- 14. Maintain a minimum of 9 spaces in the classic 90 degree parking configuration in front of the Blue Goose building.

15. Provide multi-use parking areas:

- a. Incorporate space for daily parking under the Event/Market Shelter and along the property line adjacent to Fox Auto; at the same time accommodate parking requirements for farmers market produce trucks
- b. Incorporate daily parallel parking in the special/event drop-off area in front of the Blue Goose Community Theater area.



Maintain Delivery Access (2C.3)



Provide Passenger Drop-off (2C.2)



Blue Goose Circulation (2C.11)

2 D . A C C E S S I B I L I T Y



Wheelchair Access to Play (2D.6)

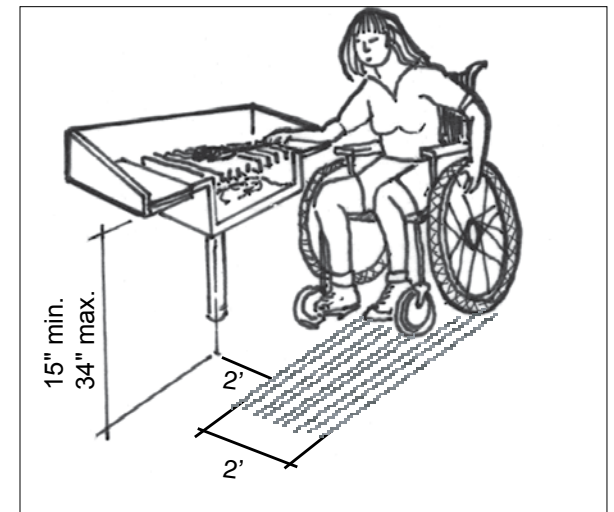
1. Design all facilities to comply with the Americans with Disabilities Act Accessibility Guidelines, as well as the California Building Code Chapters 11A and 11B regarding accessibility.
2. Provide an accessible path of travel to all facilities.
3. Provide on-grade access to site features and any new buildings; eliminate standard continuous curbs and minimize the use of accessible ramps.
4. Distribute accessible parking spaces, including van-accessible spaces, among all parking areas in accordance with the ADA guidelines.

For Park Site:

5. For any group picnic areas, design all tables and all barbeque areas to be wheelchair accessible, and provide a detectable warning on the ground two feet from each barbeque grill.
6. Design all children's play area features to meet or exceed the accessibility standards for outdoor play areas. Provide access to each feature for both children and parents who use mobility aids.



ADA Picnic Tables (2D.1)



Post Grill (2D.1)

2 E. LIGHTING AND SITE FURNITURE

1. Select lighting that provides night time visibility, and at the same time focuses light away from neighboring properties, prevents uncomfortable glare, and minimizes impacts on the natural beauty of the night sky.
2. Where possible, incorporate lighting for walkways or plazas on buildings or shelters; provide additional path lighting to allow clear visibility of walkways.
3. Provide benches, trash receptacles and drinking fountains at regular intervals within the park and along the multi-use pedestrian/bike pathway.
4. Ensure ADA requirements for all site furnishings are met.
5. Ensure drinking fountains also accommodate both people and dogs.



Drinking Fountain (2E.5)



Benches and Trash Receptacles (2C.3)



Path Lighting (2E.2)

2 F. P L A N T I N G



Drought Tolerant Native Planting (2F.2)

1. Emphasize the use of plants that produce low levels of “green waste” and require minimal pruning, irrigation, and fertilization.
2. Design and install planting to meet the requirements of California’s Model Water Efficient Landscape Ordinance (AB1881).
3. Choose native plants as much as possible for their ability to thrive with minimal maintenance
4. Where feasible, emphasize the use of native plant “communities” (including both canopy and under-story layers) to provide food and shelter for native birds, butterflies, and other insects.
5. Prohibit the use of invasive plants that could endanger native as well as other ornamental plants.
6. Avoid plants with invasive root systems that might damage paving.
7. Where lawn is provided, ensure the use of a lawn variety that stands up to heavy use and also has a comfortable texture for lounging.
8. Locate plants to enhance the sense of security by preventing blind corners, pathway encroachment, or the creation of dark hiding places.
9. Avoid plants with prickles, thorns or knife-like forms.



Habitat Planting (2F.4)



Drought Tolerant Native Planting (2F.3)

2 F. PLANTING (CONTINUED)

For Park Site:

- 10. Provide shade trees in small groves at regular intervals at the perimeter of the play lawn and path-ways. Along the multi-use pedestrian/bike path, provide shade trees at a minimum of 80 feet apart on-center.
- 11. At park entries, include planting that has a strong presence and provides a sense of historical perspective, such as orchard trees.
- 12. For the Children’s Play Area:
 - a. Select plants based on their ability to encourage exploration, discovery, and dramatic and imaginative play.

- b. Provide plants that stimulate a variety of senses—plants with varied forms, textures, colors, and fragrances, and plants that produce interesting sounds.
- c. Provide plants that produce play “props,” such as seeds, fruits, sticks, and leaves.
- d. Provide plants that demonstrate the passing of seasons and introduce children to natural processes.
- e. Provide plants that are non-toxic and low allergen producers.



Demonstrating Seasons (2F.12d)



Plants for Children’s Play (2F.12b)



Planting With Strong Presence and Historic Perspective

2 F. PLANTING (CONTINUED)



Agricultural Special Events Planters (2F.2)



Agricultural Special Event Planters (2F.2)

For Blue Goose Fruit Shed Site:

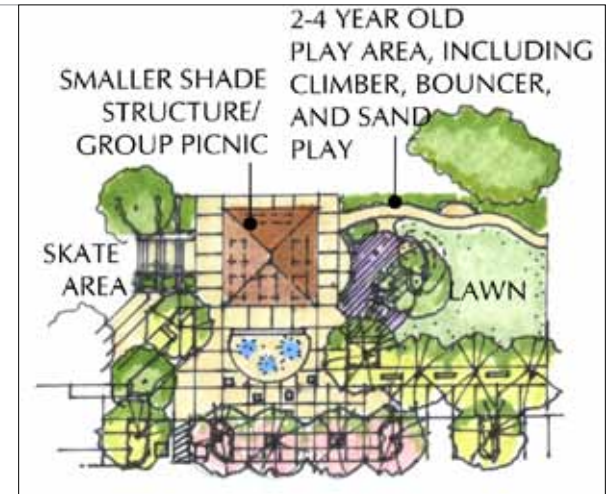
1. Avoid planting trees in front of the Blue Goose building so as not to obstruct the view of the building's strong architectural presence
2. For special events, enhance plaza spaces with fruit trees or other agricultural ornamentals in temporary movable planters.



Blue Goose Fruit Shed's Strong Architectural Presence (2F.1)

2 G . P A R K A C T I V I T Y A R E A S

1. Include a variety of activities that appeal to different age groups.
2. Provide picnic areas, strolling pathways, and sitting areas.
3. Include areas of more intense activity as well as places for quiet relaxation.
4. Include a children’s play area for 2-4 year olds within 200’ of principle park use areas, such as picnic areas and restrooms.
 - a. Using a physical barrier (fencing, berms, or planting), separate children’s play area from active play areas that can conflict with the play of younger children, such as skateparks.
 - b. Locate children’s play area near areas of natural vegetation or other natural features so that they may be incorporated as play elements.
 - c. Locate children’s play area where it will receive some sun exposure, as well as shade and protection from the elements.
 - d. Provide age-appropriate play equipment or elements that meet the developmental needs of 2-4 year olds, including sand and water play.
 - e. Clearly identify play area entrances and ensure they are visible from other areas of the surrounding park.
 - f. Provide pathways allowing children of all ability levels to safely reach the play area.



Variety of Activities (2G.1)



Sand Play (2G.4d)



Places for Quiet Relaxation (2G.3)