

## Policies for Specific Areas

1. **Residential Estate designation northwest of Rocklin and Barton Roads.** The planning of proposed subdivision and development in this Residential Estate designation is encouraged to be coordinated among the different property ownerships. Proposed subdivisions shall be designed to provide parcels with a minimum of 4.6 acres along the Barton and Rocklin Road frontages, and a minimum of 2.3 acres when located away from Barton and Rocklin Roads. To the extent feasible, building sites should be setback from Rocklin Road and Barton Road to retain native vegetation and terrain features, and preserve the present appearance as a rural road corridor. Access to new parcels is to be provided by new roads from Barton Road and Rocklin Road, with no individual driveway access to Rocklin Road.
2. **Commercial Development south of Interstate 80.** The area on the land use diagram designated Tourist/Destination Commercial along the southerly side of Interstate 80 presents the community with significant opportunities in terms of potential revenue-producing commercial development. It also presents significant concerns relative to the sensitive environmental resources of Secret Ravine, access from the interchange, the Town's image along I-80, and potential impacts on adjacent residential areas.

Property owners seeking to develop within this designation shall obtain Town approval of ~~a conditional use permit, development agreement, development and design standards, or some combination thereof, as determined by the Town Council depending upon the size, type, and complexity of the proposed development.~~ The following issues shall be addressed: details of proposed land uses, densities and building intensities, site planning and other general development standards, design guidelines, site access, internal and external circulation, infrastructure and utilities, and project and parcel phasing, to the extent that phasing is known by the property owner, or owners in the case of multiple properties participating in a project proposal. The Town's goals for the Tourist/Destination Commercial land use designation are for proposed development to:

- a. Create an identity, appearance, and mix of land uses that provide for the integrated development of all parcels and that will be attractive to both travelers and Town residents. The arrangement of uses on the overall site should be allowed to emphasize the creation of a destination or significant stopover for travelers, provide enhanced shopping and entertainment opportunities for Town residents, and tie into the historic downtown area to support the economic viability of the downtown.
- b. Provide traveler-oriented commercial uses that are accessed primarily by automobiles and concentrated near the Horseshoe Bar Road interchange. Uses on the site shall then transition to more locally-oriented commercial and office uses, laid out to provide a pedestrian orientation.
- c. Provide primary access to commercial development from Horseshoe Bar Road, with limited, secondary access on Brace Road. Commercial uses shall not front on Brace Road and shall be set back and/or buffered from Brace Road to maintain the rural residential character of the roadway corridor.

**Commented [A1]:** The land use map shows this as RE which sets a minimum of 1 unite per 2.3 acres. If the intent is to provide larger lots along Barton/Rocklin then it should be shown clearer on the land use map. Is this still the intent?

**Commented [CC2]:** This is a large area, with many owners, and riddled with existing development. This seems a little intense if someone just wanted to have a small commercial use on a single parcel in between existing commercial uses. Many of these parcels are currently/primarily used for a residence, rather than a commercial use, so this paragraph deserves a little more thought. Requiring a Specific Plan would be odd for an applicant with just one property.

**Commented [CC3]:** This is impossible on those parcels not directly on Horseshoe Bar Rd. There are no plans in the existing or Proposed Circulation Element for a frontage road on this side of the freeway and many of the parcels are developed, preventing a road from reaching the far ends of the group of parcels in this designation. This should be reconsidered or clarified.

**Commented [A4]:** Perhaps an overall policy that certain roadways have a landscaped (trees!) buffer before development. Roads like I-80, Sierra College, Horeshoe Bar, Barton?, Brace? Others? At least in certain areas.

- d. Provide a design and appearance that will reinforce the rural character of Loomis by integrating existing natural features, including significant trees and rock outcrops; building design that emphasizes low-profile structures, local native materials, and the local historic architectural vernacular, and site development incorporating appropriate vegetation, preferably native, that can act as a buffer and screen, as well as add to the ambiance of the development.
- e. Provide for the long-term protection, preservation, and sustainability of the Secret Ravine riparian corridor, and its aquatic and terrestrial habitats.