

DRAFT

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

TOWN OF LOOMIS  
CIRCULATION ELEMENT

LSA

March 2016

**DRAFT**

**INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

**TOWN OF LOOMIS  
CIRCULATION ELEMENT**

Submitted to:

Town of Loomis  
3665 Taylor Rd,  
Loomis, California 95650

Prepared by:

LSA Associates, Inc.  
4200 Rocklin Road, Suite 11B  
Rocklin, California 95677  
916.630.4600

Project No. TOL1401

**LSA**

March 2016

## Table of Contents

TOWN OF LOOMIS NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION.....	1
TOWN OF LOOMIS ENVIRONMENTAL CHECKLIST FORM.....	2
Project Description .....	3
Proposed Improvements .....	3
Other Improvements .....	6
Bicycle/Pedestrian Facilities .....	7
Transit Service.....	10
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: .....	11
EVALUATION OF ENVIRONMENTAL FACTORS: .....	12
I. AESTHETICS .....	12
II. AGRICULTURE AND FORESTRY RESOURCES .....	13
III. AIR QUALITY .....	14
IV. BIOLOGICAL .....	16
V. CULTURAL RESOURCES.....	18
VI. GEOLOGY AND SOILS .....	21
VII. GREENHOUSE GAS EMISSIONS .....	22
VIII. HAZARDS AND HAZARDOUS MATERIALS .....	23
IX. HYDROLOGY AND WATER QUALITY .....	25
X. LAND USE AND PLANNING .....	26
XI. MINERAL RESOURCES.....	27
XII. NOISE.....	28
XIII. POPULATION AND HOUSING .....	30
XIV. PUBLIC SERVICES.....	31
XV. RECREATION .....	32
XVI. TRANSPORTATION/TRAFFIC.....	33
XVII. UTILITIES AND SERVICE SYSTEMS.....	35
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE .....	37

## Figures

Figure 1 .....	4
Figure 2 .....	5
Figure 3.....	8
Figure 4.....	9

**Tables**

Table III-1: Air Quality Attainment Status for Placer County ..... 14

## **TOWN OF LOOMIS NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

**DATE FILED: March 14, 2016**

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Section 15070 of the California Administrative Code and by the Town of Loomis, the Planning Director of the Town of Loomis, does prepare, and cause to be filed with the Loomis Town Clerk, Loomis, California, this Mitigated Negative Declaration regarding the Project described as follows:

**PROJECT:** Town of Loomis Circulation Element Update, May 2015

**PROJECT DESCRIPTION:** The project consists of an Update to the Circulation Element of the Town of Loomis General Plan. The project updates the Circulation Element of the General Plan to address key new issues, goals, and implementation policies for the Town of Loomis. The Goals and Policies identified in the Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the community's general welfare and overall convenience including safety and interconnectedness as a whole. The project defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town. The project also identifies and incorporates near-term and potential long-term improvements for implementation and additional conceptual recommendations for future improvements to address the Town's future circulation needs.

**LOCATION OF PROJECT:** Town of Loomis

**TENTATIVE HEARING DATE:** May 24, 2016, 7:30 PM  
Loomis Depot, 5775 Horseshoe Bar Road, Loomis, CA

**COMMENT PERIOD:** March 14, 2016 to April 13, 2016

On the basis of an initial study and in accordance with Section 15070 of the California Administrative Code it is found that the proposed Project will not produce, or be subject to significant environmental effects. Further information may be obtained by contacting the Town of Loomis, 3665 Taylor Road, Loomis, CA, (916) 652-1840. Any written comments should be received at 3665 Taylor Road, Loomis, CA 95650 or emailed to CGraham@loomis.ca.gov by April 13, 2016, by 5:00 p.m.

**Chris Graham, Town Planner**

## TOWN OF LOOMIS ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Town of Loomis Circulation Element Update
2. **Lead Agency Name and Address:** Town of Loomis  
3665 Taylor Road  
Loomis, CA 95650
3. **Contact Person and Phone Number:** Chris Graham, Town Planner  
916-652-1840; CGraham@loomis.ca.gov
4. **Project Location:** Entire Town
5. **Project Sponsor's Name/ Address:** Town of Loomis  
3665 Taylor Road  
Loomis, CA
6. **General Plan Designation:** All designations
7. **Zoning:** All zones
8. **Description of the Project:** The project consists of an Update to the Town of Loomis General Plan Circulation Element. The project updates the General Plan Circulation Element to address key new Issues, Goals, and Implementation Measures for the Town of Loomis. The Goals and Implementation Measures identified in the Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the Town's general welfare and overall convenience including safety and interconnectedness as a whole. The Project defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town. The project also identifies and incorporates near-term and potential long-term improvements for implementation and additional conceptual recommendations for future improvements to address the Town's future circulation needs.

The purpose of this initial study is to identify any potential environmental impacts from implementation of the Circulation Element Update project. This initial study will be used to determine the level of environmental documentation required to adequately approve the project pursuant to the California Environmental Quality Act (CEQA). This initial study will also be used as a scoping document that will inform public agencies and the public of the project, its potential impacts to the environment, and mitigation measures that would reduce those impacts to a less-than-significant level.

The remainder of this section provides a description of the project. An environmental checklist is included below that provides an overview of the potential impacts that may result from project implementation. An analysis of the evaluation is also provided, as well as feasible mitigation measures that would reduce impacts to a less-than-significant level.

Adoption of the updated Circulation Element will not by itself result in any environmental impact, since the project is a policy document on transportation issues. Further, adopting the element will not result in any change in the physical conditions that exist in the Town. Moreover, the Circulation Element itself does not expand the residential growth potential of the Town. The level of significance of environmental impacts resulting from any future projects will be separately assessed in accordance with CEQA.

## **Project Description**

The project consists of an update to the Town of Loomis General Plan Circulation Element. The policy framework for the Circulation Element Update establishes key Goals, Supporting Policies, and Implementing Actions for complete streets in the Town of Loomis.

As defined by SmartGrowth America, complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from transit stations.

The Policies and Implementing Actions identified in the Draft Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the community's general welfare and overall convenience including safety and interconnectedness as a whole. The project identifies and incorporates near-term and potential long-term improvements for implementation and additional conceptual recommendations for future improvements pending further feasibility studies to address the Town's future circulation needs.

## **Proposed Improvements**

Improvements to the roadway network (shown on Figure 1 and Figure 2) intended to address several future problems:

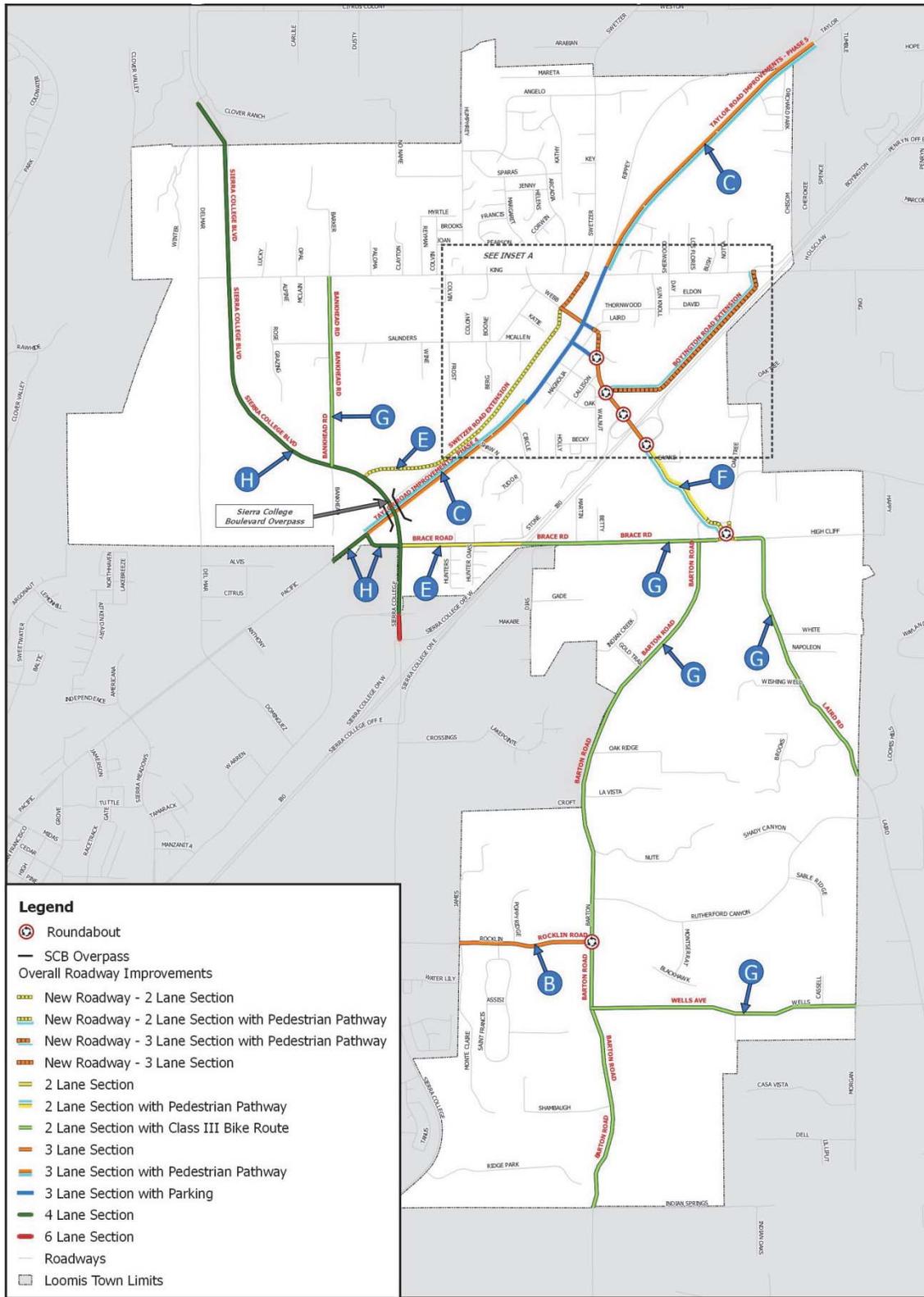
- Insufficient capacity at several locations to support build-out of the Town and growth in the surrounding communities;
- Excess "through" traffic and trucks along Taylor Road through the downtown;
- A desire to create a more pedestrian-friendly environment in downtown; and
- Safety issues related to vehicular traffic.

### **Core Area Improvements**

Most improvements identified in the Circulation Element are located within the historic core area of the Town.

**Boyington Road Extension** - is the construction of a two-lane freeway frontage road from King Road to Horseshoe Bar Road north of the Raley's Shopping Center, with a short extension to connect with Doc Barnes Road. The roadway improvements would include two traffic lanes, a center turn lane, curb, gutter, bike lanes on both sides, and parkway strip landscaping with a pathway on one side (see roadway cross section D on Figure 2), within a 70-foot-wide right-of-way. The location/alignment of this extension would be determined at the time a subdivision or other development of the presently vacant properties is proposed.

**Swetzer Road Extension** - is the construction of a two-lane roadway from King Road to Sierra College Boulevard immediately north of the Union Pacific Railroad (UPRR) tracks. This improvement would be largely adjacent to the railroad right-of-way in an area that cannot be developed with buildings due to its proximity to the tracks. Swetzer Road extension would consist of two different sections. The first section would be between King Road and Webb Street and would include two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2),



LSA

FIGURE 1



*Town of Loomis Circulation Element Update  
Initial Study & Negative Declaration  
Proposed Improvements*

SOURCE: Town of Loomis Circulation Element (2015).

I:\TOL1401\A\Figure 1.ai (02/10/16)

# INSET A: TOWN OF LOOMIS CIRCULATION MAP CORE AREA IMPROVEMENTS

## Legend

-  Roundabout
- Core Area Improvements**
-  New Roadway - 2 Lane Section
-  New Roadway - 3 Lane Section
-  New Roadway - 3 Lane Section with Pedestrian Pathway
-  2 Lane Section with Pedestrian Pathway
-  3 Lane Section
-  3 Lane Section with Pedestrian Pathway (South)
-  3 Lane Section with Pedestrian Pathway (North)
-  3 Lane Section with Parking
-  Roadways
-  Loomis Town Limits



LSA

FIGURE 2

*Town of Loomis Circulation Element Update  
Initial Study & Negative Declaration  
Core Area Improvements*

within a 60-foot-wide right-of-way. The second section would be between Webb Street and Sierra College Boulevard and would include two traffic lanes, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E on Figure 2), within a 50-foot-wide right-of-way.

**Webb Street Extension** - is the construction of a two-lane roadway from Laird Street to the intersection of Library Drive at Horseshoe Bar Road, including two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2).

**Webb Street Extension/Horseshoe Bar Road/Library Drive Roundabout** - realign the intersection of Horseshoe Bar Road/Library Drive with the Webb Street Extension, converting the intersection into a roundabout.

**Webb Street Improvements** - widen Webb Street between Swetzer Road Extension and Laird Street to include two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2). Also, provide on-street parking (see roadway cross section A on Figure 2) on Webb Street between Taylor Road and Laird Street.

**Horseshoe Bar Road Improvements** - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2) between Taylor Road and I-80 ramps. Also, provide on-street parking (see roadway cross section A on Figure 2) on Horseshoe Bar Road between Taylor Road and Webb Street Extension/Library Drive. Provide roundabouts at the intersections of Horseshoe Bar Road at Boyington Road Extension, and at the I-80 on and off ramps for needed capacity and LOS requirements.

**Taylor Road Improvements** - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides, and on-street parking (see roadway cross section A on Figure 2) between King Road and Oak Street, following the plans of the Loomis Town Center Implementation Plan.

**Miscellaneous Core Improvements** - consists of a series of localized improvements on Taylor Road that are designed to improve local circulation and parking. Some of the key elements include:

- Visual gateways on Taylor Road and Horseshoe Bar Road that all serve a traffic calming function, and;
- New traffic signals on Taylor Road at Webb Street, Walnut Avenue, and Circle Drive.

#### **Other Improvements**

Improvements anticipated to be needed at build-out of this General Plan that are not included in the Core Area Improvements are described below. Most of the improvements are safety and/or operational related (such as providing paved shoulders, turning lanes, or signals). However, some roads would need additional roundabouts for capacity:

**Sierra College Boulevard Widening** - widen to 4 lanes (see roadway cross section H on Figure 1) north of Granite Drive to North Town Limits, and 6 lanes south of Granite Drive, including bike lanes on both sides, curb, gutter, and a sidewalk.

**Sierra College Boulevard/Taylor Road Overcrossing** - is the construction of a four-lane (see roadway cross section H on Figure 1) overcrossing on Sierra College Boulevard over UPRR crossing and Taylor Road.

**Brace Road Realignment** - realign Brace Road from Sierra College Boulevard to Taylor Road, to the east side of Taylor's Corner and connect with Taylor Road as a T-intersection, and widen to 4 lanes including curb, gutter, bike lanes on both sides and a sidewalk (see roadway cross section H on Figure 1).

**Brace Road Improvements** - provide curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E on Figure 1) of Brace Road from Sierra College Boulevard to I-80, and widen to standard lane widths with 3-foot shoulders (see roadway cross section G on Figure 1) east of I-80.

**Horseshoe Bar Road/Brace Road Roundabout** - is the realignment of two existing intersections at Brace Road and Horseshoe Bar Road into one intersection, and converting the realigned intersection into a roundabout.

**Horseshoe Bar Road** - widen to standard lane widths south and east of I-80, also provide 3-foot shoulders, and provide a pedestrian pathway on the south side (see roadway cross section F on Figure 1).

**Taylor Road** - outside of the Core Area provide two lanes of traffic, a center left turn lane, curb, gutter, bike lanes on both sides, a sidewalk on one side, and a shared use path (see roadway cross section C on Figure 1) connecting Sierra College Boulevard and the North Town Limits to the downtown.

**Rocklin Road/Barton Road Roundabout** - provide 3 lanes on Rocklin Road from James Drive to Barton Road, with curb, gutter, bike lanes, sidewalks (see roadway cross section B on Figure 1) and construct a roundabout at the T-intersection.

**King Road** - improve when and where possible to provide turning lanes at major cross-streets, and Complete Streets with curb, gutter, bike lanes, and sidewalks or a shared use path when new or redevelopment along the roadway occurs.

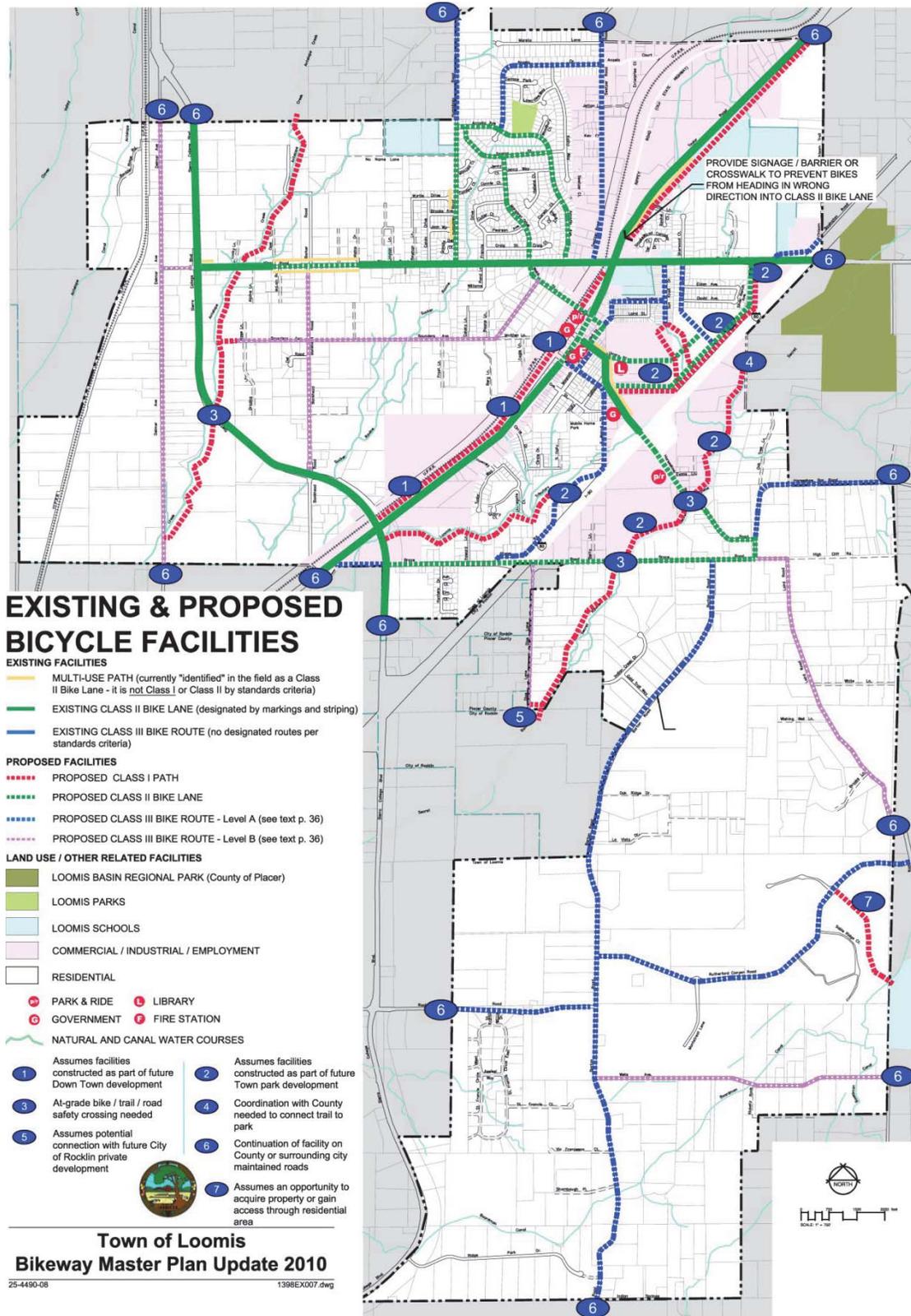
**Brace Road, Barton Road, Bankhead Road, Laird Road, and Wells Avenue** would all warrant upgrades that provide for standard lane widths and paved shoulders (see roadway cross section G on Figure 1) when adjacent new development occurs.

### **Bicycle/Pedestrian Facilities**

Improvements to the bicycle and pedestrian facilities are intended to address future issues regarding continuity and accessibility throughout Loomis, and to improve and encourage the enhancement of the local and regional bikeway and pedestrian network. Shown on Figure 3 is the adopted *2010 Bikeway Master Plan* and on Figure 4, the *2010 Trails Master Plan*.

The following are the recommended bicycle facility improvements to complement or upgrade the existing system:

- Provide westbound on-street bike lane (Class II) on Taylor Road from King Road to Oak Street to match existing eastbound facility;
- Provide on-street (Class II) facilities on Taylor Road (from King Road to eastern Town Limits and Sierra College Boulevard to western Town Limits), Sierra College Boulevard (within entire Town Limits), Rocklin Road (within entire Town Limits), Horseshoe Bar Road (from the Tourist/Destination Commercial designation south of I-80 to the Boyington Road extension);
- Connectivity to the Class I Bike Path on Taylor Road south of downtown;
- A pedestrian/local traffic only facility adjacent to the fruit sheds (between Walnut Street and Horseshoe Bar Road);



LSA

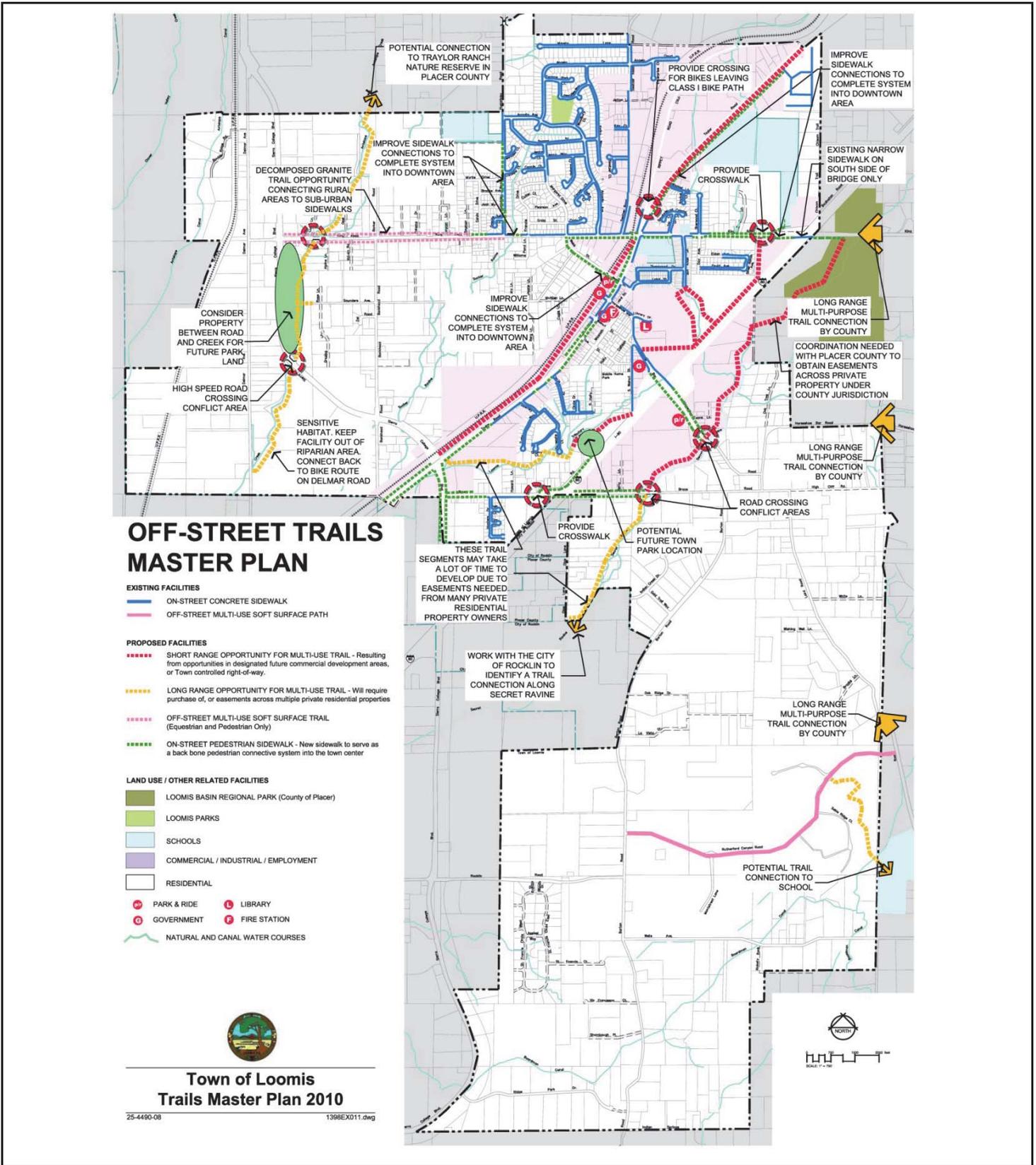
FIGURE 3



Town of Loomis Circulation Element Update  
Initial Study & Negative Declaration  
2010 Bikeway Master Plan

SOURCE: Town of Loomis Circulation Element (2015).

II:\TOL1401\AI\Figure 3.ai (02/10/16)



LSA

FIGURE 4



SOURCE: Town of Loomis Circulation Element (2015).  
I:\TOL1401\AI\Figure 4.ai (02/10/16)

- Provide on-street (Class DI) facilities on Bankhead Road (King Road to Sierra College Boulevard), Saunders Avenue (Bankhead Road to eastern limit), South Walnut/Stone Road, Brace Road, and Laird Road. In most cases, these facilities will consist of paved shoulders and appropriate signage; and
- Construct a Class I Bicycle/Pedestrian facility along Secret Ravine Creek and Antelope Creek within Loomis.

Sidewalks should be made continuous along Taylor Road, Sierra College Boulevard, King Road, and Horseshoe Bar Road. The policy section of the Circulation Element provides a description of the Town's policy regarding sidewalks on new roadways.

### **Transit Service**

Only one capital improvement is planned with respect to transit; namely, the continued revitalization of the rail station near Horseshoe Bar Road and Taylor Road. Improvements to the multi-modal center including, the platform, station, circulation, and parking facilities are continuing. While passenger rail service is not imminent, this facility will become a future "hub" of transit service (both rail and bus) in Loomis.

9. **Surrounding Land Uses and Setting:** Loomis is located about 25 miles northeast of the City of Sacramento and about 90 miles southwest of Lake Tahoe, along Interstate 80 (I-80). Loomis is situated in the Loomis Basin, which is part of the foothills of Placer County. The adjacent City of Rocklin is directly west of the Town limits, and the Granite Bay community is directly south. I-80 is the primary interstate highway providing regional access to San Francisco to the west, Reno and the rest of the United States to the east. Traffic to and from the I-80 corridor is served by Horseshoe Bar Road and Sierra College Boulevard. I-80 runs diagonally through the center of Loomis and divides the Town into two areas. The northwestern section consists of higher density residential development, existing retail, office, and industrial developments, bounded by larger, semi-rural residential lots. Within the northwestern section is the Downtown Area, which encompasses the portion of Taylor Road between the intersections of Oak Street and Webb Street. The southeastern section consists of rural, agricultural, and large-lot residential areas. Loomis is approximately 7.25-square miles in area and is located at an approximate elevation of 400 feet. Based on data from the 2014 America Community Survey (ACS), population in Loomis has increased from 6,260 in 2000 to 6,728 in 2014, a growth rate of 0.53 percent on average per year.

10. **Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement).**

- Adoption of Negative Declaration (MND) – Town of Loomis

ENVIRONMENTAL CHECKLIST:

Pursuant to Section 15063, CEQA Guidelines, the Town of Loomis has utilized an Environmental Checklist to evaluate the potential environmental effects of the project. The checklist provides a determination of these potential impacts and includes the substantiation developed in support of the conclusions checked on the form.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards/Hazardous Materials        | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems          | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Christopher J. Graham Date March 8, 2016

Printed Name Chris Graham for Town of Loomis

**EVALUATION OF ENVIRONMENTAL FACTORS:**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**I. AESTHETICS**

Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The 2001 General Plan and EIR addressed the visual resources and aesthetic impacts of any development within the Town. The Town is not part of a designated scenic view shed, and is not visible from a designated scenic highway (California Department of Conservation). Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to finalization of their design and construction.

a-b) No Impact. No scenic vistas or scenic highways are found in the Town; thus, the project will not have a substantial adverse effect on a scenic vista or highway.

c) No Impact. The project will not substantially degrade the existing visual character or quality of any site. Although the roadway improvements specified in the Circulation Element would result in temporary visual impacts, no permanent structure that would degrade the existing visual character of the Town. Additionally, any future improvements would be required to comply with environmental documentation requirements and necessary mitigation.

d) No Impact. The project will not create a new source of substantial light or glare. These improvements planned in the Circulation Element would not require new streetlights as most of these improvements would occur on existing roadways. Signal lights would have a low-intensity light and glare and are necessary for safety purposes.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

## II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in a physical change at this time, and would require further environmental review and analysis prior to the finalization of their design and construction. Therefore, there are no anticipated impacts to the Town's agricultural resources as a result of this project.

a-b) No Impact. According to the Farmland Mapping and Monitoring Program, the project site is not located in areas that have active agricultural uses (Farmland Mapping and Monitoring Program). Therefore, development of the project would not convert Important Farmland to non-agricultural use. According to the Department of Conservation, the project site is not located in an area with Williamson Act contracts (Land Conservation Act). In addition, the planned construction improvements would take place in developed areas, and would thus not conflict with agricultural zoning. Furthermore, the Town's General Plan includes policies that prevent land suitable for agricultural use from being converted to non-agricultural use.

c-d) No Impact. The Town of Loomis does not have any land zoned for forest land or timberland (Town of Loomis Zoning Ordinance). The planned improvements would take place in developed areas and would not involve the loss or conversion of forest land. Thus, no impact to forest land or timberland would occur.

e) No Impact. Adoption of the Circulation Element would not by itself involve changes in the existing environment, which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use beyond what was anticipated in the 2001 General Plan.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Less Than Significant		
Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact

### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The proposed project site in the Town of Loomis is located in western Placer County, California, where air quality is under the local jurisdiction of the Placer County Air Pollution Control District (PCAPCD or District). The western portion of Placer County is located within the Sacramento Valley Air Basin (SVAB), which also comprises all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties, and the eastern portion of Solano County. The current attainment status of the western portion of Placer County (i.e., within the SVAB) is shown in Table III-1.

**Table III-1: Air Quality Attainment Status for Placer County**

Pollutant	State	National
Ozone	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Particulates (PM <sub>10</sub> )	Nonattainment	Unclassified
Particulates (PM <sub>2.5</sub> )	Attainment	Nonattainment
Sulfates	Attainment	Data not available
Hydrogen Sulfide	Unclassified	Data not available

Source: California Air Resources Board, February 2016

a-e) No Impact. Potential impacts to air quality resulting from proposed development in the Town were analyzed in the General Plan EIR. Such impacts were anticipated by the General Plan and Update and the Loomis Town Center Master Plan, and were addressed as part of the environmental impact analysis and DEIR prepared for these projects. Again, findings of overriding consideration were adopted for the unavoidable significant air quality impacts. Adoption of an updated Circulation Element will not by itself

conflict with or obstruct the implementation of the Placer County Air Quality Management Plan. Adopting the updated Circulation Element will not by itself result in a cumulatively considerable net increase of any criteria pollutant or objectionable odors affecting a substantial number of people. Furthermore, depending on the nature of each individual future transportation project, the support of multimodal forms of transportation and the reduction of traffic and idling in the core of the Town may contribute to improved air quality. Adoption of the updated Circulation Element will not by itself expose sensitive receptors to substantial pollutant concentrations. No new or increased impact will result above what is already anticipated in the General Plan as a result of the Circulation Element. The Circulation Element policies will not cause air quality environmental impacts, violate any air quality standards or contribute substantially to an existing or projected air quality violation other than those identified and mitigated by the 2001 General Plan EIR. Future development projects will be subject to environmental review as required by State law and Town policy.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Potentially Significant Impact			

IV. BIOLOGICAL

Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Discussion:

The General Plan EIR addresses the mitigation measures necessary to preserve and protect biological resources, any species identified as a candidate, sensitive, or special status species, migratory fish or wildlife species within the Town. Impacts of transportation development in or near sensitive biological resources that have not been mitigated at the planning stage will require additional environmental review at the project development stage.

a-e) Less Than Significant Impact With Mitigation Incorporated. The project does not include any policies that would directly impact candidate, sensitive, or special status species, migratory fish or wildlife species, sensitive natural communities, or federally protected wetlands within the Town. Impacts on biological resources either directly or indirectly through habitat modifications resulting from the anticipated growth and development of the Town were addressed in the General Plan. The proposed improvements would

require further environmental review and analysis prior to the finalization of their design and construction. The proposed Project does not include any actions that would conflict with local policies or ordinances. Any new development is required to comply with the Town's tree protection and preservation requirements and any other local policies or ordinances. However, the potential improvements incorporated in the Update to the Circulation Element would occur in areas that may contain biological resources. The potential exists that these proposed improvements may impact biological resources. Mitigation Measures BIO-1 through BIO-4 below would reduce the potential impact to a less than significant level.

f) No Impact. The Town does not have an adopted HCP, NCCP, or other approved local conservation plan nor is there such a State plan for the area.

Mitigation:

**Mitigation Measure BIO-1:** Projects shall avoid jurisdictional wetlands and waters to the extent feasible. If avoidance of jurisdictional wetlands and waters is not feasible, it would be necessary to secure authorization (as applicable) from U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA, and the California Department of Fish and Wildlife (CDFW) pursuant to Section 1602 of the State Fish and Game Code.

**Mitigation Measure BIO-2:** Consistent with the Town of Loomis ordinance, projects must be designed to incorporate avoidance measures into the project design to maximize the preservation of protected trees. If tree removal is required, an applicant shall apply for a tree removal permit from the Town. When the Town has granted a tree permit to remove a protected tree, the permit shall require the applicant to replace the tree with a living tree (or trees) of the same species, preferably on the property. The tree replacement requirement shall be calculated as provided by Tree Mitigation Table 5-3 of Town of Loomis Ordinance No. 252, Section 13.54.090 (Removal of Trees, Mitigation and Replacement).

**Mitigation Measure BIO-3:** Prior to ground disturbance, a qualified biologist shall be employed to determine any special status species within the project area. If special status species could be impacted by the project, the project must implement avoidance and minimization measures as appropriate. Potentially required actions may include conducting protocol surveys to determine presence/absence, of the species, preconstruction clearance surveys, an onsite biological monitor and/or the installation of temporary exclusionary fencing around the project site. The project applicant shall comply with any avoidance/mitigation measures required by the U.S. Fish and Wildlife Service (USFWS) CDFW, and if necessary, obtain incidental take authorization from these agencies.

**Mitigation Measure BIO-4:** Disturbance of native birds during their nesting season (typically March through September in the project region) could result in "take" which is prohibited under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. In the event construction activities or vegetation removal commence anytime during the nesting/breeding season of native bird species potentially nesting within the project site, a preconstruction survey for nesting birds shall be conducted by a qualified biologist within two weeks of the commencement of the construction activities.

If active nests are found within 300 feet of the construction or otherwise in a location that could be affected by construction, a buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged or that the nest has failed. The size of the buffer zone and types of construction activities within the buffers should be determined by taking into account factors such as the following:

- Noise and disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity.
- Distance and amount of vegetation or other screening between the construction site and the nest, and
- Sensitivity of individual nesting species and behavior of the nesting birds.

A qualified biologist shall monitor the nests closely until it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area upon the direction of the biological monitor.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

## V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: Potential impacts to archaeological, cultural, historic, and paleontological resources or human remains were analyzed in the General Plan EIR. Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to the finalization of their design and construction.

The proposed Circulation Element does not involve revisions to the development standards that would impact archaeological, cultural, historic, or paleontological resources or human remains. The potential improvements included in the Circulation Element Update would occur in an already developed area, and not in proximity to any unique geologic feature within the Town. The Circulation Element does not affect the Town's requirements regarding such resources. Adoption of the updated Circulation Element will not by itself cause a substantial adverse change in the significance of such resources. Furthermore, future development within the Town will be subject to environmental review and development standards as required by State law and Town regulations. The Town may require cultural resource surveys of proposed development project sites to identify the locations of potential historic, archaeological, and/or paleontological significance and to comply with existing mitigation measures prior to the finalization of their design and construction.

a-d) Less Than Significant Impact With Mitigation Incorporated. As previously stated, the proposed Circulation Element does not involve revisions to the development standards that would impact any known archaeological, cultural, historic, or paleontological resources or human remains. The potential improvements included in the Circulation Element Update would occur in an already developed area, and not in proximity to any known unique geologic feature within the Town. . However, the potential

improvements incorporated in the Update to the Circulation Element would occur in areas that may contain unknown cultural resources. The potential exists that these proposed improvements may impact cultural resources. Mitigation Measures PAELO-1 and CULT-1 through CULT-3 below would reduce the potential impact to a less than significant level.

Mitigation:

**Mitigation Measure PAELO-1:** If paleontological resources are encountered during Project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the find until a qualified paleontologist can be contacted to evaluate the find and make recommendations. If found to be significant and proposed Project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse impacts to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of Project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.

**Mitigation Measure CULT-1:** If any archaeological deposits are encountered, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted, if one is not present, to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials.

Any adverse impacts to the finds shall be avoided by Project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated to determine if they qualify as a historical resource or unique archaeological resource, or as historic property. If the deposits do not so qualify, avoidance is not necessary. If the deposits do so qualify, adverse impacts on the deposits shall be avoided, or such impacts shall be mitigated. Mitigation may consist of, but is not limited to, recovery and analysis of the archaeological deposit; recording the resource; preparing a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Educational public outreach may also be appropriate.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to the Town.

**Mitigation Measure CULT-2:** In the event that human remains are encountered, work within 50 feet of the discovery shall be redirected and the coroner notified immediately. At the same time, a qualified archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations of the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Town.

**Mitigation Measure CULT-3:** Avoidance of built environment historic resources shall be prioritized. However, if built environment resources would be disturbed, the applicant should reduce impacts using practices such as the following:

- Site or design structures in such a way that they do not block or eliminate views.
- Design structures so that they are sensitive to existing terrain, natural features, and historic structures or landscapes (if any).
- Incorporate vegetative screening to soften architectural structures.
- Use lighting fixtures that focus downward to eliminate potential light and glare. Restrict use of reflective materials.
- Design structures so that they complement the architectural character of buildings in the vicinity. Consider building mass and form, building proportions, roof profile, architectural detail and fenestration, and the texture, color and quality of building materials.
- If a built environment resource would be destroyed by the project, the standard relocation practices shall be followed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

VI. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to California Geological Survey Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The California Division of Mines and Geology indicates the Project area is located near the Foothills Fault Zone area, which is a low-severity zone (2010 Geologic Map of California, Uniform Building Code (1997)) No active faults are known to exist in Placer County. No Alquist Priolo Special Studies Zones are designated in Placer County. The nearest known active fault is the Dunnigan Hills Fault located over 35 miles from Loomis (2010 Fault Activity Map of California, Alquist Priolo Earthquake Fault Zones)

a-e) No Impact. The General Plan EIR discusses the potential impacts resulting from seismic activity and geologic impacts and concludes that the geologic setting of the Town does not pose a significant risk of seismic or geologic hazard. Loomis is located on a granitic pluton and is in an area that is not subject to severe seismic events. The Town is not within an Alquist Priolo Earthquake Fault zone, and there are no known faults on or adjacent to the Town. The California Geologic Survey identifies inactive faults to the east and west of the Loomis Basin. Accordingly, the Town is situated in Seismic Zone 3, an area that is considered to have relatively low seismic activity. The Circulation Element does not affect the Town's Building Code requirements regarding seismic or geologic hazards. All future development within the Town will be subject to site-specific geotechnical studies as determined appropriate by the Town and will comply with applicable building code regulations. All planned improvements would be subject to the standards of the latest adopted edition of the Caltrans Highway Design Manual that sets standards

for grading and soil engineering and other requirements for highway improvements to be able to withstand seismic events without failure.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

## VII. GREENHOUSE GAS EMISSIONS

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions (GHG), either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The Town is located within the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). No quantitative thresholds have been established at this time for GHG emissions. Transportation’s contribution to GHG emissions is dependent on three factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

On March 17 2015, the Town accepted the Strategic Energy Resources Report (SERR) as the Town’s roadmap for expanding energy-efficiency and renewable energy. The SERR identifies goals, strategies and actions the Town can undertake to reduce municipal and community energy consumption, energy-related costs and energy-related GHG emissions in both the near and far term. The goals and strategies in this section are focused on improving the energy efficiency of existing and future buildings, reducing costs associated with energy consumption in municipal buildings and operations, and reducing the carbon intensity of the Town’s energy sources. The goals and strategies are generally for new construction; however, the SERR includes a strategy to evaluate the energy efficiency of traffic signals and public lighting. None of the strategies and goals specifically pertains to the proposed improvements in the Circulation Element.

a-b) No Impact. Climate change is a global environmental problem in which: (a) any given development project contributes only a small portion of any net increase in GHGs and (b) global growth is continuing to contribute large amounts of GHGs across the world. Thus, while the project would have an incremental contribution related to construction emissions within the context of the County and region, the individual impact is considered less than significant. The Circulation Element is a policy document which does not propose specific development projects or approve specific projects. Site specific environmental analyses are required for actual development/construction. Construction would be temporary and would not measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. The Circulation Element is consistent with the goals and strategies in the SERR. There is no conflict with any adopted plan, policy, or regulation.

The improvements associated with the project would not be expected to increase the number of vehicles or vehicle miles traveled in the area over the long term. The Circulation Element aims to

facilitate alternative modes of transportation in the Town and proposes improvements to reduce traffic congestion that would potentially serve to reduce the emissions of greenhouse gases. Therefore, the overall GHG emissions from operation of the proposed project would be anticipated to be similar to existing conditions without the adoption of the Circulation Element Update.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

### VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There are no sites listed on the California Department of Toxic Substances Control Envirostor database within the boundary of the Project area (CA Dept. of Toxic Substances Control). There are two schools in the Project area, Loomis Grammar School and Powers Elementary School, which are school investigation sites for lead with no action required as no contaminants were found. There are two other sites, Loomis Hill Estates and Grove subdivision, where voluntary cleanup occurred for metals, arsenic, and pesticides due to the previous use of the site as an orchard. None of these sites pose a hazardous materials threat. A search for California State Waterboard Spills, Leaks,

Investigation, and Cleanup (SLIC) sites and Leaking Underground Fuel Tank (LUFT) cleanup sites reveals two open, inactive cleanup program sites: Mid-Valley Electric and Valley Rock Products, which may contain petroleum/fuels/oils or metals (State Water Resources Control Board).

a-h) No Impact. The Town's General Plan Public Health and Safety Element discusses potential impacts resulting from hazards and hazardous materials that may endanger residents or the environment. Implementation of the Circulation Element will not generate hazardous materials, will not cause the manufacture, storage, transport, or use in the Town, and will not expose residents to hazardous materials. The Town is not located within two miles of a public airport. The Circulation Element does not propose to locate residences in high-risk areas or interfere with emergency response or evacuation plans. Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a less than significant level. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction. Any future improvements would be required to comply with all applicable rules and regulations regarding hazardous materials.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**IX. HYDROLOGY AND WATER QUALITY**

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other food hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The Placer County Flood Control and Water Conservation District, California Department of Water Resources, and Central Valley Regional Water Quality Control Board are the primary agencies responsible for the protection of watersheds, floodplains, and water quality in the Town of Loomis.

Flooding has historically been a relatively minor hazard in the Loomis area, primarily due to its relatively elevated location within the Dry Creek watershed. There are no dams or reservoirs (except small local detention facilities) upstream of Loomis on any tributary of Antelope Creek or Secret Ravine. Loomis is not subject to potential damage from dam inundation.

a-j) No Impact. The planned improvements would involve ground-disturbing activities that could potentially result in erosion on or off-site. Planned improvements involving ground disturbance of 1 acre or more would be subject to federal and state pollution prevention requirements. The potential improvements may add new impervious surfaces, but each individual project would be required to

develop drainage features so that runoff and flooding would not exceed pre-project conditions. As a result net increases in runoff would be negligible and would not alter the existing drainage patterns or cause substantial erosion and flooding on or off site. No housing or structure that could impede or redirect flood flows are proposed.

The General Plan includes a number of policies to mitigate the effects to water quality including drainage plans in accordance with County-wide adopted standards, the protection of groundwater resources, and the prevention of problems associated with flooding. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction. Implementation of the Circulation Element will not increase impacts on water resources or the need for mitigation measures beyond those included in the Loomis General Plan EIR. The Circulation Element will not cause drainage and water quality impacts other than those identified and mitigated by the General Plan EIR.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

#### X. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The General Plan was last updated in 2001. The proposed update to the Circulation Element of the General Plan brings forward several of the relevant Goals, Policies, and Implementation Measures of the Circulation Element consistent with the City's General Plan. The Project is not located within or will not conflict with any adopted conservation plans or natural community conservation plans. Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to the finalization of their design and construction.

a-c) No Impact. The Project would not physically divide an established community and is consistent with all applicable plans, policies, and regulations.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**XI. MINERAL RESOURCES**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: There are no current known sources of valuable minerals located within the Town according to the General Plan EIR. There are no sites designated for mineral resource recovery in the Town of Loomis General Plan or any other land use plans (SMARA Mineral Land Classification Map) Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

a-b) No Impact. Since no resources are within the Town, no significant impacts to mineral resources are anticipated from this project.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Less Than Significant			
Potentially Significant	With Mitigation	Less Than Significant	No Impact	
Impact	Incorporated	Impact		

**XII. NOISE**

Would the project result in:

a) Exposure of persons of or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above level existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The Town of Loomis General Plan sets policies to limit the amount of noise associated with construction based upon the following policies.

- Noise Element Policy 19: Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts.
- Noise Element Implementation Policy 8. The Town shall consider the use of temporary noise barriers, limited hours of operation, limiting times of year for construction near schools to reduce construction-related noise.

In addition, the Noise Standards in the Zoning Code (13.30.070) states that in order to allow construction schedules to take advantage of the weather and normal daylight hours, and to ensure that nearby residents as well as nonresidential activities are not disturbed by the early morning or late night activities, the Town limits construction to the allowable hours of 7:00 am to 7:00 pm Monday through Friday, 8:00 am to 7:00 on Saturday. This includes truck deliveries during construction.

The General Plan Noise Element sets forth noise compatibility standards for various land uses. For noise sensitive structures such as residences, exterior noise levels up to 65 dBA<sup>1</sup> Ldn<sup>2</sup> are acceptable, and

---

<sup>1</sup> A-weighted sound levels. When the standard logarithmic decibel is A-weighted, an increase of 10dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

interior noise levels of up to 45 dBA Ldn are acceptable (Town of Loomis General Plan). If the duration of the sound is less than a minute, the allowable noise level may increase to 70 dB<sup>3</sup>.

The Loomis Municipal Code addresses vibration levels in Title 13 Zoning, 1" Section 13.30.F General Property Development and Use Standards, which states, "No ground vibration shall be generated that is perceptible without instruments by a reasonable person at the property lines of the site, except for vibrations from temporary construction or demolition activities, and motor vehicle operations."

a-f) No Impact. The construction of the Project would generate noise, and would temporarily increase noise levels in the area. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Typically, small construction projects do not generate significant noise impacts when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period is limited to one construction season (typically one year or less).

Construction activities may result in temporary increased noise levels; however, such increases in noise are permissible under the General Plans if construction occurs during the daytime (7:00 a.m. to 7:00 p.m.). Construction would comply with the applicable noise standards and regulations in the Town. Therefore, the project would not conflict with the standards established in the local general plan or noise ordinance, or applicable standards of other agencies. There are no areas of the Town within an airport land use plan.

Operations associated with the planned improvements would not generate additional vehicular traffic. Although the traffic volumes would not change through implementation of the planned improvements, the average vehicle speed may increase along roadway segments where the level of service (LOS) is improved. However, these increases would occur with or without the project as the Town increases in population.

Per the Loomis Municipal Code, temporary construction is exempt from the vibration standards.

Adoption of the Circulation Element will not cause significant environmental impacts other than those identified and mitigated by the General Plan EIR. Noise impacts were analyzed in the General Plan EIR and the adoption and implementation of this project will not create additional impacts that were not already mitigated by standard project review requirements. Potential improvements will require project-specific noise analysis as part of the environmental review process, and if necessary, mitigation measures to reduce noise impacts to acceptable levels.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

---

<sup>2</sup> The day/night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures.

<sup>3</sup> Decibels. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**XIII. POPULATION AND HOUSING**

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: According to the U.S. Census Bureau, the 2010 population of Loomis was 6,430 residents with 2,465 housing units. Population estimates for 2014 show the number of residents rising to 6,728 (American Fact Finder).

a-c) No Impact. Operation of the Project would allow for the planned residential development within the area. Development of residential and business uses is not proposed as part of the Circulation Element Update Improvements that require the relocation of residences would be evaluated on a project-level basis during project-level environmental review. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**XIV. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The Town of Loomis is served by the Placer County Sheriff’s Department, Loomis Fire Protection District, South Placer Fire District, Placer Union High School District and Loomis Union School District, and the Auburn-Placer County Library System.

a) No Impact. The Circulation Element Update, in and as of itself, does not have the potential to induce growth as it does not involve the construction of new housing or businesses. As such, the project would not have the potential to increase demand for fire or police protection, schools, parks, or other public facilities.

Potential impacts to public services, including fire and police protection, medical aid, schools, parks, solid waste collection and disposal; maintenance of public facilities and other services were analyzed in the General Plan EIR and Public Facilities Element. This project will not affect the ability of the Town’s public services to meet the demands of Loomis residents. The Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

**XV. RECREATION**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: The Town operates one park site in Loomis, Sunrise-Loomis Park, and Placer County operates the Loomis Basin Regional Park on the northeast border of the Town, near the I-80 crossing. Recreational facilities are also provided by area schools (Del Oro High School, Franklin Elementary School, H. Clarke Powers School, and Loomis Elementary School). There is one bikeway in Loomis located along King Road. The General Plan indicates Secret Ravine provides opportunities for hiking and equestrian trails and that a bike trail is planned along Secret Ravine from Loomis Basin Regional Park to the City of Roseville.

Improvements to the circulation system in order to provide safety and connectivity for various modes of transportation may enhance the use of existing neighborhood and regional parks and other recreational facilities by Town residents. However, the project does not propose the construction of any new housing or businesses and does not have the potential to directly induce growth.

a-b) No Impact. The updated Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Less Than Significant		Less Than Significant	No Impact
Potentially Significant Impact	With Mitigation Incorporated		Impact	

**XVI. TRANSPORTATION/TRAFFIC**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: Several goals and policies have been developed to improve mobility, including transit, bicycle, and pedestrian modes. Proposed improvements would reduce enhance circulation, improve safety, and reduce congestion. Without the implementation of the Project, future conditions are projected to be under Town standards. The Project would not exacerbate the pre-existing deficient condition.

a-f) No Impact. None of these improvements are designed to substantially increase hazards to a design feature. Furthermore, these improvements would be subject to the standards of the latest adopted edition of the Caltrans Highway Design Manual and the Town of Loomis design standards. The roadway improvements would not have the potential to alter air traffic patterns or increase air traffic.

The Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Furthermore, the Circulation Element Update identifies future improvements at a conceptual level. These improvements would not result in a physical change at this time and would require further environmental review and analysis prior to the finalization of their design and construction. Project-specific impacts that could result from proposed development will thus be evaluated on a case-by-case basis through an appropriate level of environmental review under CEQA.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Less Than Significant With Mitigation	Less Than Significant	No Impact
Potentially Significant Impact	Incorporated	Impact	

**XVII. UTILITIES AND SERVICE SYSTEMS**

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: Water service in the Project area is provided by the Placer County Water Agency (PCWA), while wastewater service is provided by the South Placer Municipal Utility District (SPMUD). Solid waste service is provided in Loomis by the Auburn Placer Disposal Service for subscribing households.

a-g) No Impact. The Circulation Element Update, in and as of itself, does not have the potential to induce growth as it does not involve the construction of new housing or businesses. The project would not generate a significant amount of wastewater or solid waste, and would not require a significant amount of potable water. Proposed improvements could add small amounts of new impervious surfaces, leading to a net increase in runoff. Any proposed improvements would be designed so that post-project runoff conditions would not exceed pre-project runoff conditions.

Impacts associated with utilities and service systems were analyzed in the General Plan EIR and no new impacts are anticipated as a result of this project. The Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to the finalization of their design and construction.

Mitigation: Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

		Less Than Significant		
Potentially Significant	With Mitigation	Less Than Significant		No Impact
Impact	Incorporated	Impact		

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

**Discussion:**

a-c) No Impact. As evaluated in this IS/MND, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory. No cumulatively considerable impacts are identified by this IS/MND. The project does not have impacts that could cause adverse effects on human beings, either directly or indirectly.

## Sources for Initial Study/Mitigated Negative Declaration

2010 Fault Activity Map of California, California Geological Survey, Geologic Data Map No. 6, State of California Department of Conservation, <http://maps.conservation.ca.gov/cgs/fam/>, Accessed 1/18/16

2010 Geologic Map of California, California Geological Survey, Geologic Data Map No. 2, State of California Department of Conservation, <http://maps.conservation.ca.gov/cgs/gmc/>, Accessed 1/18/16

Alquist Priolo Earthquake Fault Zones, State of California Department of Conservation, <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>, Accessed 1/18/16

American Fact Finder. [http://factfinder.census.gov/faces/nav/jsf/pages/community\\_facts.xhtml](http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml)  
Accessed 1/18/2016

CA Dept. of Toxic Substances Control Envirostor, <http://www.envirostor.dtsc.ca.gov/public/>, Accessed 1/15/16

California Department of Transportation, California Scenic Highway Mapping System, Placer County. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm) Accessed 1/13/2016

Farmland Mapping and Monitoring Program, Placer County Important Farmland 2012 Map, California Department of Conservation, Division of Land Resource Protection, Map published November 2014. <ftp://ftp.consrv.ca.gov/pub/dlrp/fmmp/2012/>, Accessed 1/13/2016.

Land Conservation Act, California Department of Conservation, Division of Land Resource Protection, <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/>, Accessed 1/13/2016.

SMARA Mineral Land Classification Map, Placer County, California Department of Conservation, Accessed 1/18/16, <http://www.quake.ca.gov/gmaps/WH/smaramaps.htm>

State Water Resources Control Board GeoTracker, <http://geotracker.waterboards.ca.gov/>, Accessed 1/15/16

Town of Loomis General Plan, 2001

Town of Loomis Zoning Ordinance <http://qcode.us/codes/loomis/view.php?topic=0&frames=on> Accessed 1/18/16

Uniform Building Code (1997) Fig. 16-2.