

CHAPTER 4 ENVIRONMENTAL ANALYSIS

4.1 LAND USE

This section addresses the potential land use impacts associated with The Village at Loomis (proposed project). The proposed project would change portions of the land use and zoning designations on ±66 acres in the Town of Loomis (Town) to provide for up to 426 residential units and a village-themed retail center with shops and restaurants, professional offices, parks, open space and trails, and construction of Doc Barnes Drive. This section evaluates potential impacts of the project related to changing the existing and planned land uses for the site, as well as the compatibility of the proposed development with surrounding land uses.

No comments were received addressing land use concerns in response to the Notice of Preparation. The Notice of Preparation and comments received are included in Appendix A.

4.1.1 Environmental Setting

The ±66-acre project site is located in the Town of Loomis, northwest of the Interstate 80 (I-80)/Horseshoe Bar Road interchange. The site consists of Assessor's Parcel Numbers 043-080-007-510, 043-080-008-000, 043-080-044-000, 043-100-025-000, 043-100-027-000, 043-080-015-000, 044-094-001-000, 044-094-004-000, 044-094-005-000, 044-094-006-000, 044-094-010-000, 043-092-037-000, and 043-092-036-000. The project site is mapped within the Rocklin quadrangle of the U.S. Geological Survey 7.5-minute topographic map, as shown in Figure 3-2, Vicinity Map, in Chapter 3, Project Description. An aerial photo of the project site is provided in Figure 3-3, Aerial Map.

Project Site

The project site is mostly undeveloped. However, six dwelling units, a barn, and one commercial building exist in the western portion of the project site along Horseshoe Bar Road. The project site supports areas of live oak woodland, valley oak woodland, annual grassland, and riparian habitats. Topography on site is relatively flat, with the low point being an unnamed drainage that runs from north to south through the central portion of the project site.

The project site is not known to have supported significant historical activity. The western portion of the project site previously supported cattle grazing. The eastern portion was historically used as a fruit orchard, but evidence indicates that use ceased approximately 50 years ago. Some of the existing buildings on site are considered historic resources, as discussed in Section 4.4, Cultural Resources.

Existing Land Uses

The Town is a small suburban and rural community. The Town limits encompass approximately 4,600 acres. The predominant land use in the Town is single-family residential and large-lot residential-agricultural. Many residents maintain small-scale “hobby” agricultural activities on small ranches. The portions of town south of I-80 and west of Sierra College Boulevard support the majority of the residential-agricultural areas. Higher-density residential development is concentrated near the Taylor Road commercial corridor. A small area of industrial land uses exists in the northeast portion of the Town. East of the Town limits are unincorporated areas of Placer County (County), including the community of Penryn, and the City of Rocklin is located to the west. The Penryn area is primarily developed with rural-residential and residential-agricultural land uses.

Adjacent to the Project Site

Land uses adjacent to the project site include residential neighborhoods generally to the north, with a shopping center to the south anchored by a large grocery store (Raley’s supermarket). The Town library and other public and quasi-public uses are located adjacent to the western boundary of the project, on the south side of Library Drive. I-80 runs along the southeastern property boundary, and lands to the south and southeast of I-80 in the vicinity of the project site are vacant. There is a small portion of land adjacent to the northeastern portion of the project site that is also undeveloped, as shown on Figure 3-3, Aerial Map, in Chapter 3. Photographs of the surrounding land uses are provided in Figure 4.1-1, Site Photos. The adjacent shopping center supports a Raley’s supermarket and several small retail businesses. The loading docks and trash enclosures for the Raley’s shopping center face the southern boundary of the project site. There is also a recycling drop-off location in this area. The parking lot and entrance to the shopping center are located on Horseshoe Bar Road near the westbound I-80 on- and off-ramps.

As shown in the aerial photograph in Figure 3-3, single-family residential lots on David Avenue, Sun Knoll Drive, and Laird Street are adjacent to the project site’s northern boundary. The David Avenue and Laird Street subdivisions north of the project site are designated Residential Medium Density (2–6 dwelling units per acre) and Residential Medium-High Density (6–10 dwelling units per acre) and zoned Single-Family Residential (RS-7) and Medium-Density Residential (RM-3.5), respectively. Most of the homes in this area are single-story structures.

Downtown/Town Center Area

The Loomis downtown core is considered to be the area south of King Road, northwest of I-80, and southeast of the Union Pacific Railroad. Taylor Road and Horseshoe Bar Road are the Town’s two main streets and provide access to most of the Town’s commercial space. The Loomis Train Depot community building and Town Hall are located near the center of the

Taylor Road corridor, close to the intersection of Taylor Road and Horseshoe Bar Road. Key community destinations along the Taylor Road corridor include the historic Blue Goose Fruit Shed building, High Hand Nursery and Restaurant, and the Town Hall. The downtown core extends south on Horseshoe Bar Road, with small retail businesses located near Taylor Road; a mixture of residences, small businesses, and public facilities (the Veteran’s Memorial Hall and Station 28 of the Loomis Fire Protection District) located on the segment south of Taylor Road; and a shopping center located at the southern end of the downtown core, northeast of the Horseshoe Bar Road/I-80 interchange. The shopping center contains the Raley’s supermarket, chain restaurants, dry cleaners, and beauty shops.

Existing General Plan and Zoning Designations

Land uses for the project area are determined by the Loomis General Plan and the Town of Loomis Zoning Ordinance. Land uses in the downtown area, including the project site, were originally established by the Town Center Master Plan, which was adopted in 1992 as an element of the General Plan. The Town’s updated General Plan, adopted in 2001, incorporates applicable portions of the Town Center Master Plan. Land use and zoning designations on the project site and within the surrounding area are described in the following text. In addition, Figure 3-6, General Plan, shows the existing and proposed General Plan designations for the project site, and Figure 3-7, Zoning Designations, shows the existing and proposed zoning for the project site.

Under the Loomis General Plan Land Use Map, the project site is currently designated for Central Commercial (CC; this designation is identified in the General Plan Land Use Element as Town Center Commercial) in the southwest corner and along Horseshoe Bar Road, General Commercial (CG) on the remainder of the western portion, Residential Medium Density (RM 2-5) on the central portion, and Office/Commercial (CO) on the easternmost portion (Town of Loomis 2001). The project would require amendments to the Loomis General Plan to redesignate the project site to include ±15.9 acres of Residential Medium Density, ±23.2 acres of Residential Medium High Density, ±6.7 acres of Residential High Density (20 to 25 dwelling units per acre), and ±4.9 acres of Town Center Commercial, as summarized in Table 4.1-1. The project would also require rezoning most of the project site, as summarized in Table 4.1-2.

**Table 4.1-1
Proposed Land Use Summary**

Land Use District	General Plan Designation	Acreage	Dwelling Units and Commercial Square Feet
Village Single-Family Residential	Residential Medium Density (RM 2–6 du/ac and 6–10 du/ac) Public/Quasi-Public	31.8+	160 dwelling units

**Table 4.1-1
Proposed Land Use Summary**

Land Use District	General Plan Designation	Acreage	Dwelling Units and Commercial Square Feet
Village Residential	Residential Medium High Density (RM 6–10 du/ac) Public/Quasi-Public	20.4±	141 dwelling units
Village Mixed-Use	Town Center Commercial (TC)	0.7±	8 dwelling units /12,000 square feet of commercial
Office/Commercial	General Commercial (GC) Town Center Commercial-20 (TC-20)	6.3±	25,000 square feet office 44,000 square feet commercial
High Density Multifamily	Residential High Density Overlay (20–25 du/ac) Public/Quasi-Public	7.2±	117 dwelling units
Total		66.4±	426/81,000

du/ac = dwelling units per acre

**Table 4.1-2
Proposed Rezoning**

Zoning Designation	Existing Acres	Proposed Acres
Office Commercial	7.8	–
General Commercial	29.7	1.4
Central Commercial	5.3	5.6
Residential Single Family-Medium Density (RM-2)	–	13.3
Residential Single Family-Medium Density (RM-4)	–	15.9
Single Family Residential (RS-5)	23.5	–
Medium Density Residential (RM-2.3)	–	9.9
High Density Residential (RH-20)	–	6.7
Public/Institutional	–	13.6
Total	66.3	66.4

Adjacent Land Use Designations and Zoning

Properties north and west of the project site are designated Single-Family Residential, Medium-Density Residential, and Residential Estate. The Raley’s shopping center to the south of the western portion of the project site carries a General Commercial land use designation. The Town library, Veteran’s Memorial Hall, and commercial land uses are located to the west of the project site (Town of Loomis 2001), as listed in Table 4.1-3.

**Table 4.1-3
General Plan Designations and Zoning for Adjacent Areas**

Existing Land Use	General Plan Designation	Zoning
North – Residential, undeveloped land	Residential Medium Density (2–6 du/ac) Residential Medium High (6–10 du/ac) Residential Estate (2.3 acres/du)	Medium-Density Residential (RM-3.5) Single-Family Residential (RS-7) Residential Estate (RE) Office Commercial (CO)
South – Raley’s supermarket/ Retail, I-80	General Commercial (GC)	General Commercial (CG)
West – Residential/Saint Mark’s Church, Loomis Veteran’s Memorial Hall, Loomis Library	Public-Quasi Public Central Commercial (CC)	Central Commercial (CC) Public/Institutional (PI) General Commercial (CG)
Southeast/east – I-80	N/A	N/A

du/ac = dwelling units per acre

Agricultural Lands

The California Department of Conservation administers the Farmland Mapping Monitoring Program, which produces maps and statistical data for California’s agricultural resources. Agricultural land is rated according to soil quality and irrigation status. The best quality land is “prime farmland,” and rural land less suited for crop production is usually categorized as “grazing land.”

The Department of Conservation Farmland Mapping Monitoring Program designates the western half of the project site as “urban and built-up land.” Land classified as urban and built-up land is land that is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre area.

The Department of Conservation Farmland Mapping Monitoring Program designates the eastern half of the project site as “other land.” This designation is applied to land that does not meet the criteria of any other farmland category (such as prime farmland, unique farmland, or farmland of statewide or local importance). Typical uses of “other land” include low-density rural development, heavily forested land, mined land, or government land with restrictions on use (DOC 2012).

The California Land Conservation Act of 1965 (Williamson Act) is a non-mandated state policy providing for preferential assessment of agricultural and open space lands that meet local size and use criteria. In exchange for reduced property taxes, owners of Williamson Act lands place their land holdings under contract with participating cities and counties; the owners are then prohibited from developing their properties during the contract period. No land on the project site is currently under a Williamson Act contract.

Land Development Trends

Agriculture has long been the predominant land use throughout southwestern Placer County. However, the region has been undergoing rapid change, particularly in the late 1990s and early 2000s. The County consistently ranked among the fastest-growing counties in California in this period, in terms of jobs and population. Much of this growth was concentrated in the incorporated cities within the County and unincorporated areas near Roseville and Rocklin (Town of Loomis 2001). Although the rapid pace of development experienced in the late 1990s and early to mid-2000s slowed considerably during the recession that began in 2008, development pressure has been gradually increasing over the last few years.

Within the Town, the land use pattern has been changing from rural-agricultural to residential development on small acreages. Larger rural-agricultural estates can still be found in Loomis south and east of I-80 and in the westernmost portion of the Town, and smaller lots are common in the central part of the Town. Commercial uses are focused in the center of Town, on the west side of I-80 along the Horseshoe Bar Road and Taylor Road corridors.

Loomis Town Center Master Plan

The Loomis Town Center Master Plan was adopted in 1992 to provide long-range planning for approximately 490 acres located along I-80 and south of the Union Pacific Railroad. The plan boundaries are generally King Road, the Union Pacific Railroad tracks, Brace Road and Secret Ravine. The plan established policies and guidelines for development in central Loomis, including the project site. In 2001, the Town integrated the goals and policies put forth in the Town Center Master Plan into the General Plan Update to centralize the Town’s planning expectations into the General Plan and the Zoning Ordinance. The Zoning Ordinance (Town of Loomis 2015) contains the design guidelines for building intensity, building height, setbacks, signs, and other development features as originally contained in the Town Center Master Plan.

Other Approved and Pending Development Projects in the Town of Loomis

Several other development projects have been recently approved (and not yet constructed) or proposed in the Town of Loomis. Table 4.1-4 provides a summary of these projects.

**Table 4.1-4
Summary of Approved and Proposed Developments**

Project Name	Project Site Size	No. of Residential Units Planned or Proposed	Square Feet of Commercial/ Office Space	Status
Morgan Estates	10 acres	8	0	Approved
Nejadian	9.5 acres	8	0	Approved

**Table 4.1-4
Summary of Approved and Proposed Developments**

Project Name	Project Site Size	No. of Residential Units Planned or Proposed	Square Feet of Commercial/ Office Space	Status
Poppy Ridge Phase 2	40 acres	15	0	Approved
Del Oro Vistas	4.25 acres	12	0	Approved
Taylor Road Mixed-Use Project	8.9 acres	46	19,020	Approved
Sierra De Montserrat	322.5 acres	54	0	Approved, under construction
Poppy Ridge Estates	19.7 acres	6	0	Approved
Heritage Park Estates Phase 2	12 acres	40	0	Approved
Loomis Crossing	3.96 acres	0	17,040	Proposed
Totals		149	36,060	

Source: Town of Loomis 2013

Sacramento Area Council of Governments Sustainable Communities Strategy and Blueprint Project

Sacramento Area Council of Governments (SACOG) is the metropolitan planning organization responsible for developing the federally required Metropolitan Transportation Plan and the new state-required Sustainable Communities Strategy (SCS) in coordination with the 22 cities, six counties, and other partner agencies in the greater Sacramento region. The Metropolitan Transportation Plan is a long-range plan for transportation in the region built on the SACOG Blueprint Project, described in the following text. Since the last Metropolitan Transportation Plan, California adopted Senate Bill 375, which requires an SCS be added to transportation plans across the state. Senate Bill 375 was adopted with the goal of reducing greenhouse gas emissions from cars and light trucks. Senate Bill 375 will make it easier for communities to build housing and provide transportation choices. The SCS is a plan to meet the region's greenhouse gas emissions reduction target while taking into account regional housing needs, transportation demands, and protection of resource and farm lands based on the best forecast of likely land use patterns provided in coordination with SACOG's partner agencies. Specifically, the SCS was prepared based on the growth projections contained in general plans and other planning documents adopted by land use agencies in the region and reflecting the Blueprint Project.

SACOG adopted the Metropolitan Transportation Plan/SCS in April 2012, which is based on projections for growth in population, housing, and jobs provided by the cities and counties that make up SACOG. The Town is indicated in the SCS as an Established Community, adjacent to the Established Community of the City of Rocklin to the southwest and adjacent to rural residential communities to the south, east, and northeast (SACOG 2012).

The SCS was prepared based on three development scenarios from which a Preferred Scenario was identified. SACOG found that Scenario 3 increased “regional accessibility to jobs the most in large part because more new housing units in this scenario are added in close proximity to employment centers, more new jobs are added in close proximity to housing-rich areas, and the least number of new housing units are added on the urban edge, where job accessibility is lower than in the urban and suburban center” (SACOG 2012). The Preferred Scenario includes a focus on developing within infill areas instead of greenfield (undeveloped) areas, support for developing more single-family and attached dwelling units on smaller lots, and a goal to improve the jobs-housing balance for each subregion.

Prior to preparation of the SCS, SACOG completed its Blueprint Project, which established a long-range regional vision for how the Sacramento region will manage an effective doubling of population by 2050. Many of the strategies that were discussed by participants in the Blueprint Project process (consisting of more than 5,000 residents of the region) called for implementation of what are known as the Blueprint Planning Principles: housing options, compact development, transportation choices, mixed land uses, conservation of natural resources, making better use of existing assets, and quality design. The Preferred Blueprint Scenario depicts a plan for regional growth through the year 2050 in a manner generally consistent with the Blueprint Planning Principles (SACOG 2004). The Preferred Blueprint Scenario has served as a framework to guide local government in growth and transportation planning through 2050.

Development in Surrounding Jurisdictions

City of Rocklin

The City of Rocklin approved the Clover Valley development in 2007. Under this project, the City of Rocklin anticipates development of 558 single-family dwelling units and associated infrastructure on 256 of the 622 acres within the Clover Valley project site. This site is located in the northeast corner of the City of Rocklin, along the west side of Sierra College Boulevard and Union Pacific Railroad tracks, 2 miles north of I-80, and 3 miles south of State Route 193. No development has occurred on the Clover Valley project site to date, but the City of Rocklin is currently reviewing applications for the first phase of development at this site.

Placer County

Granite Bay Community Plan: The Placer County Board of Supervisors adopted the Granite Bay Community Plan in February 2012. The Granite Bay community is generally characterized as a rural residential area and the Community Plan seeks to “provide a transition between the urban densities in the adjoining communities and non-intensive land uses to the north and west” (Placer County 2012). This Community Plan covers 15,795 acres and anticipates that 4,404 acres would remain in open space, 182 acres would support commercial and office uses, and the

remainder would support residential land uses in a variety of densities. The Community Plan cites U.S. Census data indicating that the population of the area in 2010 was 20,825, and the Community Plan projects that population could reach 26,000 at buildout of the Community Plan.

Bickford Ranch Specific Plan: The Placer County Board of Supervisors approved the Bickford Ranch Specific Plan in 2001 and approved the Final Large Lot Map on June 26, 2007. The specific plan area is located in unincorporated Placer County, southeast of the intersection of Sierra College Boulevard and Highway 193, approximately 6 miles from the project site. The developer received approval for grading activities and infrastructure improvements in accordance with the approved project documents and started some of this work in 2006, but by 2008, work stopped. The Bickford Ranch Specific Plan provides for a mixed-use development on ±1,928 acres, featuring 1,890 residential units, two recreation centers, a fire station, an elementary school, parks, and trails. Approximately 56% of the site, or 1,088 acres, would be dedicated open space. Access to the site would be provided from Sierra College Boulevard (Placer County 2004).

In fall 2008, the developer of Bickford Ranch filed for bankruptcy. However, the land use entitlements do not expire. The project applicant recently submitted revised plans to the County to remove the 18-hole golf course and redesignate 9 acres of commercial uses to residential. The County's Board of Supervisors approved the proposed Specific Plan revisions in December 2015 (Placer County 2015).

Horseshoe Bar/Penryn Community Plan: The Placer County Board of Supervisors adopted the Horseshoe Bar/Penryn Community Plan in 1994. Similar to the Granite Bay community, this area is largely rural residential. The 1990 U.S. Census indicated that the Horseshoe Bar/Penryn area supported a population of 6,459 people (Placer County 1994). Based on a range of growth projections, the community plan anticipated a total population of between 8,199 and 9,598 people by 2010 and 13,740 people at full buildout. Since adoption of this Community Plan, several small projects have been approved for the Community Plan area, some of which have already been constructed. The Orchard at Penryn development was originally approved for development of 150 multi-family units but in 2012 Placer County approved a revision to the approved project, allowing construction of 54 single-family dwelling units on 15 acres located on Penryn Road between I-80 and Taylor Road. This site is approximately 2.5 miles northeast of The Village at Loomis project site. Construction has not yet started on this project.

4.1.2 Regulatory Setting

There are no federal land use regulations pertinent to the project.

State Regulations

No state regulations are applicable to the analysis of land use and planning effects for the proposed project.

Local Regulations

Town of Loomis General Plan

The project site is located within the land use planning area of the Town's General Plan. The General Plan sets forth goals, policies, and implementation measures to guide land use and development within its planning area. California planning law dictates that all land use decisions must be consistent with the implementing jurisdiction's adopted General Plan. Therefore, the proposed project must be consistent with the Town General Plan and the Town's Zoning Ordinance.

Many of the Town's General Plan policies applicable to the proposed project were adopted with the intent to reduce the environmental impacts of ongoing development, while land use designations were adopted to provide the long-range planning necessary to minimize conflicts between adjacent land uses and provide adequate infrastructure.

California Government Code, Section 65300, requires each county and city to adopt a general plan to guide development. The General Plan establishes the Town's development goals and policies; sets the land use, housing, and development policies for the Town; and designates allowable land uses for all property throughout the Town. The updated Town General Plan was adopted by the Town Council in 2001. As discussed previously, the 2001 General Plan incorporated the goals and policies of the 1992 Town Center Master Plan, which had previously guided planning in the downtown area. The following list presents goals and policies of the Town General Plan that are applicable to the analysis of the project's potential land use impacts. The consistency of the proposed project with applicable General Plan policies is analyzed in Appendix B of this draft environmental impact report (EIR), as discussed under Impact 4.1-1.

The General Plan identifies the intended uses of the project site "to ensure that proposed development would include a mixture of uses, with new, high-density residential uses providing a buffer between the commercial development adjacent to I-80 and the existing single-family residential areas to the north. This General Plan has retained those objectives through specific policy language that has been applied to the site" (Town of Loomis 2001).

The General Plan specifically identifies the project area as Special Area 2 and describes this area as follows (Town of Loomis 2001):

General Commercial and Office/Professional designations north of the Raley’s Center, and at I-80 and King Road. The planning of proposed development on these currently vacant properties should be carefully coordinated and integrated to ensure adequate access and circulation between Horseshoe Bar Road and King Road. Proposed development shall comply with the following standards:

- a. The riparian corridors extending through this area shall be protected consistent with the policies in the Conservation of Resources chapter of this General Plan.

Proposed development shall be planned to provide a gradual transition of intensity of development adjacent to I-80 and existing commercial, and the neighboring residential areas, to minimize the potential for land use conflicts with residential uses, and problems for residents. The west General Commercial [Gates property] site should be developed with a mixture of land uses consisting of three tiers: general commercial and/or office uses should be located adjacent to the Raley’s center; low profile office structures should be placed in a second tier after the commercial uses; and medium to medium-high density residential should be located adjacent to the existing residential areas to the north of this site. Any residential uses on the Office/Professional site [Quong property] should be developed with shared driveways to minimize access points on the new extension of Boyington Road.

The General Plan further sets the following goals for its town center:

1. Maintain the small town character of Loomis;
2. Promote the economic stability of the Town;
3. Provide goods and services for residents;
4. Revitalize Taylor Road;
5. Protect Loomis’ natural resources;
6. Create a civic center;
7. Provide a range of employment and housing opportunities;
8. Develop and maintain Downtown Loomis as a focal point for shopping and services; and
9. Redevelop the railroad rights-of-way to enhance Loomis’ historic image.

In addition to the specific discussion of the project site under the Special Area 2 policy, the following goals and policies found in the General Plan Land Use Element are applicable to the proposed project (Town of Loomis 2001):

Goal 5: To maintain the rural character of Loomis in new residential developments by emphasizing rural character, quality, and livability in their design, and the provision of necessary services and facilities.

Goal 6: To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area.

Goal 7: To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town's character.

Goal 8: To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town's character.

Goal 9: To improve the Town's commercial base to increase municipal revenues, and provide a wider range of goods and services for local residents, in addition to encouraging some commercial uses near the freeway and in the downtown that can attract or serve patrons from outside the community.

E. Residential Land Use Policies

1. Loomis shall maintain a balance between residential building density and the capacity of the circulation system, schools, fire and police services, and other public service facilities.
2. New residential development shall be required to bear the full financial burden for new public service capital improvements required to serve the residents of the development, through impact fees, environmental mitigation fees, and other appropriate measures.
3. New development should not create undue demand on schools, roads, or adversely affect the quality of life in adjoining neighborhoods.
5. Loomis shall require the design of future residential projects to emphasize character, quality, livability, and the provision of all necessary services and facilities to insure their permanent attractiveness.
8. Loomis shall promote the full utilization of land already committed to urban development before utilities and public services are extended to areas without existing urban infrastructure.
9. Outside of the core area, Loomis shall promote a rural residential environment consisting primarily of single family homes.

10. Loomis shall encourage the provision of adequate housing opportunities for people on fixed or limited incomes, with emphasis on senior citizen housing.
11. Multi-family residential areas shall be designed to be compatible with nearby single family residential neighborhoods in terms of height and massing, and overall design. Multi-family residential development shall not be permitted on arterials serving as entryways to the Town unless substantial setbacks and landscaping are provided.
12. Proposed development shall be planned and designed to preserve and enhance significant natural features (e.g., creeks, wetlands, native trees, rock outcrops, wildlife habitat), and retain the existing topography, to the greatest extent practical.
13. Loomis shall evaluate all new residential subdivisions and other significant development proposals for consistency with the Town's design standards, with the objectives of maintaining a small, neighborly, rural community, reflective of the Town's heritage. Proposed projects that are inconsistent with the Town's design guidelines shall be denied, or be revised to be consistent.
14. Loomis shall encourage the retention and enhancement of natural vegetation along major roadways in new developments as a tool for mitigating noise impacts and providing scenic open spaces.
15. New residential development near the freeway shall consider alternative noise mitigation measures and avoid the construction of artificial freeway sound walls.
16. Loomis shall prohibit the development of gated residential communities.
18. All new development in Loomis shall conform to the land use map, land use categories and development intensities set forth in this General Plan.

F. Commercial and Industrial Land Use Policies

1. Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.
4. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.
5. New commercial development shall preserve and integrate existing natural features (e.g., creeks, native trees, rock outcrops) and topography into project landscaping.

6. Loomis shall require landscaping throughout off-street parking lots to mitigate the adverse visual impact of large paved areas and provide shading to assist in energy conservation within adjacent buildings (Town of Loomis 2001).
7. Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible.
10. Commercial land uses shall be discouraged away from the Town’s core area, except when property is demonstrably unsuitable for residential use because of proximity to noise sources such as major arterials or railroad lines.

Town of Loomis Zoning Ordinance

The purpose of the Town of Loomis Zoning Ordinance (Title 13 of the Town of Loomis Municipal Code) is to implement the goals, policies, and objectives of the Town of Loomis General Plan. The Zoning Ordinance regulates all land uses and development within the Town by requiring proposed land uses, buildings, structures, and land division to comply with the regulations set forth for each zone district (Town of Loomis 2015).

As discussed previously in more detail, the zone districts for the project site are currently General Commercial (CG), Office Commercial (CO), Central Commercial (CC), and Single-Family Residential (RS-5). The project proposes to rezone the site consistent with the proposed change in land use designations, as discussed previously.

4.1.3 Impacts

Methods of Analysis

The following assessment of land use impacts is based on a review of applicable plan, policy, and regulatory documents, as well as consultation with Town of Loomis Planning Department staff. Information related to land uses was reviewed in light of the proposed project to evaluate the project’s consistency with relevant plans and policies, and to determine land use compatibility.

The first impact discussed in this section relates to the consistency of the proposed project with all applicable Town environmental resource policies, including those resource policies and environmental issue areas covered in other sections of this EIR. Where mitigation measures are necessary to ensure compliance with the Town’s environmental resource policies, those measures are referenced in the first impact discussion. The full text of each mitigation measure is presented in each of the sections of this EIR, and is not repeated here.

The project site does not include any farmland designated as Prime, Unique, or of Statewide Importance or contain any lands under a Williamson Act contract. The project would not convert

designated farmland to nonagricultural uses, and therefore, the proposed project would result in no impact to agricultural uses, farmland, or Williamson Act contract lands. In addition, the project is not located adjacent to farmland; therefore, the project would not hasten the conversion of farmland to nonagricultural uses. Thus, these issues are not further evaluated.

The land use analysis in an EIR does not typically include a discussion of cumulative impacts because the consistency analysis of applicable land use goals and policies and compatibility with existing adjacent uses is not an additive effect. Therefore, there are no significant land use consistency impacts where the project, in combination with impacts from other projects, could contribute to a cumulative land use impact. Thus, cumulative land use effects are not further evaluated. Potential cumulative land use compatibility issues such as those related to noise levels, traffic conditions, or air quality degradation are addressed within the appropriate resource section of this EIR.

Significance Criteria

Appendix G of the CEQA Guidelines provides the criteria that were used to determine whether the proposed project would have a significant environmental impact related to land use. Potentially significant impacts associated with the proposed project have been evaluated using the following significance criteria. Would the project:

- 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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- Substantially conflict with surrounding land uses (current and planned) or physically divide an existing community?

Impact Discussion

IMPACT 4.1-1:	Conflict with land use plans, policies, or regulations.
SIGNIFICANCE:	Potentially Significant
MITIGATION:	Mitigation Measures 4.3c, 4.3f, 4.4a, 4.6a through 4.6d, 4.7b through 4.7d, 4.8a, 4.8c, 4.12a, and 4.12b, as presented in the applicable draft EIR chapters
RESIDUAL SIGNIFICANCE:	Less Than Significant

Land use planning impacts are evaluated in this section by determining whether the proposed project is in compliance with goals, policies, and land use designations of the General Plan, Town zoning requirements, and other relevant policy documents. The analysis focuses

specifically on policies that, if violated, may contribute to some direct or reasonably foreseeable indirect environmental impact (as defined by the CEQA Statutes and Guidelines) compared to what would be anticipated with full policy compliance. The focus of the section is on policies that apply to housing and commercial projects, not on policies that apply to the Town itself, and not policies that specifically apply to a type of land use not proposed as a part of the project. The Town's environmental policies do not always allow qualitative or definitive evaluation. Therefore, although this EIR does thoroughly analyze and report on project consistency with environmental policies, it is the Town Planning Commission and Council who will make the ultimate determination in this regard. A detailed analysis of the project's consistency with each applicable General Plan policy is included in Appendix B.

As discussed in Section 4.1.2, Regulatory Setting, land uses at the project site are governed by the Town's General Plan and Zoning Ordinance. Under the General Plan, the project site is made up of four distinct land use designations, including Office Professional, General Commercial, Residential Medium Density, and Central Commercial. Two parcels are also designated with a Residential High Density Overlay, which permits development of high-density residential use instead of the primary designated land use. The zoning designations for the project site, pursuant to the Town of Loomis Zoning Ordinance, include Office Commercial, General Commercial, Single-Family Residential, and Central Commercial. The existing and proposed land use designations and zoning of each parcel are described in Table 3-2 in Chapter 3, Project Description.

The project proposes a Zoning Ordinance Amendment to create six new zone districts:

- Central Commercial Mixed Use (CC)
- Town Center Commercial-20 (TC-20)
- High-Density Residential (RH-20)
- Medium-Density Residential (RM-4)
- Medium-Density Residential (RM-2.3)
- Medium-Density Residential (RM-2)

The proposed Zoning Ordinance text defines the development standards that would be applicable to each zone district, including allowable land uses, lot sizes, setbacks, and height and coverage limits. In addition, the project proposes adoption of design standards for the project. These standards identify the various architectural styles that would be allowed to be built within the project and establish development standards (e.g., building setbacks and streetscapes including street cross-sections, pedestrian paths, street lighting and street tree planting plans) for the project.

The project includes a mix of commercial, residential, recreational, and open space land uses. To implement these districts, a general plan amendment and rezone would be necessary. The project would also include approximately 10.18 acres of open space and 1.84 acres of parks (parcels A-A, D, F, and H), as shown in Table 4.1-5 and Figure 4.1-2.

**Table 4.1-5
Proposed Public Purpose, Open Space and Park Parcels**

Parcel	Acreage	Use
<i>Public Purpose Parcels</i>		
A-A	0.48	Passive park
A-B	0.16	Detention basin
A-C	0.71	Detention basin
D	0.41	Active park
E	6.41	Open space
F	0.77	Passive park
G	3.64	Open space
H	0.18	Active park
I	0.13	Open space
Total Size	12.89	
<i>Parcels Under Common Ownership</i>		
J	0.09	Pedestrian mews
K	0.22	
L	0.07	
M	0.22	
N	0.05	
O	0.07	
P	0.11	
Q	0.20	
R	0.10	
S	0.04	
T	0.04	
U	0.04	
V	0.04	
W	0.04	
X	0.04	
Y	0.04	
Z	0.17	
Total Size	1.58	

The following discussion provides a detailed description of each of the proposed land use districts to allow an understanding of the proposed project design and consideration of the extent to which the project meets the Town's land use and planning goals, objectives, and policies.

Village Single-Family Residential District

This district would extend from the central portion of the site, east of the unnamed drainage and associated riparian corridor, to the northeastern corner of the project site, as shown in Figure 4.1-3. This district would support Residential Medium Density development of between 2 and 6 dwelling units per acre (RM 2-6) and Residential Medium High Density development with 6 to 10 (RM 6-10) dwelling units per acre. This district would allow development of single-family residences. As shown in Table 4.1-6, this portion of the project site is currently designated for office, commercial, and residential development. The project proposes to alter General Plan and Zoning designations in this area and would create two new Zoning designations for this district – RM-4 and RM-2.3. Under the RM-4 designation, the minimum allowable lot size would be 4,000 square feet, with the front setback being 18 feet for garages, 15 feet for living space, and 10 feet for porches. Side setbacks would be 4 feet (12 feet for corner lots) and rear setbacks would be 10 feet. The RM-2.3 designation would allow lot sizes at a minimum of 2,300 square feet with 0-foot front setbacks, 3-foot side setbacks (10 feet for corner lots), and 4-foot rear setbacks.

**Table 4.1-6
Proposed Village Single-Family Residential District**

Parcel Information						Proposed Land Uses		
Parcel Number	Size (acres)	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning	Dwelling Units/Uses	Minimum Parcel Size (square feet)	Density (du/ac)
043-080-007-510 and 043-080-008-000	7.8	Office Professional	Residential Medium Density (RM 2-6 du/ac)	Office-Commercial	Single-Family Residential (RM-4)	29 traditional single-family /Open space (detention basin) Park	4,050	3.7
043-080-044-000 (portion)	0.5	General Commercial (GC)	Residential Medium Density (RM 2-6 du/ac)	General Commercial (CG)	Single-Family Residential (RM-4)	3 traditional single-family	4,050 (traditional)	6.0

**Table 4.1-6
Proposed Village Single-Family Residential District**

Parcel Information						Proposed Land Uses		
Parcel Number	Size (acres)	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning	Dwelling Units/Uses	Minimum Parcel Size (square feet)	Density (du/ac)
043-080-015-000	23.6	Residential Medium Density (RM 2-6 du/ac)	Residential Medium Density (RM 2-6 du/ac and Residential – Medium High Density (RM 6-10 du/ac)	Single-Family Residential RS-5	Single-Family Residential (RM-4) and Medium-Density Residential (RM-2.3)	57 traditional single-family; 71 alley-loaded single family /Park	4,050 (traditional) 2,625 (alley-loaded)	5.4
Total	31.9	N/A	N/A	N/A	N/A	160	N/A	5.0^a

du/ac = dwelling units per acre; N/A = not applicable

^a The total density represents the average density for the district.

Village Residential District

This district would be located in the western portion of the project site, north of Library Drive, as shown in Figure 4.1-4. The project proposes to change the land use designation of this district from General Commercial to Residential Medium-High Density to allow development of 6 to 10 dwelling units per acre (RM 6-10). For the majority of this district, the project proposes to construct 6.9 dwelling units per acre, and 0.84 acre would be developed with 10 dwelling units per acre. The homes would be constructed in a row-house style, with homes facing each other across pedestrian mews and vehicular access to the homes from an alley in the rear of the lot. The alley network would create a grid pattern, and the main internal road in this district would head north from Library Drive and turn west to connect to Laird Street. The existing and proposed General Plan and Zoning designations and proposed development for this district are shown in Table 4.1-7. The project proposes to create one new zoning designation for this district, RM-2, which would have a minimum allowable lot size of 2,000 square feet, with the front setback being 5 feet for living space and 0 feet for porches. The dwelling units would be alley-loaded with a 4-foot rear setback. Side setbacks would be 3 feet (10 feet for corner lots).

**Table 4.1-7
Proposed Village Residential District**

Parcel Information						Proposed Land Uses		
Parcel Number	Size (acres)	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning	Dwelling Units/Uses	Minimum Parcel Size (square feet)	Density (du/ac)
043-080-044-000 (portion)	19.56	General Commercial (GC)	Residential Medium High Density (RM 6–10 du/ac)	General Commercial (CG)	Single-Family Residential (RM-2)	133 alley-loaded single-family/Park	2,160	6.9
044-094-001-000	0.61	General Commercial (GC)	Residential Medium High Density (RM 6–10 du/ac)	General Commercial (CG)	Single-Family Residential (RM-2)	6 alley-loaded single-family	2,160	10
044-094-010-000 (portion)	0.23	General Commercial (GC)	Residential Medium High Density (RM 6–10 du/ac)	General Commercial (CG)	Single-Family Residential (RM-2)	2 alley-loaded single-family	2,160	10
Total	20.4	N/A	N/A	N/A	N/A	141	N/A	7^a

du/ac = dwelling units per acre; N/A = not applicable.

^a The total density represents the average density for the district.

Village Mixed-Use District

As shown in Figure 4.1-5, this district would be located along the project site's frontage on Horseshoe Bar Road between Library Drive and Laird Street. The project proposes to convert a 0.25-acre parcel of land designated and zoned General Commercial to a land use designation of Town Center Commercial and a zoning designation of CC-20 and to convert three additional parcels and a portion of a fourth parcel from the CC zoning designation to CC-20. The Town Center Commercial designation would allow for development of ground-floor commercial land uses with multi-family dwelling units on the second floor. The existing and proposed General Plan and Zoning designations and proposed development for this district are shown in Table 4.1-8. The project proposes to create a new CC-20 zoning designation for this district. This district would have the same parcel size and setback requirements as the Town's current Central Commercial District, except that residential density of up to 20 dwelling units per acre would be allowed in accordance with the Town of Loomis Housing Element.

**Table 4.1-8
Proposed Village Mixed-Use District**

Land Use District	Parcel Information						Proposed Land Uses		
	Parcel Number	Size (acres)	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning	Dwelling Units /Uses	Minimum Parcel Size (square feet)	Density (du/ac)
Village Mixed Use	043-080-044-000 (portion)	0.25	GC	TC	CG	CC	8 multi-family du, 12,000 sf commercial	N/A	11
	044-094-010-000 (portion)	0.07	CC	TC	CC	CC			
	044-094-004-000	0.16	CC	TC	CC	CC			
	044-094-005-000	0.07	CC	TC	CC	CC			
	044-094-006-000	0.15	CC	TC	CC	CC			
<i>District Subtotal</i>		<i>0.72</i>					<i>12,000 square feet of commercial uses and 8 multiple-family units</i>		

du/ac = dwelling units per acre; GC = General Commercial (land use); TC = Town Center Commercial; CG = General Commercial (zoning); CC = Central Commercial; N/A = not applicable

Commercial/Office District

As shown in Figure 4.1-6, the Commercial/Office District would be located in the southwestern portion of the project site, wrapping around the south and east sides of the existing library. This district would change the land use and zoning designations from Central Commercial (Town Center Commercial) to Town Center Commercial-20 and Central Commercial-20. These designations would allow the same types of commercial land uses currently permitted and also would increase the maximum allowable residential density for mixed-use projects from 15 to 20 dwelling units per acre. The existing and proposed General Plan and Zoning designations and proposed development for this district are shown in Table 4.1-9. As described previously, the proposed CC-20 zoning designation would have the same parcel size and setback requirements as the Town's current Central Commercial District, except that residential density of up to 20 dwelling units per acre would be allowed in accordance with the Town of Loomis Housing Element.

**Table 4.1-9
Proposed Commercial/Office District**

Parcel Information						Proposed Land Uses		
Parcel Number	Size (acres)	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning	Dwelling Units/Uses	Minimum Parcel Size (square feet)	Density (du/ac)
043-080-044-000 (portion)	1.4	GC	GC	CG	CG			
043-100-025-000	2.91	CC	TC-20	CC	CC-20			
043-100-027-000	1.95	CC	TC-20	CC	CC-20			
Total	5.97	N/A	N/A	N/A	N/A	25,000 square feet of office uses and 44,000 square feet of commercial uses; TC-20 and CC-20 designations would allow 20 du/acre in mixed-use projects		

du/ac = dwelling units per acre; GC = General Commercial (land use); CG = General Commercial (zoning); TC = Town Center Commercial; CC = Central Commercial

High-Density Multiple-Family District

The project proposes to change the land use designation of this district from General Commercial (CG) to Residential High Density. This designation would allow the development of 20 to 25 dwelling units per acre in the southwest portion of the project site, as shown in Figure 4.1-7.

Similarly, the project proposes to change the zoning of this district from General Commercial (CG) to a new zoning designation of High-Density Residential (RH-20). This zoning district is proposed to meet the Town's affordable housing needs, as outlined in the Town's Zoning Ordinance and would allow development of multifamily residences at a density of between 20 and 25 units per acre. This portion of the project is discussed in more detail in Section 4.2, Population and Housing. The district would include 7.2 acres, once acreage for road right-of-way is accounted for, and there would be 4.69 acres available for multi-family development. This district would also include a 0.48-acre park site.

The existing and proposed General Plan and Zoning designations and proposed development for this district are shown in Table 4.1-10.

**Table 4.1-10
Proposed High-Density Multiple-Family District**

Parcel Information						Proposed Land Uses		
Parcel Number	Size (acres)	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning	Dwelling Units/Uses	Minimum Parcel Size (square feet)	Density (du/ac)
043-080-044-000 (portion)	7.2	GC	Residential High Density Overlay (20–25 du/ac)	CG	High Density Residential (RH-20)	117	N/A	25
Total	7.2	N/A	N/A	N/A	N/A	117	N/A	25

du/ac = dwelling units per acre; GC = General Commercial (land use); CG = General Commercial (zoning)

Project Consistency with the General Plan

The most substantial land use change proposed by the project would entail the development of residential uses on land currently designated for commercial development, as shown in Table 3-2, Proposed Land Use Designations and Zoning, and Figure 3-6 in Chapter 3. The project would redesignate 31.7 acres of commercial uses to residential, leaving 6.67 acres designated for commercial. Although the western portion of the site is designated general commercial, the General Plan Special Area 2 policies indicate that residential development should be located in the northern portion of the parcel. Although the western portion of the site is designated general commercial, the General Plan Special Area 2 policies indicate that residential development should be located in the northern portion of the parcel. The project is consistent with the policies envisioned in the Town Center Master Plan; internal roadways, trails, bike lanes, and pedestrian pathways connect the commercial, residential, recreational, and open space components of the project, ensuring sufficient circulation within the project site. Consistent with the Town's General Plan, 10 acres are reserved to preserve the riparian corridor that run throughout the site. The development seeks to maintain consistency with Loomis's small town character by developing a village-themed retail center, pedestrian-oriented layout, and houses that incorporate the architectural styles of the Town. The west side of the Project area is proposed to be developed in a grid format to match historic downtown Loomis. Existing and planned utilities for and surrounding the project site would be able to support a residential population, as discussed in Section 4.12, Public Services and Utilities. The proposed change in land use from commercial to residential in this portion of the project site would focus commercial development in the project's designated town center, which would be in keeping with the goals set forth in the Town's General Plan for downtown development.

The project proposes more residences than were envisioned for this site under the General Plan, but would develop less commercial and office space than currently planned. Compared to what

was planned for the project site, the changes proposed as a part of the project would decrease traffic volumes on area roadways. However they could increase operational air pollutant emissions and potentially expose more residents to noise levels that exceed local standards. Each of these impacts is comprehensively addressed in the appropriate resource sections of this EIR.

This EIR also analyzes the compatibility of the project with surrounding and nearby land uses and properties. Potential land use compatibility issues include those related to noise levels, unsafe traffic conditions, changes to the existing visual environment, and air quality degradation. Compatibility issues have been analyzed and are addressed more thoroughly within the appropriate resource sections of this EIR.

The proposed project would be inconsistent with the existing land use and zoning designations on the project site. However, amending the land use and zoning designations as proposed would enable the project to be compatible with and/or consistent with the physical properties of the project site, the uses proposed for the site, and surrounding uses and densities. Overall, the project meets the intent of the Town's General Plan to ensure future development in this area is carefully coordinated and integrated to ensure adequate access and circulation are provided; the riparian corridor is protected; and development provides a transition to the existing commercial and residential areas. Land use impacts related to the proposed project's inconsistency with the existing land use and zoning designations would, therefore, be **less than significant**.

Appendix B to this draft EIR provides a detailed analysis of the project's consistency with the Town's General Plan policies. As described in Appendix B, the proposed project would require implementation of mitigation measures to ensure consistency with the following policies:

- **Land Use Element:** Residential Policies 1 and 2, Public Services Policy 1 regarding provision of public services to residential development. **Mitigation Measure 4.12a** requires the project to obtain confirmation from the South Placer Municipal Utility District that there is adequate sewer conveyance capacity prior to issuance of any building permits.
- **Community Development Element: Mitigation Measure 4.12b** requires the project applicant to pay the Town's adopted parkland in-lieu fees to ensure adequate park facilities are provided to serve the proposed residential development.
- **Circulation Element:** Level of Service Policy requiring that roadways and intersections be maintained at a Level of Service C (unless specific exceptions are made). **Mitigation Measures 4.6a through 4.6d** require the project applicant to construct or fund a fair share amount of construction of necessary road improvements to meet these requirements.

- **Natural Resources and Open Space Element:** Policy 1a regarding controlling dust emissions during construction: **Mitigation Measure 4.8a** requires the project to prepare and implement a dust emissions control plan.
- **Natural Resources and Open Space Element:** Policy 1h regarding reducing potential impacts to air quality: **Mitigation Measure 4.8c** requires the project to implement an off-site air pollution reduction program or contribute to the Placer County Air Pollution Control District’s Emissions Reduction Fee Program.
- **Natural Resources and Open Space Element:** Policy 5 regarding tree protection: **Mitigation Measure 4.3e** requires the project to implement public education and community tree planting events to provide for additional tree planting within the town, and to acquire land or a conservation easement to preserve trees.
- **Natural Resources and Open Space Element:** Policies 6a, 6b, 6c, 6d, 8a, and 8b regarding required setbacks from the 100-year floodplain, riparian vegetation, and streams: The project would generally meet the required setbacks, with the exception of the extension of Doc Barnes Drive, consistent with the General Plan, which would cross through riparian vegetation. **Mitigation Measure 4.3b** requires the project applicant to obtain appropriate state and federal permits to authorize disturbance to riparian vegetation and waters of the U.S. and requires the project applicant to provide compensation for these impacts to ensure they are reduced to a less than significant level.
- **Cultural Resources Element:** Policy 5 regarding preservation of known cultural resources: The proposed project would demolish two houses that have been determined to be potentially eligible for listing on the California Register of Historic Resources. **Mitigation Measure 4.4a** requires recordation of these residences to ensure that the historic nature of the houses is retained.
- **Noise Element:** Policies 2, 3, 4, 5, 6, 7, and 19 regarding maintenance of acceptable noise levels: Section 4.7, Noise, of this draft EIR presents an acoustical analysis and includes **Mitigation Measures 4.7b, 4.7c, and 4.7d**, which are identified to ensure that noise impacts are reduced to acceptable levels.

The Town is currently considering an update to the General Plan Circulation Element that would alter the alignment of Gates Drive through the project site. This is discussed in more detail in Chapter 5, Alternatives, as Alternative 2. The roadway alignments included in the proposed project are not consistent with the draft Circulation Element. The proposed project would extend Gates Drive approximately 525 feet to the east and then south to intersect with Library Drive interior to the project site. In comparison, the draft Circulation Element proposes to extend Gates Drive approximately 180 feet east into the project site and then south to create a roundabout intersect with Library Drive and Horseshoe Bar Road, as shown in Figure 5-1 in Chapter 5. The draft Circulation Element has not been adopted and the proposed project is not required to be

consistent with it. Therefore, this inconsistency does not constitute an impact under CEQA. An analysis of the potential environmental impacts of a project alternative that modifies the proposed project to provide roadway alignments that are consistent with the draft Circulation Element is project in Chapter 5.

IMPACT 4.1-2: Conflict with surrounding land uses, current and planned, or physically divide an existing community.

SIGNIFICANCE: Less than Significant

MITIGATION: None

RESIDUAL Less than Significant

SIGNIFICANCE:

As discussed in Section 4.1.1, Environmental Setting, existing and proposed land uses surrounding the project site are generally residential to the north of the project site, public institutional and commercial to the west, and commercial and residential to the south. I-80 runs along the southeast side of the project site. Zoning designations surrounding the project site are Central Commercial, Public/Institutional, Single-Family Residential, and Medium-Density Residential, with Residential Estate parcels located on the north side of King Road.

The project site is currently vacant (with the exception of six residences, one commercial building, and one barn), and there are no established communities on site that the proposed development would disrupt or divide. Although there is a residential community to the north of the site, development on the largely vacant project site would not disrupt or divide the existing neighborhoods.

The residential component of the project would consist of Single-Family Residential, Medium-Density Residential, which allows for single-family and multifamily development, High-Density Residential, and residences included as part of mixed-use projects. Residential neighborhoods immediately adjacent to the Village Single-Family District and Village Residential District are designated either Single-Family Residential or Medium-Density Residential. The proposed residential densities for these districts would fit within the range of densities surrounding the project site. The High-Density Multiple-Family District would be located north of the Raley's supermarket property, east of the proposed Commercial/Office District, and south of the proposed Village Residential District. The density proposed for this district is consistent with the densities identified in the Town's Housing Element for accommodating affordable housing.

The commercial component of the project would be consistent with surrounding commercial development and the Town's plans to foster a Town Center around Horseshoe Bar and Taylor Roads.

Because the land uses proposed by the project would be in keeping with current and planned uses surrounding the project, this impact would be **less than significant**.

4.1.4 Mitigation Measures

Implementation of the following mitigation measures identified in other sections of this draft EIR would ensure that the project is consistent with applicable General Plan policies: **Mitigation Measures 4.3b, 4.3e, 4.4a, 4.6a through 4.6d, 4.7b through 4.7d, 4.8a, 4.8c, 4.12a, and 4.12b.**

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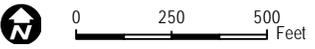
Raley's Shopping Center



Adjacent Residences



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SOURCE: Jeffrey DeMure Associates, 2015; Placer County 2014

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The Village at Loomis Draft EIR

FIGURE 4.1-2
Parks and Open Space Map

- Project Boundary
- Parcels
- Pedestrian walkways
- Open Space Trail
- Multi-Use Trail
- Class II Bike Trail
- Class III Bike Trail

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SOURCE: Jeffrey DeMure + Associates Architects Planners, Inc. 2015

FIGURE 4.1-3
Village Single-Family Residential District

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FIGURE 4.1-4
Village Residential District

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FIGURE 4.1-5
Village Mixed-Use District

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**FIGURE 4.1-6
Commercial/Office District**

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FIGURE 4.1-7
High-Density Multiple-Family District

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