

4.5 VISUAL RESOURCES

The following analysis identifies changes in the visual environment experienced by existing off-site viewers with exposure to site of The Village at Loomis (proposed project). In addition, the analysis discusses the potential impacts of the development of the proposed project relative to visual compatibility with existing development and consistency with the Town of Loomis (Town) General Plan goals and policies related to aesthetics and design.

No comments addressing visual resources were received in response to the Notice of Preparation, which is provided in Appendix A to this draft environmental impact report (EIR).

4.5.1 Existing Setting

Regional Landscape Setting

The project site is located within the Town of Loomis, north of Interstate 80 (I-80). The landscape in this region of the foothills is characterized by rolling hills, oak woodlands, and grasslands with residential and commercial development. Existing properties to the north and to the east of the project site are primarily residential. Laird Street and the Silver Ranch neighborhood form the northern boundary of the site, the Sun Knoll and Day Avenue neighborhoods are located to the north, I-80 to the south and east, and Horseshoe Bar Road to the west.

Local Landscape Setting

The proposed project is located on ±66 acres within the Town of Loomis, situated northwest of the I-80/ Horseshoe Bar Road interchange. The Raley's shopping center is adjacent to the southern boundary of the project site. The Loomis Library is adjacent to the project along the western boundary. Residences along Laird Street bound the project along the northern boundary and residences in the Sun Knoll and Day Avenue neighborhoods bound the project site along the northern boundary. Other commercial land uses are located to the west and south of the project site.

The project site is located at elevations ranging between approximately 390 and 410 feet above mean sea level. The majority of the site slopes down to an unnamed tributary to Secret Ravine that runs from north to south through the central portion of the study area. Habitat types on site include live oak woodland, valley oak woodland, annual grassland, and riparian. The riparian area runs north to south and essentially bisects the project site. The arborist report (see Appendix C) identified a total of 1,945 trees within the portions of the project site that are proposed for development. Of these trees, 1,684 are protected trees, which are those that meet the Town's Tree Preservation and Protection Ordinance standards (outlined under Regulatory Setting). Of the 1,945 trees inventoried, 261 are not protected by the Town's ordinance or are dead, and 242 protected trees are recommended for removal due to compromised health and/or structural

instability. The trees within the proposed open space areas were not inventoried and are not proposed for removal.

Sensitive Receptors: Key Viewpoints and Viewer Sensitivity

Viewers that may be sensitive to the proposed development are the residents in the existing homes to the north of the project boundary, visitors to the Loomis Library, which is located directly west of the project boundary, and travelers along I-80, directly to the southeast of the project site. This portion of I-80 is not designated a scenic highway; however, the viewsheds visible from the highway in the area are generally characterized by rural residential development and open space. Portions of the project site along the I-80 right-of-way support dense vegetation, including numerous mature oak trees, that strongly influences the visual character of views from the highway. Visual sensitivity of the viewers is expected to be moderately high overall, typical of residential receptors. Views of the project site for westbound travelers on I-80 are somewhat constrained due to existing topography; views of the site for eastbound travelers are less constrained by topography.

To describe the existing conditions in the area, 10 locations where views of the project site are available were selected for analysis. Figure 4.5-1, Key Viewpoint Locations, identifies these key viewpoint locations, and Figures 4.5-2 through 4.5-6, Key Viewpoints, provide representative photographs of the various key viewpoints surrounding the site.

Key Viewpoint 1: View Looking Easterly from Existing Terminus of Library Drive

This viewpoint is representative of views from the Loomis Library. As shown in Figure 4.5-2, these views consist of woodland and grassland, with views of the densely vegetated riparian corridor in the background. There are a number of rock outcroppings in this portion of the project site; however, the visibility of these outcroppings from off-site locations is limited due to distance and intervening vegetation.

Key Viewpoint 2: View Looking North from Library Drive at Horseshoe Bar Road

The viewpoint from Horseshoe Bar Road along the western project boundary consists of grassland, interspersed woodland, and the two residences and one commercial building located between Library Drive and Laird Street. These views are represented in Figure 4.5-2. These views of the project site are currently filtered by existing businesses and vegetation that exist along the north side of Horseshoe Bar Road.

Key Viewpoint 3: View Looking Southeasterly from Laird Street at Gates Lane

This viewpoint overlooks the same portion of the project site as from Key Viewpoint 2, but is typical of the views from the residential land uses north of this portion of the site. Views consist of grassland and interspersed woodland. This viewpoint is represented in Figure 4.5-3.

Key Viewpoint 4: View Looking South from Terminus of Sun Knoll Drive

This viewpoint is representative of views from existing residences along this section of the northern boundary of the project site. Views consist of the dense vegetation within the riparian corridor, with views of the unnamed drainage area limited by thick, low-lying vegetation. Residential development exists up to the northern border of this riparian area. This viewpoint is represented in Figure 4.5-3.

Key Viewpoint 5: View Looking South from Terminus of Day Avenue

Similar to Key Viewpoint 4, this viewpoint is representative of views looking to the south and southeast from existing residences along this section of the northern boundary of the project site. Woodland of varying topography characterizes this viewpoint, with a prominent rock outcropping located at the terminus of Day Avenue. This viewpoint is represented in Figure 4.5-4.

Key Viewpoint 6: View Looking South from King Road at Boyington Road

Views from this viewpoint consist of woodland and grassland, as well as existing residential development. There are also limited views to I-80 from this point. This viewpoint is representative of views along I-80 and views from the existing residences on Silver Ranch Road and the eastern ends of Eldon and David Avenues, along the western edge of the northernmost portion of the project. There is a large rock outcropping in this portion of the project site, which is visible from King Road but is partially obscured by thick vegetation growth around the base of the outcropping. These views are represented in Figure 4.5-4.

Key Viewpoint 7: View Looking Northwesterly from I-80 (South of King Road Overpass)

This viewpoint is representative of views for both westbound and eastbound motorists along I-80, which runs along the southern boundary of the project site. Figure 4.5-5 provides photographs of views of the project site from I-80. Views of the site along I-80 are characterized by the presence of trees with occasional openings in the tree cover that allow views into the interior of the site. At Key Viewpoint 7, which is located at the easternmost end of the project site, views to the interior of the site are available, including views of the rock outcropping in this location. For motorists traveling in either direction along I-80, views from this viewpoint primarily consists of interspersed oak woodland and grassland hills.

Key Viewpoint 8: Views Looking Northwesterly from I-80 (Midpoint between King Road and Horseshoe Bar Road Overpasses)

Views of the project site from this portion of I-80 are similar to those seen from Key Viewpoint 7. The tops of on-site trees are visible from the westbound lanes, whereas views to the project site are largely obstructed by an existing embankment at this location. Eastbound travelers have broader views of the project site, which are interrupted by the existing embankment to a lesser degree than views from the westbound lane. Figure 4.5-5 includes photographs of the views available from Key Viewpoint 8.

Key Viewpoint 9: Views Looking Northwesterly from I-80 (North of Horseshoe Bar Road Overpass)

This viewpoint allows westbound and eastbound travelers on I-80 relatively uninterrupted views of the southernmost portion of the project site in the mid-ground, although existing vegetation and commercial development (Raley's shopping center) obscure some views. Background views consist primarily of on-site vegetation. These views are represented in Figure 4.5-6.

Key Viewpoint 10: Views Looking Easterly from Horseshoe Bar Road (North of Raley's Shopping Center)

Views from this viewpoint are of the dense woodland vegetation on this portion of the project site and the Town signage immediately adjacent to Horseshoe Bar Road. The vegetation is less dense when viewing the southwestern portion of the project site from the rear of the Raley's shopping center. These views are represented in Figure 4.5-6.

4.5.2 Regulatory Setting

No federal or state regulations related to visual resources are applicable to the proposed project.

Local Regulations

Town of Loomis General Plan

The General Plan identifies the project site as Special Area 2 and describes it as follows (Town of Loomis 2001a):

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.

Consistency with relevant policies of the Town's General Plan is discussed in Appendix B. The intent of the General Plan with respect to visual resources is summarized in the following goals and policies presented in the Town's General Plan (Town of Loomis 2001a):

Land Use

1. To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and wildlife habitat values.
2. To protect oak woodlands and significant stands of native trees.
3. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.
4. 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.
5. 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.
6. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town's character.
7. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town's character.
8. 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.

Community Design and Character Goals

1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.
2. To maintain the distinct identity and small town neighborly character of Loomis through the appropriate design of new development, and by the preservation of open space and natural resources.

Community Design and Character Policies

1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.
2. 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.
3. Each development project should be designed to be consistent with the unique local context of Loomis.
 - a. Design projects to fit their context in terms of building form, siting and massing.
 - b. Design projects to be consistent with a site's natural features and surroundings.
4. Design each project at a human scale consistent with surrounding natural and built features.
 - a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing.
 - b. Project design should follow the rules of good proportion, where the mass of the building is balanced and the parts relate well to one another.
5. Design projects to minimize the need to use automobiles for transportation.
 - a. Emphasize pedestrian and bicycle circulation in all projects.
 - b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile.
 - c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources.

6. Encourage an active, varied, and concentrated urban life within commercial areas.
 - a. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures of retail, other employment, and other uses.
 - b. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses.
7. Respect and preserve natural resources within rural areas.
 - a. Design buildings to blend into the landscape.
 - b. Emphasize native vegetation and natural forms in site design and project landscaping.
8. 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.
9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.

Town of Loomis Municipal Code

Section 13.30.080 of the Municipal Code defines allowable heights and intensity for outdoor lighting, and provides light design guidelines (Town of Loomis 2015).

13.30.080 Outdoor Lighting

Outdoor lighting on private property shall comply with the following requirements.

- A. Outdoor light fixtures shall be limited to a maximum height of twenty feet or the height of the nearest building, whichever is less.
- B. Lighting shall be energy-efficient, and shielded or recessed so that:
 1. The light source (i.e., bulb, etc.) is not visible from off the site; and
 2. Glare and reflections are confined to the maximum extent feasible within the boundaries of the site.

Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no light causes areas off the site to be directly illuminated.
- C. No lighting on private property shall produce an illumination level greater than one foot-candle on any property within a residential zoning district except on the site of the light source.

- D. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the director (Ordinance 205, Section 1 (Exhibit A), 2003).

Section 13.42.265 C of the Municipal Code provides additional direction regarding allowable heights for residences proposed along the exterior edge of the project site (Town of Loomis 2015):

- C. **Exterior Lots in New Subdivisions:** No two-story structure or addition shall be allowed within a new subdivision on any parcel less than forty thousand square feet on the exterior of the subdivision unless adjacent to a street or similar proscribed area (i.e., wide easement) that provides a distance of privacy.

4.5.3 Impacts

Methods of Analysis

The value attached to changes in visual character is largely subjective. This draft EIR does not assign a judgment of “good” or “bad” to a proposed change; rather, it identifies any “substantial adverse effect,” as defined below, as a significant environmental impact.

A description of the project site and the surrounding area is derived from site visits and photographs. The Town’s General Plan was reviewed to determine what visual elements have been deemed valuable by the community. The impact analysis focuses on the manner in which development could alter the visual elements or features that exist in or near the project site.

The determination of when changes to the visual environment become a substantial adverse effect is based on the following primary factors: (a) the existing scenic quality of an area; (b) the level of viewer exposure and concern regarding visual change; and (c) the level of actual visual change caused by the project as seen by a given viewer group. The overall visual sensitivity of each location is first established based on existing visual quality, viewer exposure, and viewer concern. These factors are then considered together with the level of expected visual change or contrast and significance. Visual change is an overall measure of the alteration or change in basic visual attributes such as form, line, color, and texture as a result of the proposed project. Thus, a substantial adverse effect can occur when a project results in high levels of visual change or obstruction of scenic views by sensitive receptors.

The project site does not contain any scenic vistas and is not a feature within any scenic vistas. Therefore, development of the project would have no effect on any scenic vistas. In addition, there are no scenic highways in the vicinity of the project site and development of the project would have no effect related to damage to scenic resources visible from a state scenic highway. Therefore, these issues are not further addressed.

The cumulative scope for visual impacts includes buildout of the Town’s General Plan and other reasonably foreseeable projects within the Town as discussed in Section 4.1, Land Use, and development in unincorporated Placer County adjacent to I-80 in the project vicinity.

Significance Criteria

The significance criteria in the Aesthetics section of Appendix G of the California Environmental Quality Act (CEQA) Guidelines were used to establish the criteria for determining whether the proposed project would have a significant environmental impact on existing visual resources (14 CCR 15000 et seq.). The project would have a significant impact on aesthetics if it would:

- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings.
- Substantially degrade the existing visual character or quality of the project site and its surroundings.
- Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Impact Discussion

IMPACT 4.5-1: Substantial damage to scenic resources.

SIGNIFICANCE: Less Than Significant

MITIGATION: None

RESIDUAL SIGNIFICANCE: Less Than Significant

Scenic resources present within the project site include areas of woodland, annual grasslands, agricultural fields, riparian areas, seasonal wetlands, and rock outcroppings. Approximately 6.04 acres of wetland resources have been identified, 1.27 acres of which are proposed to be filled. The project proposes to remove 960 trees and other vegetation to construct the proposed commercial and residential uses, parks, and all of the associated infrastructure and roads. There are six residences, one barn, and one small commercial building located on the project site that would all be removed to accommodate the project. Two of the residences are considered potentially historic buildings eligible for listing in the California Register of Historic Resources (see Section 4.4, Cultural Resources).

The project is proposing to plant trees along with other landscaping throughout the project site, as shown conceptually in Figure 3-5, Site Illustrative, in Chapter 3, Project Description. Landscaping would be installed along the project boundaries, on both sides of roads within the internal circulation system, and in residential front yards. This includes planting of trees on both sides of Doc Barnes Drive and within the center median. The project's proposed design guidelines specify the types of trees that could be used within the project landscaping, which would maintain aesthetic consistency across the project. These trees would include some native oaks and some ornamental species, as described in the Design Guidelines. In addition, the project applicant has prepared a Tree Replacement Plan that identifies potential locations for planting of replacement oak trees on site. The Tree Replacement Plan provides for planting of 44 blue oaks, 80 valley oaks, and 178 interior live oaks. As discussed in the Tree Replacement Plan and shown in Figure 4.5-6, the oak trees are proposed to be planted along each side of Doc Barnes Drive, in the Doc Barnes Drive median, around the perimeter of park sites, and adjacent to the proposed detention basin in the northeast corner of the site.

The project proposes to retain the riparian corridor in the center of the project site as open space and would construct multi-use trails along the border of the open space area to allow access to and from the residential and commercial areas. In designating this portion of the project as open space, which the project would dedicate to the Town, the project would minimize aesthetic impacts to the natural landscape of this riparian feature.

Impacts to the scenic resource provided by the existing tree canopy cover would occur in the short term as the project landscaping matures. However, once mature, the project landscaping would provide similar canopy height and cover as exists in the current scenic environment. The project landscaping would incorporate the most prominent existing rock outcroppings, including those that are visible from off-site locations. The project would retain the large rock outcropping to the south of King Road within a small open space parcel in the middle of the bulb end of one of the project cul-de-sacs, and would preserve views to the outcropping by placing another small open space parcel at the end of the cul-de-sac. This rock outcropping would feature prominently for motorists, bicyclists, and pedestrians traveling along the proposed extension of Doc Barnes Drive; it is expected that project landscaping and proposed residences would obstruct views of the outcropping from King Road and from I-80. With the retention of some scenic resources on site and replacement of some of the vegetation lost to development through site landscaping (particularly around the perimeter of the site), the project's impacts related to loss of or damage to scenic resources would be **less than significant**.

The project would also remove a total of eight buildings including two residences that are considered potential historic resources. These potential historic resources are located on Horseshoe Bar Road and Laird Street. The potential historic resources are not visible from a designated scenic highway and due to their exterior condition and location adjacent to non-

historic structures they are not considered scenic resources. Demolition of these structures would not result in adverse effects to scenic resources.

IMPACT 4.5-2:	Substantially degrade the existing visual character or quality of the project area and its surroundings.
SIGNIFICANCE:	Potentially Significant
MITIGATION:	None
RESIDUAL SIGNIFICANCE:	Significant and Unavoidable

The project site is located immediately to the south and east of established neighborhoods and north and east of a commercial area and I-80, as shown on Figure 3-3 in Chapter 3, Project Description. As shown in Figure 3-3, the project site is essentially surrounded by development on three sides with I-80 generally forming the eastern boundary. However, this area is also a transition zone between the developed areas to the north, west, and south and the rural and largely undeveloped areas to the east of I-80.

The project proposes to tie into the existing neighborhoods by placing residential uses along the northern boundary of the project site and commercial uses in the southwest corner, adjacent to the existing Raley's shopping center, as shown on Figure 3-5 in Chapter 3. The central portion of the site would be set aside as designated open space. Physical compatibility of the project with surrounding and nearby land uses and properties are addressed more thoroughly within the appropriate resource sections of this draft EIR (i.e., Land Use, Air Quality, Noise); this analysis considers the changes in the project site's visual character as observed from each of the 10 key viewpoints.

The proposed project includes Design and Development Standards that would be specifically applicable to the project site. The proposed Design and Development Standards address setbacks, building heights, architectural guidelines for building styles, lot coverage, street design, and landscaping.

The proposed design guidelines, which can be reviewed at the Loomis Town Hall at 3665 Taylor Road, Loomis, California, state that the project would use materials that are reflective of California, railroad, and farming histories and that are already used in definitive Loomis structures, such as the Blue Goose Fruit Shed. Specifically, the design guidelines would allow the following architectural styles to be used for the residential component of the Village at Loomis: Bungalow, California Prairie, Tudor Revival, Monterey, Victorian, American Foursquare, Georgian Revival, Western Ranch, California Brownstone, Farmhouse Revival, and Carneros Contemporary. These architectural styles, with their focus on agricultural and

California history, would promote a connection to the aesthetic and historical past of Loomis. Architectural styles without historical connections to Loomis, such as Mediterranean, would not be permitted.

The proposed design standards for the project's commercial component emphasize use of natural materials and those found in other local buildings. The project would use the design of vintage fruit boxes as inspiration for buildings within the proposed Town Center Commercial designation. Requirements to limit a building's mass and to provide appropriate setbacks would be used to maintain a human scale along the streetscapes to promote pedestrian comfort and aesthetic compatibility with the area. These design standards would ensure that the proposed commercial development would not appear generic and would fit within Loomis's existing aesthetic environment and be compatible with the character of the existing community.

Consistency with the General Plan and Special Area 2 Guidelines

The project is consistent with the policies envisioned in the Town Center Master Plan and outlined in the General Plan for Special Area 2, the site where the project would be located. The site retains a 10-acre riparian corridor and landscaped open space areas to preserve some of the openness currently on the site. In accordance with the General Plan's goals, the project seeks to maintain 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 that reflects the street pattern in historic downtown Loomis.

An analysis of the change in visual character of the site is discussed below. Figure 4.5-1 shows the location of each key viewpoint.

Key Viewpoint 1

Key Viewpoint 1 represents views from the eastern edge of the Loomis Library property. The existing views from this viewpoint are of woodland and grassland, as well as the dense vegetation associated with the riparian corridor in the background. The project would replace the existing terrain in this viewshed with 143 detached, single-family alley-loaded residences, 69,000 square feet of commercial/office development, and up to 117 high-density multiple-family dwelling units. The project would also construct infrastructure (including roads) and install landscaping within each project component and around the boundary of the project site. The riparian corridor would remain as open space. After project construction, views from this viewpoint would be limited to residential and commercial development and project landscaping. At this viewpoint, intervening development would limit most views of the riparian corridor although the tops of some trees within that corridor would be visible in the background. The extension of Library Drive is proposed to terminate at the edge of the riparian corridor, thus

views of the associated riparian vegetation would be possible along Library Drive. By replacing views of woodland and grassland habitat with a residential subdivision and commercial/office land uses, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 1.

Key Viewpoint 2

Key Viewpoint 2 is located at the intersection of Horseshoe Bar Road and Library Drive and provides views of the portion of the project site bound by Library Drive on the south, Laird Street on the west, and the rear yards of homes on Laird Street on the north. The existing views from this viewpoint are comprised of grassland and interspersed woodland, with some existing buildings on site. The project would demolish the six existing residences and one commercial structure within this portion of the project site, and construct detached, single-family alley-loaded residences and a mixed-use component containing 12,000 square feet of commercial uses and eight multiple-family units. The mixed-use development would be located along Horseshoe Bar Road immediately northwest of Library Drive. As shown in Figure 3-5 in Chapter 3, this area is envisioned to be developed as a single building or possibly two smaller buildings. This would represent a significant change from the existing view of individual homes and the small commercial building in this portion of the site. The project would also install landscaping around the boundary of the project site and along internal roadways. Construction of the project would alter existing views from primarily open space to developed uses. Once mature, project landscaping would partially obstruct or screen views of the residences and mixed use-component from this viewpoint; however, the screening would be partial and substantial views of the proposed residences and commercial buildings would be available. By replacing views of woodland and grassland habitat with dense residential development and limited commercial land uses, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 2.

Key Viewpoint 3

This viewpoint is of the same portion of the project site as Key Viewpoint 2, but from a different vantage point: the northwestern boundary of the project site. As at Key Viewpoint 2, existing views are of grassland, woodland, and existing structures on site. The vegetation associated with the drainage in the center of the site is visible in the background of this view. The project would demolish the six existing residences and one commercial structure within this portion of the project site, and construct detached, single-family alley-loaded residences and a mixed-use component containing 12,000 square feet of commercial uses and eight multiple-family units. The project would also install landscaping around the boundary of the project site and along internal roadways. As a result of the project, views from residences on Laird Street would consist primarily of views to the row-style single-family houses; views of the riparian corridor would be

limited, although the tree canopy would likely remain visible above the homes. The project would install landscaping along the boundary of the project site between existing and proposed residences. By replacing views of grassland and woodland with dense residential development and limited commercial land uses, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 3.

Key Viewpoint 4

Existing views at this viewpoint are of the dense vegetation within the riparian corridor. The project would leave this area as open space and would construct several low-impact trails throughout the area. As currently proposed, these trails would exit onto Sun Knoll Drive. Although the trails would be visible from this viewpoint, views of the riparian corridor and associated vegetation would not change with implementation of the proposed project. The impact regarding changes in visual character as seen from Key Viewpoint 4 would be **less than significant**.

Key Viewpoint 5

Views from this viewpoint are comprised of woodland, with views of a steeply sloped hillside with a rock outcropping at the boundary of existing residential development at the terminus of Day Avenue. The project would involve construction of single-family residences and installation of internal landscaping in this portion of the project site, as well as an emergency evacuation road that would connect the proposed Blue Anchor Drive to Day Avenue. The project developer would not install landscaping in the rear yards of residential lots and no buffer or landscaped setback is proposed along the northern site boundary, adjacent to the existing residences. As a result of the project, views would consist of residential development. By replacing views of the woodland with dense residential development, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 5.

Key Viewpoint 6

Existing views from this viewpoint consist of woodland, grassland, existing residential development, and limited views of I-80 through existing vegetation. The project would construct single-family residences and a detention basin in this portion of the project site. The project would also install landscaping in this portion of the project site, including along King Road. As a result of the project, views would consist primarily of residential development and project landscaping, once mature. Views of I-80 from this viewpoint would likely be eliminated with implementation of the proposed project. The project would retain the large rock outcropping to the south of King Road within a small open space portion within one of the project cul-de-sacs, though project landscaping and proposed residences may obstruct views of the rock outcropping from King Road. By replacing views of the woodland and grassland with new residences and by

obstructing views of the rock outcropping from King Road, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 6.

Key Viewpoint 7

The existing views from this viewpoint along I-80 are of oak woodland and grassland over rolling topography. The southern boundary of the project site includes several embankments that partially limit views to the project site, particularly from the westbound direction on I-80. The project would construct single-family residences, an extension of Doc Barnes Drive, and a detention basin in this portion of the project site. In addition, mitigation is proposed to include a 6-foot-high sound wall along portions of I-80 to minimize noise associated with the highway (see Section 4.7, Noise, **Mitigation Measure 4.7b**). Portions of this sound wall would be visible from I-80. The detention basin would not be visible from the freeway, although the trees planted around the detention basin as part of the tree planting plan would be visible from I-80 once mature. Landscaping would be installed along the project's entire frontage with I-80, and, once mature, would limit views from I-80 of the proposed single-family residences. The homes would be setback from I-80 by approximately 170 feet and would be subject to the Town's Zoning Ordinance height limit of 30 feet. These characteristics would limit, but not preclude, views of the upper portion of the residences from I-80. By removing vegetation from the southeastern boundary of the project site and replacing views of woodland and grassland with views of a sound wall, vegetation, and a residential subdivision, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 7.

Key Viewpoint 8

From Key Viewpoint 8, existing views from this portion of I-80 are of oak woodland and grassland over rolling topography present in the central portion of the project site. At the eastern side of this viewpoint, an embankment between the project site and I-80 obstructs views to the project site from the westbound lane and, to a lesser degree, from the eastbound lane. Existing treetops on site are visible from I-80. The project would involve construction of single-family residences in this portion of the project site, and construction of an extension of Doc Barnes Drive. Landscaping would be installed along the project's entire frontage with I-80, as would a 6-foot-high sound wall (discussed previously), which would provide screening for views of the proposed single-family residences from I-80. The vegetation associated with the riparian corridor would be retained in most of the corridor. By removing vegetation from the southeastern boundary of the project site and replacing views of woodland and grassland with views of a residential development, vegetation, and a sound wall, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 8.

Key Viewpoint 9

Similar to Key Viewpoints 7 and 8, existing views from this portion of I-80 are of oak woodland and grassland, with dense woodland vegetation present along the southeastern project site boundary, adjacent to I-80. Views of the rear of the Raley's shopping center are also present from this viewpoint. Views to the project site are less obstructed by roadside vegetation and topography than at more easterly portions of I-80. The portion of the project site that is visible from this viewpoint is proposed for the construction of high-density, multi-family residential development. Landscaping is proposed along the project's entire frontage with I-80, which, once mature, would provide limited screening of views to the proposed high-density development and vehicular traffic along Doc Barnes Drive. As provided in the proposed Design Standards, the multiple-family buildings would have a maximum height of 40 feet and parking lots for the multiple-family units would be required to have one shade tree for every 10 parking spaces. By removing vegetation from the southeastern boundary of the project site and replacing views of woodland and grassland with views of multiple-family residential buildings, associated parking lots, and the proposed Doc Barnes Drive, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 9.

Key Viewpoint 10

Existing views from Key Viewpoint 10 are of the dense woodland habitat present in the southwestern portion of the project site. From the north side of the Raley's shopping center buildings, the vegetation is less dense and allows views of grassland habitat, with views of the riparian corridor in the background. Following project construction, views from Horseshoe Bar Road would be of the commercial/office development proposed for the southwestern portion of the site, and views from the Raley's shopping center would include the commercial development and the multiple-family residential land use proposed to the east of the commercial/office district. As provided in the proposed Design Standards, the commercial and office buildings would have a maximum height of 40 feet and parking lots would be required to have one shade tree for every 10 parking spaces. By removing the oak woodland vegetation from this portion of the project site and replacing views of woodland and grassland with views of commercial and office land uses, multiple-family residential buildings, and associated parking lots, the project would result in a **significant** change in the visual character of the site as seen from Key Viewpoint 10.

In summary, the proposed project would alter the existing visual character of the project site by developing a residential and commercial Town Center on land that is predominantly undeveloped. Construction of the proposed project would result in a transition from views of natural topography, foothill oak woodland, and grassland to primarily developed uses and related infrastructure. Open space viewsheds throughout the Town are considered an important part of

the character of Loomis and define the visual environment in the westernmost and southernmost portions of the Town. Although the immediate surroundings of the project site consist of developed uses, the project site represents a natural landscape within several primary viewsheds within the Town and along I-80.

The project would preserve the majority of the riparian corridor on site, which would retain the scenic character and qualities this heavily wooded area provides. It would also serve as a visual barrier within the project site to break up views of the overall project and provide a visual character within the project site that is consistent with the small-town character of the Town. In addition, all of the project components would comply with the Design and Development Standards, which were developed to ensure compatibility with the existing character, architectural styles, and engagement with open spaces found in Loomis. As discussed in Section 4.1, Land Use, the project would also be consistent with General Plan policies for “Special Area 2,” and thus the Project would meet the Town’s intent for the project site. However, because the project would permanently alter the visual environment of this portion of the Town, eliminating the majority of native woodland, grassland, and topography on site, this impact is conservatively considered **significant and unavoidable**. Reducing or avoiding these impacts would require greater preservation of the existing vegetation on site. This is not considered a feasible mitigation measure because it would require a substantial redesign of the proposed project to effectively reduce these impacts. Instead, such a redesign is evaluated in Chapter 5, Project Alternatives.

IMPACT 4.5-3: Create a new source of substantial light or glare.

SIGNIFICANCE: Less Than Significant

MITIGATION: None

RESIDUAL SIGNIFICANCE: Less Than Significant

Lighting is designed to provide proper site visibility, guide movement at and around the site, provide security, emphasize signs, and enhance architectural and landscape features. Site lighting design considerations include mounting heights, light color, and shielding to focus lighting and to avoid glare. Construction of the proposed project could result in increased light and glare affecting surrounding properties and affecting safety on adjacent roadways through the addition of building lights, parking lot lights, car headlights, and any reflective building materials, including windows. Outdoor lighting sources create the greatest potential for light and glare impacts on adjacent properties. Removal of vegetation and trees, which can act as a natural shield, would also increase the potential for outdoor lighting to shine on adjacent property.

Direct glare is caused by a light source such as a light fixture or the sun. Sources of glare can also be surfaces that, after being illuminated by direct lighting or other indirect sources, have measurable luminance and, in turn, become light sources themselves. Potential sources of light and glare at nighttime would be lights and structural building features made of glass, metallic, painted surfaces, and vehicles accessing the site. Light would be emitted from commercial uses, residences, parks, and all of the associated infrastructure and roads during non-daylight hours. As required by the Town of Loomis Municipal Code, lights used at the project site at nighttime would be directed downward and would not directly illuminate adjacent residential areas. The Municipal Code requires that lighting be installed such that no light source within the project site generates a light level greater than 1 foot-candle (the amount of light generated by 1 candle at a distance of 1 foot) on any off-site residential property.

In the daytime, glare sources would come from building materials and vehicles accessing the site. The project does not propose to use highly reflective surfaces, such as mirrored glass, black glass, or metal building materials. Further, the proposed site plan would place most of the new development away from existing public streets. For example, the nearest residence to I-80 would be a minimum of 170 feet from the edge of I-80 pavement (including the 73-foot width of Doc Barnes Drive, the 10-foot side-yard setback, and the at least 100-foot shoulder and right-of-way between I-80 and the project site boundary). These factors would ensure that glare from new light sources at the project site would not adversely affect nighttime views or daytime safety. The potential for light and glare impacts would remain **less than significant** with compliance with the Town’s Municipal Code.

IMPACT 4.5-4:	Contribute to cumulative impacts to the visual character of the region.
SIGNIFICANCE:	Less Than Significant
MITIGATION:	None
RESIDUAL SIGNIFICANCE:	Less Than Significant

The project site is located in the Town of Loomis, adjacent to developed uses and southeast of the Town’s existing downtown area. The Town has envisioned development of the project site as a Town Center since the early 1990s.

The majority of this area of the Town has been developed with a mix of residential and commercial uses, with future development targeted for those areas surrounding I-80. Because this area of the Town has been mostly built out, there is limited potential for development to occur in the immediate vicinity. Therefore, the change in the existing visual character from the project and other cumulative development would not be considered a cumulative impact because

the area is essentially developed and represents a developed environment. As noted in the Town's General Plan EIR (Town of Loomis 2001b), development in the Town would incrementally alter the small-town character of the community, converting it to a more urban environment. However, the General Plan places similar types of land uses adjacent to each other and retains a large proportion of rural residential land. These factors were found to limit the effect of ongoing development such that "development would not fundamentally alter the small town character of the Town" (Town of Loomis 2001b). Therefore, cumulative impacts to the community character, including visual character, are expected to be **less than significant** and there is no significant cumulative impact to which the project could contribute.

4.5.4 Mitigation Measures

No feasible mitigation measures are available to reduce the significant visual impact associated with the substantial degradation of the existing visual character and quality of the project area and its surroundings.

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-  Project Boundary
-  Key Viewpoints

SOURCE: Bing Maps 2016

DUDEK

The Village at Loomis Draft EIR

FIGURE 4.5-1
Key Viewpoint Locations

Date: 12/2/2016 File saved by: gupr Path: Z:\Projects\835320\1\MAPS\DOC\DOCUMENT\Report_Aug2016_10-05-2016.dwg Plot: 04/10/2016 10:05:20 AM

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Key Viewpoint 1



Key Viewpoint 2



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Key Viewpoint 3



Key Viewpoint 4



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Key Viewpoint 5



Key Viewpoint 6

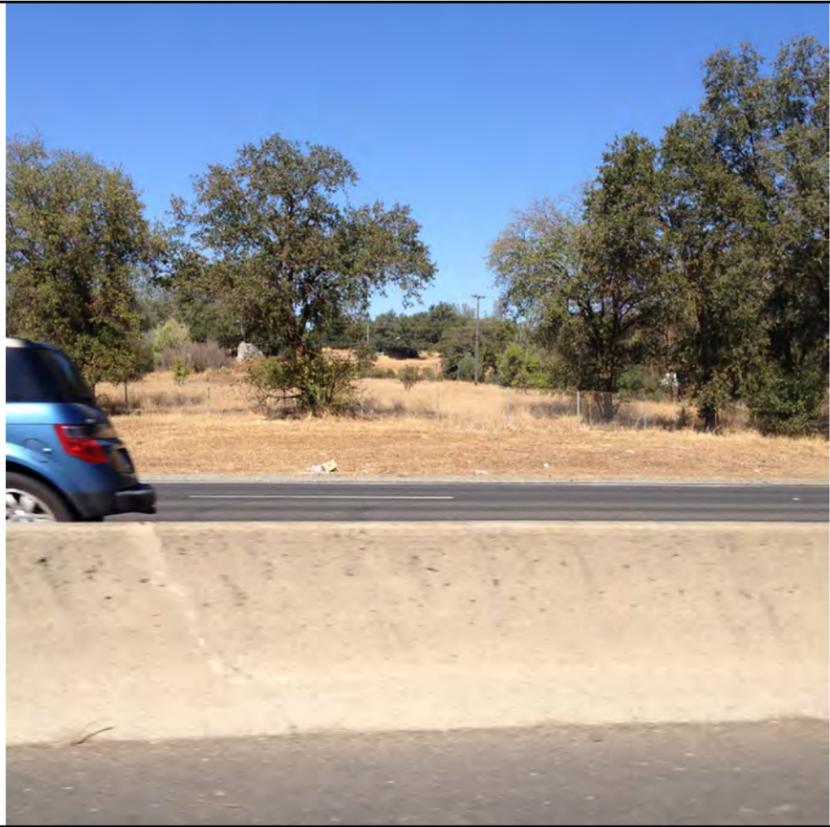


Key Viewpoint 5

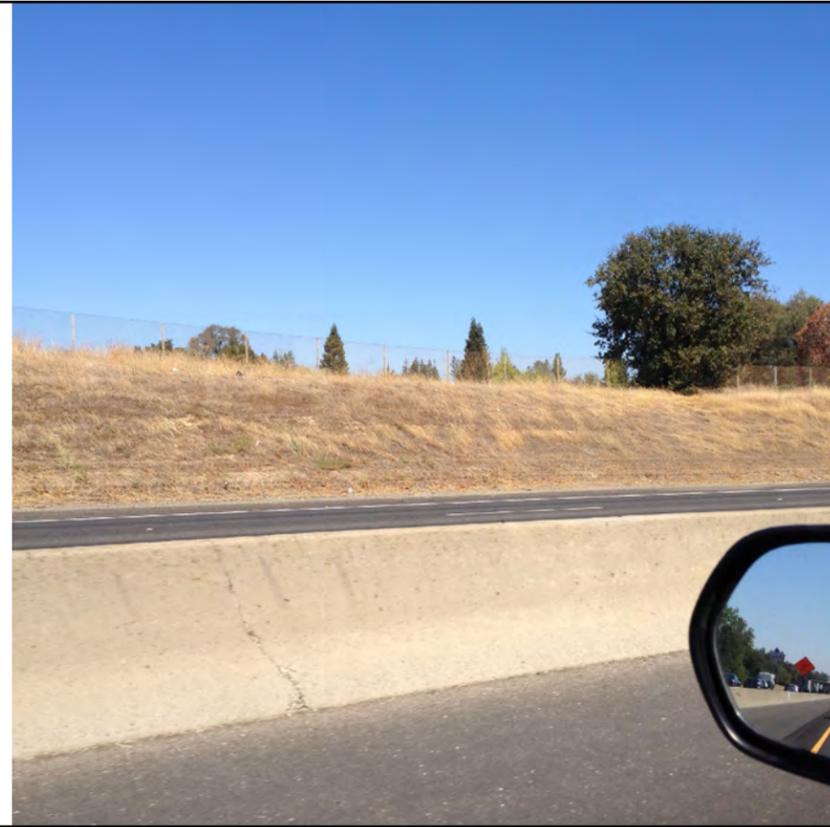


Key Viewpoint 6

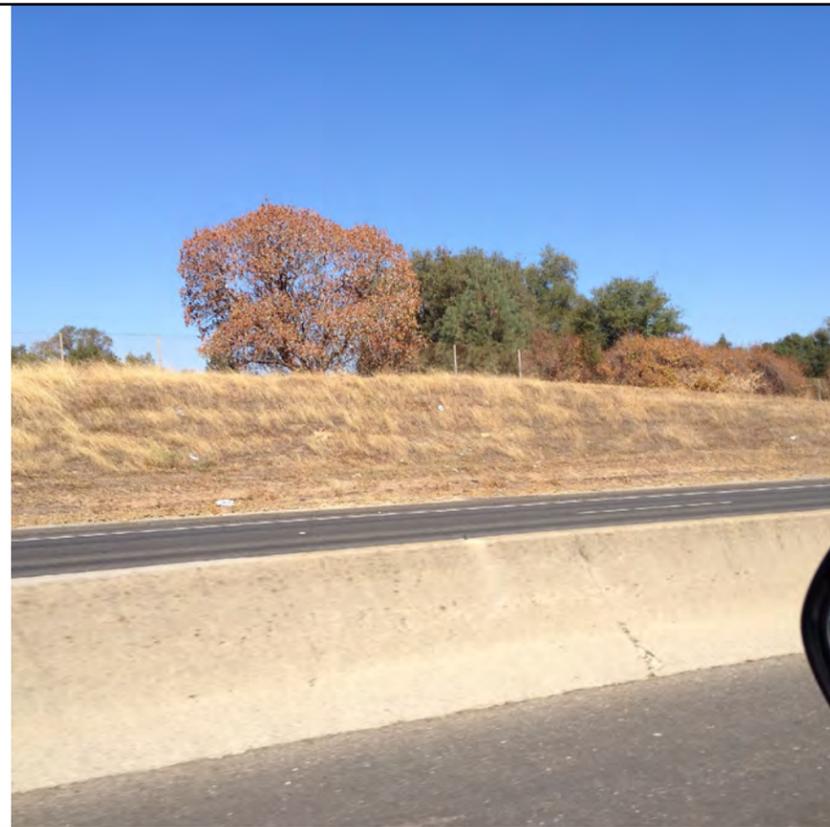
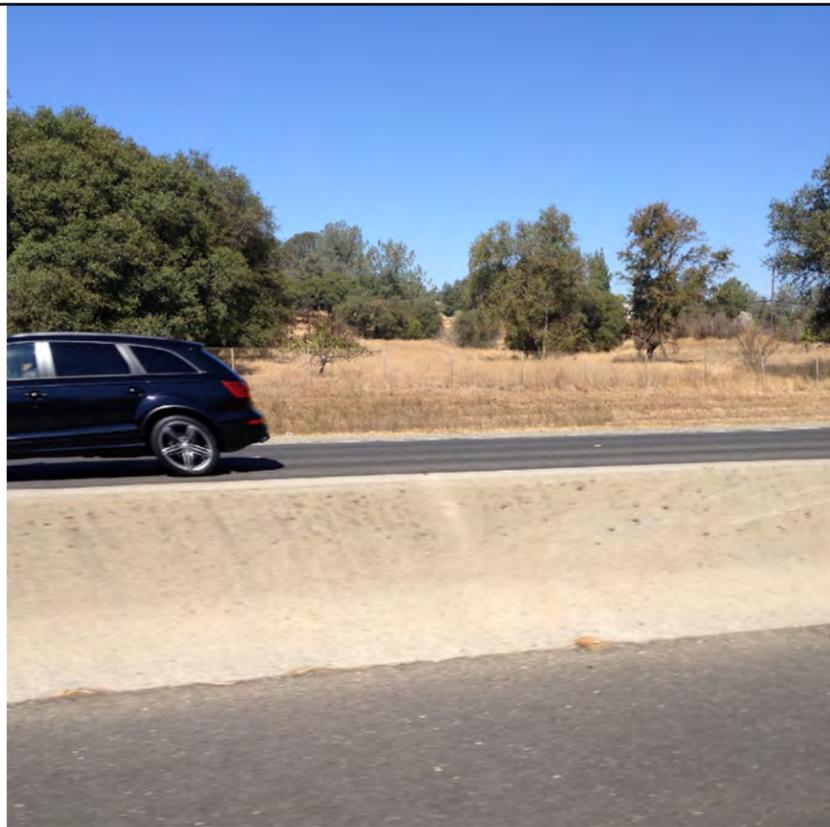
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Key Viewpoint 7



Key Viewpoint 8



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Key Viewpoint 9



Key Viewpoint 10



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