

## CHAPTER 5 ALTERNATIVES

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### 5.1 INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, environmental impact reports (EIRs) are required to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (14 CCR 15126.6(a)). This alternatives analysis is prepared in support of CEQA’s goals to foster informed decision making and public participation (14 CCR 15126.6(a)). An EIR is not required to evaluate the environmental impacts of alternatives at the same level of detail as the proposed project, but it must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project.

The alternatives analysis is required even if the alternatives “would impede to some degree the attainment of the project objectives, or would be more costly” (14 CCR 15126.6(b)). An EIR must evaluate “only those alternatives necessary to permit a reasoned choice” (14 CCR 15126.6(f)) and does not need to consider “every conceivable alternative” to a project (14 CCR 15126.6(a)). The alternatives evaluated should be “potentially feasible” (14 CCR 15126.6(a)), but inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact “feasible.” The final decision regarding the feasibility of alternatives lies with the decision makers for a given project who must make the necessary findings addressing the feasibility of alternatives for avoiding or substantially reducing a project’s significant environmental effects (California Public Resources Code, Section 21081; see also 14 CCR 15091).

This chapter identifies the alternatives that were included for analysis, evaluates the environmental impacts associated with them, and compares the impacts with those of The Village at Loomis (proposed project). This chapter also identifies those alternatives considered by the Town of Loomis (Town) but not carried forward for detailed analysis, and it describes the basis for the Town’s decision to omit those alternatives from the detailed analysis.

In conformity with CEQA, the purpose of this analysis is to focus on alternatives that are potentially feasible, and that would avoid or substantially lessen any of the significant effects of the project. It is noted that the analysis in Chapter 4, Environmental Analysis, specifically Sections 4.1 through 4.13, finds that the proposed project would result in significant and unavoidable impacts. Most of the project’s significant or potentially significant impacts would be reduced to less than significant levels with implementation of the mitigation measures included in this EIR. Those impacts that would remain significant and unavoidable are addressed in Section 6.2, Significant and Unavoidable Environmental Impacts.

## 5.2 PROJECT OBJECTIVES

The primary objectives of the proposed project are set forth in Chapter 3, Project Description, of this Draft EIR. The project applicant has set forth the following objectives for the proposed project:

1. To use this infill location and its proximity to the Loomis Town Center for the construction of a residential mixed-use development, thereby improving the jobs/housing balance and reducing vehicle miles traveled within the Town of Loomis.
2. To create a pedestrian-friendly, walkable neighborhood that includes varied streetscapes, well-designed and safe alleys, abundant tree canopy, and sensitive transitions from the existing surrounding neighborhoods.
3. To connect the existing street network by extending existing street patterns and selectively introducing new street connections that improve vehicular and pedestrian connectivity.
4. To maintain an overall residential density that respects and responds to the surrounding neighborhood and is appropriate for the site's physical and environmental conditions.
5. To provide unique, varied, high-quality housing opportunities consistent with and complementary to the overall character of the adjacent neighborhoods in design.
6. To provide a diverse mixture of open space areas and parks that are easily accessible to pedestrians and provide multi-generational recreational opportunities.
7. Provide a mix of land uses that integrate housing, office, and neighborhood-serving retail on a single project site with public open space, naturalized environments, and park land. Implement "smart growth" principles of concentrating growth in a compact walkable urban center to avoid sprawl, providing a mix of uses that are pedestrian- and bicycle-friendly, are close to neighborhood schools and shopping, and offer a range of housing choices.
8. Provide for increased residential densities on a site within the Town currently planned for urban growth with accessible infrastructure, in furtherance of the vision identified in the Loomis Town Center Implementation Plan.
9. Provide for the construction of the Boyington Road Extension (Doc Barnes Drive) from Horseshoe Bar Road to King Road consistent with the Transportation System Improvements identified in the Town's General Plan.
10. Provide for implementation of applicable portions of the Town's Trails Master Plan and the Bicycle Transportation Plan.

### 5.3 ALTERNATIVES ANALYSIS

This section evaluates seven alternatives to the proposed project. This includes two variations of the No Project Alternative, an equal-weight Transportation Alternative, two variations of a Reduced Density Alternative (one that mirrors the proposed road network and one that mirrors the Transportation Alternative road network), and two variations of the Reduced Footprint Alternative (again, one that mirrors the proposed road network and one that mirrors the Transportation Alternative road network). The No Project Alternative is a required element of an EIR pursuant to Section 15126.6(e) of the CEQA Guidelines that examines the environmental effects that would occur if the project were not to proceed. The other alternatives are discussed as part of the “range of reasonable alternatives.” The Transportation Alternative analysis is presented at a level of detail equal to the analysis of the proposed project. This analysis provides sufficient impact analysis and identification of mitigation measures to allow the Loomis Town Council the option to approve the Transportation Alternative rather than the proposed project, with no further CEQA analysis necessary.

The project alternatives were chosen based on balancing each alternative’s ability to best meet the project objectives stated above and to avoid or substantially lessen the significant effects of the proposed project. The selected alternatives constitute a reasonable range of project alternatives due to their consideration of different locations and variations in the use and size of project components. As noted previously, the intent of this alternatives analysis is to identify a means of avoiding or substantially lessening any of the significant environmental effects associated with construction and operation of the proposed project.

The environmental effects of each alternative relative to the environmental effects of the proposed project are evaluated below. These conclusions are also listed in the alternatives summary matrix provided at the end of this discussion.

#### **Project Alternatives**

The alternatives addressed in this section are listed below, followed by a more detailed discussion of each.

**Alternative 1a: No Project/No Build.** This alternative assumes no development would occur and the site would remain unchanged from its current condition.

**Alternative 1b: No Project/Existing Designations.** This alternative assumes development would occur under the existing General Plan and Zoning designations for the project site. The existing general plan designations for the site provide for 23.6 acres of Residential – Medium Density, 29.7 acres of General Commercial, 5.3 acres of Central Commercial/, and 7.8 acres of Office Professional.

**Alternative 2: Transportation Alternative.** The alternative considers development of the project generally as proposed but with a modification to the Gates Drive alignment through the project site. Specifically, this alternative would create a four-way intersection at Webb Street/Gates Drive/Laird Street, extending Webb Street approximately 180 feet into the project site. A roundabout would be created at this point and Gates Drive would be extended both to the east toward the interior of the project site and to the south toward Library Drive. A second roundabout would be created at the intersection of Gates Drive/Library Drive/Horseshoe Bar Road. This alternative road alignment, as shown in Figure 5-1, reflects the road alignment considered in the Town’s draft General Plan Circulation Element, which the Town is currently considering. While residential lots, the mixed use district, and the park parcel in the western portion of the project site would be adjusted to reflect this road alignment, it is anticipated that this alternative would develop the same number of dwelling units, the same amount of commercial and office space, and the same amount of parks and open space as the proposed project.

**Alternative 3a: Reduced Density.** This alternative assumes development of 371 residences—246 single-family units and up to 125 multiple-family units—50,000 square feet of commercial space, and 22,500 square feet of office uses. The commercial and office space omitted under this alternative and some of the residences omitted under this alternative would be replaced with both passive and active park space. This alternative reduces the proposed commercial and office development by approximately 10% and reduces the residential land uses sufficient to achieve an average single-family density of 7 dwelling units per acre (compared to the proposed project’s average single-family density of 7.7 dwelling units per acre) while also meeting the requirements for park space identified in the Town of Loomis General Plan and under the Quimby Act. This alternative would provide for 35.14 acres of single-family residential development and 5.36 acres of active park space on site. Development would occur within the same general footprint as the proposed project and with the same road alignment as proposed.

**Alternative 3b: Reduced Density/Transportation.** This alternative assumes development at the same levels as Alternative 3a but relies upon the road alignment described for Alternative 2.

**Alternative 4: Reduced Footprint.** This alternative assumes a reduced development footprint and increased amounts of open space while keeping development densities generally the same as the proposed project. This alternative contemplates development of 366 residential units (including 125 multiple-family units), 45,000 square feet of commercial space, 10,000 square feet of office uses, and 5.2 acres of active and passive parks. A conceptual layout for this alternative is provided in Figure 5-2. The commercial and office space omitted under this alternative and some of the residences omitted under this alternative would be replaced with both passive and active park space. This alternative anticipates realignment of the proposed extension of Doc Barnes Drive to provide a setback from the project site’s southern boundary to enable retention of trees along the project site frontage on Interstate 80 (I-80) to reduce the project’s

visual impacts. The alternative also incorporates a 50-foot setback from the wetlands and floodplain in the central portion of the project site. Creating this setback required eliminating some proposed residential lots and shifting the park site proposed for the northern side of Library Drive to the west. This alternative also includes elimination of two proposed residential units along Laird Street to preserve the historic building at 3616 Laird Street and reconfiguration of the proposed mixed-use district on Horseshoe Bar Road to preserve the historic building at 5901 Horseshoe Bar Road.

**Alternative 4b: Reduced Footprint/Transportation.** This alternative assumes development at the same levels as Alternative 4a but relies upon the road alignment described for Alternative 2.

### **Alternatives Considered But Rejected**

The following alternatives were initially considered but rejected from further consideration. The CEQA Guidelines (14 CCR 15000 et seq.) provide that reasons to eliminate potential alternatives from detailed consideration in an EIR can include (1) failure to meet most of the basic project objectives, (2) infeasibility, and (3) inability to avoid significant environmental impacts. Factors that may be considered to determine whether an alternative is feasible include site suitability, economic viability, and general plan consistency. The following alternatives were preliminarily considered but rejected from further evaluation for the reasons described below.

**Off-Site Alternative.** A search for a vacant project site of a similar size, adjacent to major roadways, and with available public services was conducted within the Town based on review of aerial images. No other similar parcel or parcels that could accommodate the proposed project (or a similar design) was identified. Therefore, no off-site alternative was identified for analysis in this EIR.

**Complete Avoidance of Biological Resource Impacts.** The project site plans and biological resource inventories were reviewed to consider the feasibility of a project alternative that would avoid all impacts to sensitive biological resources on site, and reduce impacts to trees to cumulatively no more than 300 diameter inches, as this is the amount of tree loss that can be mitigated through on-site planting. This limit would not include impacts to trees directly associated with construction of Doc Barnes Drive. This avoidance alternative would include a minimum 50-foot setback from all wetlands and waters of the United States and from the four elderberry plants on site, requiring that the proposed extension of Doc Barnes Drive span the riparian corridor in the central portion of the project site, for a length of approximately 295 feet. This alternative also includes preservation of the majority of the oak trees within the site, such as the stand located to the rear of existing homes on Sun Ranch Avenue, trees located to the rear of existing homes on Laird Street, and trees scattered throughout the project site. This alternative would eliminate approximately 80 to 85 of the proposed residential lots and/or require reducing

average lot sizes and/or the amount of non-residential development on site. This alternative was considered to be incapable of meeting most of the basic project objectives as it would substantially constrain achievement of the goals for “concentrating growth in a compact walkable urban center to avoid sprawl,” developing a walkable mixed-use community, and developing increased residential densities on a site targeted in the General Plan for urban growth. Because this proposed alternative would also likely result in more significant impacts in other resource areas (i.e., failure to comply with General Plan policies for avoiding sprawl), this alternative was considered but ultimately rejected from further consideration.

### **5.3.1 Alternative 1a: No Project/No Build**

Under the No Project/No Build Alternative, the project site would remain in its current condition. No building demolition, grading or new construction would occur. The site would remain vacant, and the existing non-native grassland, riparian habitat, and woodlands would not be removed. The two historic buildings on site would be retained.

#### **Land Use**

The proposed project would alter the land use of the project site. Implementation of mitigation measures specified in Section 4.1 would ensure these changes would result in less than significant impacts related to consistency with policies and regulations. The No Project/No Build Alternative would result in no changes to land uses in the project vicinity and no impacts to land use. Although land use impacts would be less than significant under the proposed project, there would be no land use impacts under the No Project/No Build Alternative. The No Project/No Build Alternative would have somewhat reduced land use impacts compared to the proposed project. However, none of the residential, office, or commercial land uses proposed for the site would be developed, thus the provision of high-density residential land uses that may be capable of meeting some of the Town’s need for affordable housing would not be achieved under this alternative.

#### **Population and Housing**

The proposed project would not result in any significant impacts associated with the provision of housing nor would the project induce substantial growth elsewhere in the Town. The No Project/No Build Alternative would not contribute to any impacts to housing or induce growth because there would be no change to the existing conditions and there would be no new construction. Under this alternative, impacts to population and housing would be reduced compared to the proposed project.

### **Biological Resources**

The proposed project would result in potentially significant impacts to biological resources associated with the loss of annual grasslands, protected trees, possible disturbance to nesting birds, loss of protected habitat, and fill of riparian habitat and wetlands. With implementation of mitigation measures specified in Section 4.3, these impacts would be reduced to less than significant levels. Because no demolition or construction would occur, the No Project/No Build Alternative would result in no changes to biological resources. No nesting birds would be disturbed, all existing trees would remain in place, and no impacts to wetlands or habitat would occur.

While all of the proposed project's impacts to biological resources identified in this EIR would be reduced to less than significant levels with implementation of mitigation measures, no development would occur under the No Project/No Build Alternative and there would be no loss of or disturbance to habitat and oak trees. Therefore, the No Project/No Build Alternative would have reduced biological resources impacts compared to the proposed project.

### **Cultural Resources**

The proposed project would result in a significant and unavoidable impact associated with the demolition of two buildings determined eligible for listing on the California Register of Historical Resources. The potential for disturbance to unknown subsurface prehistoric or historic resources and human remains is considered low; however, mitigation is included that would reduce potential impacts to a less than significant level. The No Project/No Build Alternative would result in no potential to disturb existing buildings or subsurface cultural resources or human remains and would avoid these potential impacts.

Impacts to cultural resources would be less than significant with implementation of mitigation measures under the proposed project with the exception of the removal of two buildings determined to be historic. No impacts to cultural resources would occur under the No Project/No Build Alternative. Therefore, the No Project/No Build Alternative would have reduced cultural resource impacts compared to the proposed project.

### **Visual Resources**

The proposed project would result in less than significant impacts to visual resources with the exception of degrading the existing visual character and quality of the project site. The project would result in changes to the visual conditions at the site by developing a primarily vacant site with residences and commercial uses, as well as removing portions of a mature oak woodland habitat and grasslands. The overall change in character and visual quality of the project site would be considered a significant and unavoidable effect of the project.

Under the No Project/No Build Alternative, no demolition or construction would occur; as a result, the No Project/No Build Alternative would result in no changes to existing visual conditions and visual character of the site. The grasslands, riparian habitat, and oak woodlands would not be changed or altered under this alternative.

Impacts to aesthetics would result in one significant and unavoidable impact under the proposed project; however, no impacts would occur under the No Project/No Build Alternative. Therefore, the No Project/No Build Alternative would have reduced aesthetic impacts compared to the proposed project.

### **Transportation and Circulation**

The proposed project would increase traffic in the project vicinity as a result of the new trips generated by the proposed project. Implementation of mitigation measures would be necessary to ensure that impacts to traffic and circulation in the vicinity are reduced to less than significant levels. The project would result in significant and unavoidable impacts due to the increase in cumulative traffic volumes at the Horseshoe Bar Road/Taylor Road intersection and due to the addition of traffic to I-80, which is projected to operate at LOS F under the future plus project scenario. Since the No Project/No Build Alternative would not introduce any development to the project site, this alternative would result in no changes to transportation and circulation conditions in the project vicinity compared to existing conditions. The No Project/No Build Alternative would have no impacts on transportation and circulation. Therefore, the No Project/No Build Alternative would have reduced transportation and circulation impacts compared to the proposed project. It is noted that under the No Project/No Build Alternative, the extension of Doc Barnes Drive, as anticipated under the Town's General Plan, would not be constructed.

### **Noise**

The proposed project would result in less-than-significant impacts associated with noise generated during project construction and operation but would require construction of sound barriers along the northern side of Doc Barnes Drive to ensure that noise levels on site remain below the maximum acceptable levels. The No Project/No Build Alternative would avoid all noise generation from construction and increases in traffic associated with the proposed project. Therefore, the No Project/No Build Alternative would have reduced noise impacts compared to the proposed project.

### **Air Quality**

The proposed project would result in significant air quality impacts during project construction and less than significant impacts during project operation. Implementation of mitigation measures would reduce the air pollutant emissions during construction, but emissions would

remain significant and unavoidable for portions of the construction period. Under the No Project/No Build Alternative, no demolition or construction would occur, and the No Project/No Build Alternative would neither increase nor decrease emissions of air pollutants. Thus, the No Project/No Build Alternative would result in no impacts to air quality.

### **Greenhouse Gas Emissions**

The proposed project would result in significant and unavoidable impacts related to greenhouse gas (GHG) emissions during project construction and operation. Implementation of mitigation measures would reduce the GHG emissions, but emissions would remain significant and unavoidable. Under the No Project/No Build Alternative, no demolition or construction would occur, and the No Project/No Build Alternative would neither increase nor decrease emissions of GHGs. Thus, the No Project/No Build Alternative would result in no impacts associated with GHG emissions.

### **Geology, Soils, Seismicity, and Paleontology**

The proposed project would not expose future residents to risks due to earthquakes or unstable soils and impacts would be less than significant. The project is also not located in an area with paleontological resources; therefore, there would be no impacts, nor would the project substantially alter existing topography and landforms. Compliance with existing state and local regulations would ensure that substantial erosion or loss of topsoil would be less than significant.

No impacts to geology or soils or paleontological resources would occur under the No Project/No Build Alternative because there would be no site disturbance, grading, or project construction. Therefore, the No Project/No Build Alternative would have reduced impacts to geology, soils, seismicity, and paleontology compared to the proposed project.

### **Hydrology and Water Quality**

The proposed project would contribute to an increase in stormwater and a potential degradation of water quality during project operation. Mitigation would reduce the impact to less than significant. The proposed project would not result in any significant impacts to groundwater supply, increase in stormwater flows that could exceed capacity of stormwater infrastructure, or increase in sediment and erosion on local waterways during construction. All of these impacts were determined to be less than significant.

There would be no impacts to hydrology or water quality related to an increase in stormwater, loss of groundwater, or inadequate stormwater infrastructure under the No Project/No Build Alternative because there would be no increase in impervious surfaces under this alternative and no development. Therefore, impacts would be reduced compared to the proposed project.

### **Public Services and Utilities**

The proposed project would have less than significant impacts related to existing public services including police, fire, solid waste disposal, emergency access, parks, libraries, schools, or dry utilities. The proposed project would increase demand for these services and utilities but the demand would be within the levels anticipated by the applicable service providers and impacts would remain less than significant.

The No Project/No Build Alternative would not develop new housing or commercial and office space that would generate an increase in population requiring public services and utilities to accommodate the increase in demand. Therefore, the No Project/No Build Alternative would have reduced public services and utilities impacts compared to the proposed project.

### **Hazards and Hazardous Materials**

The proposed project would not result in any impacts related to the use, transport, or handling of hazards and hazardous materials during project construction and operation. However, there could be potential impacts associated with building demolition and the removal of any hazardous materials including asbestos and lead paint. With mitigation, this impact would be reduced to less than significant. The No Project/No Build Alternative would result in no changes to hazardous conditions. No building materials would be disturbed through demolition and no new hazardous materials (such as fuel for construction equipment and cleaning products) would be used at the project site.

Impacts related to hazards and hazardous materials would be less than significant under the proposed project with mitigation, but because there would be no site disturbance or building demolition under the No Project/No Build Alternative, impacts would be less severe or reduced in severity compared to the proposed project.

### **Energy Consumption**

Both construction and operation of the proposed project would result in less-than-significant impacts associated with energy consumption. The No Project/No Build Alternative would result in no changes in energy consumption on the project site. No energy consumption associated with construction, vehicle trips, or on-site operation would occur.

Impacts related to energy consumption would be less than significant under the proposed project, but because there would be no construction or new on-site sources under the No Project/No Build Alternative, impacts would be less severe than under the proposed project.

### 5.3.2 Alternative 1b: No Project/Existing Designations

Under this alternative, development would occur under the existing General Plan and Zoning designations for the project site. As shown on Figure 3-6 in Chapter 3, Project Description, the existing General Plan designations for the site provide for 23.5 acres of Residential – Medium Density, 29.7 acres of General Commercial, 5.3 acres of Central Commercial, and 7.8 acres of Office Professional. Assuming that approximately 20% of the site area would be used for roads, parks, and other infrastructure, and that approximately 10 acres of the site are preserved to reduce potential impacts to wetlands and oak woodlands, these General Plan designations and their associated zoning designations could allow for development of approximately 140 single-family dwelling units, 215,000 square feet of commercial uses, and 57,000 square feet of office space. In addition, a portion of the site carries a Residential High Density zoning overlay that could support development of a portion of the site with multi-family units. Thus, this alternative assumes development of 80 multi-family units on 4 acres of the site. To accommodate this, the assumed amount of commercial uses on the site is reduced by 25,000 square feet, leaving development of 190,000 square feet of commercial uses. Under this alternative the two buildings proposed for demolition under the proposed project would be removed as proposed. The area of disturbance within the project site would essentially be the same as the proposed project. Therefore, impacts would be very similar.

#### Land Use

The proposed project would alter the planned land uses of the project site. Implementation of mitigation measures would ensure that these changes would result in less than significant impacts related to land use. The No Project/Existing Designations Alternative would develop the project site under the existing General Plan and Zoning designations. This alternative would result in a similar mixed-use project but would have fewer residential units and more commercial and office space. The development would be generally consistent and compatible with adjacent land uses. Impacts would remain less than significant. Both the proposed project and the No Project/Existing Designations Alternative would result in development of the currently vacant site, introducing new land uses adjacent to existing residences. The central portion of the site (east of the drainage area in the middle of the site) would support medium density residential development while the western portion of the site would support commercial uses and the eastern portion nearest to King Road would support office uses. This would result in commercial and office uses being placed adjacent to existing residences. In contrast, the proposed project would place residential land uses adjacent to most of the existing residences that surround the project site. The No Project/Existing Designations Alternative could increase the potential for land use incompatibilities (such as noise and visual impacts) to arise between existing residences and the new commercial and office uses at the project site. Impacts related to land use would be similar

for the proposed project and this alternative but could be slightly increased under the No Project/Existing Designations Alternative.

### **Population and Housing**

The proposed project would not result in any significant impacts associated with the provision of housing nor would the project induce substantial growth elsewhere in the Town. The No Project/Existing Designations Alternative would develop a similar mixed-use project, but would include fewer residential units and more office and commercial space than proposed. A total of 80 multi-family units would be constructed which would contribute to meeting the Town's Regional Housing Needs Allocation as anticipated under the Town's Housing Element; however, this alternative would develop 45 fewer multi-family units than the proposed project. Under this alternative, impacts to population and housing would be similar to the proposed project.

### **Biological Resources**

The proposed project would result in potentially significant impacts to biological resources associated with the loss of trees, loss of oak woodlands, possible disturbance to nesting birds, and fill of riparian habitat and wetlands on the project site. With implementation of mitigation measures, these impacts would be reduced to less than significant levels. Under the No Project/Existing Designations Alternative, the project site would be cleared and graded, similar to the proposed project. The development footprint would be the same under the No Project/Existing Designations Alternative and the proposed project. Thus it is anticipated that the loss of annual grasslands, oak woodlands, and riparian habitat and wetlands would be similar to the proposed project. Any loss of wetlands under either the proposed project or this alternative would require a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers and mitigation for impacts to the wetland could require purchase of seasonal wetland credits at a wetlands bank prior to construction. The loss of protected trees would also be unavoidable under this alternative. Compliance with the Town's Tree Ordinance, which requires replacement of protected trees that are removed or impacted during construction, and Mitigation Measure 4.3f would reduce this impact to a less-than-significant level under either the proposed project or the No Project/Existing Designations Alternative.

Overall, the No Project/Existing Designations Alternative would result in similar impacts to biological resources as the proposed project. All impacts under either the proposed project or this alternative would be reduced to less-than-significant levels with implementation of mitigation measures. Impacts to biological resources would remain generally the same as the proposed project under this alternative.

## **Cultural Resources**

The proposed project would result in a significant and unavoidable impact associated with the demolition of two buildings determined eligible for listing on the California Register of Historical Resources. The potential for disturbance to unknown subsurface prehistoric or historic resources and human remains is considered low; however, mitigation is included that would reduce potential impacts to a less than significant level.

Development under the No Project/Existing Designations Alternative would result in a similar area of disturbance as well as removal of the two historic buildings, because the area of development under this alternative would encompass the historic buildings. The same as the proposed project, grading and earthmoving activities could potentially disturb unknown subsurface resources. However, based on the cultural surveys prepared for the project site, the potential to unearth any significant resources is considered low. Mitigation would ensure the proper protocols are followed in the event any resources were found. The same mitigation would also be required for this alternative. Overall, the potential to impact historic buildings and to disturb subsurface cultural resources would be generally the same under the No Project/Existing Designations Alternative and the proposed project because under both scenarios, potential historic resources would be demolished.

## **Visual Resources**

The proposed project would result in less than significant impacts to visual resources with the exception of degrading the existing visual character and quality of the project site. The project would result in changes to the visual conditions at the site by developing a primarily vacant site with residences and commercial uses, as well as removing portions of a mature oak woodland habitat and grasslands. The overall change in character and visual quality of the project site would be considered a significant and unavoidable effect of the project.

The No Project/Existing Designations Alternative would result in alteration of the visual conditions at the project site by developing medium-density residential, commercial, and office professional uses, replacing nearly all of the existing vegetation on site with new buildings. As described previously, the No Project/Existing Designations Alternative would result in development of approximately 140 single-family dwelling units, 80 multi-family dwelling units, 190,000 square feet of commercial uses, and 57,000 square feet of office space. Under the No Project/Existing Designations Alternative, impacts to aesthetics would be similar to the proposed project because it is assumed a majority of the site would be developed also contributing to a significant and unavoidable impact. Impacts to aesthetics would be very similar under the No Project/Existing Designations Alternative compared to the proposed project. Under both the

proposed project and the No Project/Existing Designations Alternative, impacts to the change in visual quality would be significant and unavoidable.

### Transportation and Circulation

The proposed project would increase traffic in the project vicinity as a result of the new trips generated by the proposed project. Implementation of mitigation measures would be necessary to ensure that impacts to traffic and circulation in the vicinity are reduced to less than significant levels to the extent feasible. The project would result in a significant and unavoidable impact due to the increase in cumulative traffic volumes at the Horseshoe Bar Road/Taylor Road intersection.

The No Project/Existing Designations Alternative would introduce a similar level of development to the project site, with development of a total of 220 residential units compared to the proposed 426 units, and an increased amount of commercial and office space. Based on the trip generation rates used to evaluate the proposed project, as shown in Table 5-1, this alternative would be expected to generate substantially more vehicle trips per day than the proposed project. Without accounting for internal capture and pass-by trips, the No Project/Existing Designations Alternative would generate 19,693 daily trips while the proposed project would generate 8,487 daily trips.

**Table 5-1**  
**No Project/Existing Designations Trip Generation**

| Description                    | Trip Generation Rate per Dwelling Unit or Thousand Square Feet | Quantity | Daily Trips   |
|--------------------------------|--|----------|---------------|
| Medium and Medium-High Density | 9.52   | 140 du   | 1,333         |
| Multifamily Residential        | 6.65   | 80 du    | 532           |
| Commercial-Retail (<45 ksf)    | 90.52  | 190 ksf  | 17,199        |
| Commercial – Office            | 11.03  | 57 ksf   | 629           |
| <b>Total</b>                   |  |          | <b>19,693</b> |

du = dwelling unit; ksf = 1,000 square feet

This alternative would result in increased traffic volumes compared to the proposed project, and therefore would increase congestion at intersections and on roadway segments in the study area. Additionally, as there would be fewer residential units and more commercial and office space, fewer of the project trips would remain internal to the project site, which would further increase the severity of the transportation and circulation impacts under the No Project/Existing Designations Alternative compared to the proposed project. A developer for this alternative would be required to make fair share contributions to local roadway improvements through the

Town's Traffic Impact Fee program; however, as with the proposed project, it is expected that significant and unavoidable impacts would remain.

### **Noise**

The proposed project would result in less-than-significant impacts associated with noise generated during project construction and operation. The No Project/Existing Designations Alternative would result in development of a similar project, including similar amounts of noise generation from construction and increases in noise generated from the proposed land uses as well as from traffic associated with the proposed project. Therefore, the No Project/Existing Designations Alternative, assuming incorporating the same types of mitigation measures, would have similar noise impacts as the proposed project.

### **Air Quality**

The proposed project would result in potentially significant air quality impacts during project construction and less than significant impacts during project operation. Implementation of mitigation measures would reduce the air pollutant emissions during construction to the extent feasible, but impacts would remain significant and unavoidable. Under the No Project/Existing Designations Alternative, the level of construction activity on the site would be similar to the proposed project and would be expected to result in similar impacts as the proposed project, while long-term operations would generate substantially more vehicle trips which would increase the air pollution emissions associated with the project. Thus impacts to air quality would be greater under this alternative.

### **Greenhouse Gas Emissions**

The proposed project would result in significant and unavoidable impacts related to GHG emissions during project construction and operation. Implementation of mitigation measures would reduce the GHG emissions, but emissions would remain significant and unavoidable. Under the No Project/Existing Designations Alternative, similar amounts of demolition and construction would occur, and the No Project/Existing Designations Alternative would result in new GHG emissions. Because the No Project/Existing Designations Alternative would generate substantially more vehicle trips than the proposed project, this alternative is expected to result in more severe significant and unavoidable impacts related to GHG emissions during project construction and operation.

### **Geology, Soils, Seismicity, and Paleontology**

The proposed project would not expose future residents to risks due to earthquakes or unstable soils and impacts would be less than significant. The project is also not located in an area with

paleontological resources so there would be no impacts, nor would the project substantially alter existing topography and landforms. Compliance with existing state and local regulations would ensure substantial erosion or loss of top soil would be less than significant.

Under the No Project/Existing Designations Alternative, essentially the same number of acres would be disturbed as the proposed project. Similar to the proposed project, there would be no significant impacts associated with risks to the public due to earthquakes or unstable soils and there would be no impacts to paleontological resources. Compliance with existing requirements would mitigate for potential impacts associated with construction-related erosion. Because essentially the same area of disturbance would occur under this alternative, the impacts would be less than significant, the same as the proposed project.

### **Hydrology and Water Quality**

The proposed project would contribute to an increase in stormwater and a potential degradation of water quality during project operation. Mitigation would reduce the impact to less than significant. The proposed project would not result in any significant impacts to groundwater supply, increase in stormwater flows that could exceed capacity of stormwater infrastructure, or increase in sediment and erosion on local waterways during construction. All of these impacts were determined to be less than significant.

The No Project/Existing Designations Alternative would develop a mixed-use project similar to the proposed project and would involve construction in the same area of disturbance as the proposed project. However, the alternative would increase the amount of commercial and office development and reduce the amount of residential development. This could result in a greater amount of impervious surface on site associated with parking for the commercial and office land uses. Best Management Practices and other mitigation measures to address such impacts would be similar to those for the proposed project – for example, the alternative would likely also use detention basins to control stormwater runoff, but would require larger basins than the proposed project due to the increased amount of impervious surface. Therefore this alternative would have similar impacts to hydrology and water quality related to an increase in stormwater, loss of groundwater, or inadequate stormwater infrastructure because while there may be a greater increase in impervious surfaces under this alternative, the same performance standards for stormwater management would be applied to either the proposed project or this alternative. Therefore, impacts to hydrology and water quality would be similar to the proposed project.

### **Public Services and Utilities**

The proposed project would have less than significant impacts related to existing public services including police, fire, solid waste disposal, emergency access, parks, libraries, schools, and dry utilities. The proposed project would increase demand for these services and utilities but the

demand would be consistent with the levels anticipated by the applicable service providers and impacts would remain less than significant.

The No Project/Existing Designations Alternative would develop a similar mixed-use development, although there would be fewer residential units and more commercial and office space. This alternative would generate a smaller population increase than the proposed project. The alternative would still require public services and utilities but would have a lower demand for services compared to the proposed project. Therefore, the No Project/Existing Designations Alternative would have reduced public services and utilities impacts compared to the proposed project.

### **Hazards and Hazardous Materials**

The proposed project would not result in any impacts related to the use, transport, or handling of hazards and hazardous materials during project construction and operation. However, there could be potential impacts associated with building demolition and the removal of any hazardous materials including asbestos and lead paint. With mitigation, this impact would be reduced to less than significant. The No Project/Existing Designations Alternative would result in similar impacts as the proposed project. It would include demolition of the existing structures on site and use of hazardous materials during construction.

Impacts related to hazards and hazardous materials would be less than significant under the proposed project with mitigation. The No Project/Existing Designations Alternative would result in similar impacts related to hazards and hazardous materials.

### **Energy Consumption**

Both construction and operation of the proposed project would result in less-than-significant impacts associated with energy consumption. The No Project/Existing Designations would result in similar impacts to energy consumption on the project site. Energy consumption associated with project construction and operation would occur.

Impacts related to energy consumption would be less than significant under the proposed project. The No Project/Existing Designations Alternative would result in fewer residential units and more commercial and office space, which would increase the amount of vehicle trips but reduce the amount of on-site electrical consumption. However, energy efficiency (meaning the amount of energy used per square foot of building space or per dwelling unit) under the No Project/Existing Designations Alternative would be similar to the proposed project. Further the mitigation measures required of the proposed project would also apply to the No Project/Existing Designations Alternative. Therefore, impacts related to energy consumption associated with the No Project/Existing Designations Alternative would be similar to those of the proposed project.

### 5.3.3 Alternative 2: Transportation Alternative

This alternative assumes development of the site generally as proposed but with a modification to the Gates Drive alignment through the project site as described previously. While the road alignments, residential lots, mixed use district, and the park parcel in the western portion of the project site would be adjusted under this alternative, it is anticipated that this alternative would develop the same number of dwelling units, the same amount of commercial and office space, and the same amount of parks and open space as the proposed project. This alternative is evaluated at an equal level of detail as the proposed project. The impacts of the Transportation Alternative are discussed in the following sections and Table 5-4 presents a summary of the level of significance of each impact under the Transportation Alternative, the mitigation measures that would be applied to those impacts, and the resulting level of significance of each impact.

#### Land Use

The proposed project would alter the planned land uses of the project site. These changes would result in less than significant impacts related to land use conflicts and land use planning. Components of the project could conflict with policies and regulations adopted for the purposes of avoiding adverse environmental effects and would require implementation of mitigation measures to reduce the impacts to less than significant levels. The Transportation Alternative would result in similar development as the proposed project. The Transportation Alternative would modify the road alignment and location of proposed single-family dwelling units along the western edge of the project site but would develop the same number of dwelling units and generally would not alter the land uses and proposed lotting plan along the perimeter of the site, adjacent to existing residences. Although this alternative would require reconfiguration of the proposed park in this portion of the site, it is anticipated that the park site would remain at the same size as currently proposed.

Both the proposed project and the Transportation Alternative would result in development of the currently vacant site, introducing new land uses adjacent to existing residences. The development would be generally consistent and compatible with adjacent land uses. Impacts associated with land use conflicts would remain less than significant.

Impacts related to conflicts with policies and regulations adopted for the purpose of avoiding adverse environmental effects would also be similar for the proposed project and this alternative. The specific impacts and mitigation measures are discussed in the following resource sections. Under the Transportation Alternative, implementation of Mitigation Measures 4.3b, 4.4a, 4.6a through 4.6d, 4.7b through 4.7d, 4.8a, 4.8c, 4.12a, and 4.12b would be necessary to ensure that impacts are reduced to less than significant levels. The Transportation Alternative would result in the same impacts to land use as the proposed project.

As discussed in Section 4.1, Land Use, the Town is currently considering a draft General Plan Circulation Element update. The project as proposed is not consistent with the draft Circulation Element. This Transportation Alternative was designed specifically for consistency with the draft Circulation Element and is evaluated herein at an equal level of detail to the proposed project to enable the Town to approve this alternative with no further environmental review.

### **Population and Housing**

The proposed project would not result in any significant impacts associated with the provision of housing nor would the project induce substantial growth elsewhere in the Town. The Transportation Alternative would develop a similar mixed-use project and would include the same numbers of residential units and the same amount of commercial and office space as the proposed project. Under this alternative, impacts to population and housing would remain less than significant and no mitigation measures would be required.

### **Biological Resources**

The proposed project would result in potentially significant impacts to biological resources associated with the loss of trees and oak woodland, possible disturbance to nesting birds, and fill of riparian habitat and wetlands on the project site. With implementation of mitigation measures, these impacts would be reduced to less than significant levels with the exception of the loss of oak trees. Under the Transportation Alternative, the entire project site would be developed, with the same land uses and at the same densities as the proposed project. It is anticipated there would be loss of annual grasslands, oak woodlands, and some small areas of riparian habitat and wetlands. Implementation of Mitigation Measures 4.3a and 4.3b would be required to ensure that impacts due to substantial disturbance to natural vegetation or reduction in habitat for plants and animals would be reduced to a less than significant level. As with the proposed project, any loss of wetlands would require a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers and mitigation for impacts to the wetland could require purchase of seasonal wetland credits at a wetlands bank prior to construction. The Transportation Alternative would require implementation of Mitigation Measure 4.3c to ensure that impacts due to loss of riparian habitat and waters of the U.S. are reduced to a less than significant level. Additionally, implementation of Mitigation Measures 4.3b through 4.3e would be required under the Transportation Alternative to ensure that impacts to special-status species are reduced to a less than significant level. Implementation of all five mitigation measures would also be necessary to ensure that the contribution to cumulative impacts under the Transportation Alternative is reduced to the extent feasible; however, both the proposed project and the Transportation Alternative would result in a significant and unavoidable cumulative impact due to habitat loss.

The loss of protected trees would be unavoidable under this alternative; compliance with the Town's Tree Ordinance, which requires replacement of protected trees that are removed or impacted during construction, and Mitigation Measure 4.3f would reduce this impact to a less-than-significant level under either the proposed project or the Transportation Alternative.

Overall, the Transportation Alternative would result in similar impacts to biological resources as the proposed project. All impacts to biological resources under either the proposed project or this alternative would be reduced to less than significant levels with implementation of mitigation measures.

### **Cultural Resources**

The proposed project would result in a significant and unavoidable impact associated with the demolition of two buildings determined eligible for listing on the California Register of Historical Resources. The potential for disturbance to unknown subsurface prehistoric or historic resources and human remains is considered low; however, mitigation measures would be implemented that would reduce potential impacts to a less than significant level.

Development under the Transportation Alternative would require demolition of the two historic resources on site. Implementation of Mitigation Measure 4.4a would be required to reduce this impact to the extent feasible by completing recordation of the two buildings to retain the historic information associated with these structures. However, as with the proposed project, the loss of these historic structures under the Transportation Alternative would result in a significant and unavoidable impact.

Development under the Transportation Alternative would result in a similar area of disturbance as well as removal of the two historic buildings. As with the proposed project, grading and earthmoving activities could potentially disturb unknown subsurface resources. However, based on the cultural surveys prepared for the project site, the potential to unearth any significant resources is considered low. Implementation of Mitigation Measures 4.4b and 4.4c would be required under the Transportation Alternative to ensure the proper protocols are followed in the event any resources are found.

Overall, the potential to impact historic buildings and to disturb subsurface cultural resources would be generally the same under the Transportation Alternative and the proposed project.

### **Visual Resources**

The proposed project would result in less than significant impacts to visual resources with the exception of degrading the existing visual character and quality of the project site. The project would result in changes to the visual conditions at the site by developing a primarily vacant site with residences and commercial uses, as well as removing portions of a mature oak woodland

habitat and grasslands. The overall change in character and visual quality of the project site would be considered a significant and unavoidable effect of the project.

The Transportation Alternative would also result in alteration of the visual conditions at the project site by developing medium-density residential, general commercial, town center commercial, and office professional uses. Under this alternative, the majority of the site would be developed, which would substantially alter the visual character of the site. Under the Transportation Alternative, impacts to aesthetics would be similar to the proposed project because it is assumed a majority of the site would be developed, which would result in a significant and unavoidable impact to the visual character of the site. As discussed in Section 4.5, Visual Resources, there are no feasible mitigation measures that would avoid this impact. Impacts to aesthetics would be similar under Transportation Alternative compared to the proposed project. Under both the proposed project and the Transportation Alternative, impacts to the change in visual quality would be significant and unavoidable.

### **Transportation and Circulation**

The proposed project would increase traffic in the project vicinity as a result of the new trips generated by the proposed project. Implementation of mitigation measures would be necessary to ensure that impacts to traffic and circulation in the vicinity are reduced to less than significant. The project would result in a significant and unavoidable impact due to the increase in cumulative traffic volumes at the Horseshoe Bar Road/Taylor Road intersection and on I-80.

The Transportation Alternative aims to reduce significant cumulative traffic volume increases. The Transportation Alternative redirects traffic flow and reduces congestion through the installation of roundabouts that would redirect traffic away from the impacted Horseshoe Bar/Taylor Road intersection and toward the less-impacted Horseshoe Bar/Library Drive intersection. The Transportation Alternative is evaluated in detail in the Traffic Impacts Study provided in Appendix E, The Traffic Impacts Study assumes that full access would remain at the Laird Street/Webb Street intersection and that a new traffic signal would be installed at the Taylor Road/Webb Street intersection.

### ***Trip Generation***

The Transportation Alternative would result in the same trip generation as the proposed project, which is presented in Table 4.6-5 in Section 4.6, Transportation. The trip generation analysis determined that the Transportation Alternative would generate a total of 5,635 new daily trips external to the project site, with 395 trips originating during the AM peak hour and 559 generated during the PM peak hour.

### *Existing Plus Project Impacts*

**Existing Plus Transportation Alternative Roadway Segment Impacts.** Under the Transportation Alternative existing plus project scenario, the following three roadway segments would continue to carry daily traffic volumes that exceed the Town of Loomis level of service (LOS) C standard:

- The segment of **Taylor Road from Horseshoe Bar Road to Webb Street** would have lower overall traffic volumes than under existing conditions, but the roadway would operate at LOS D. Although LOS D exceeds the minimum LOS C standard, because the traffic volume would be less under the Transportation Alternative than under existing conditions, this alternative would result in a **less than significant** impact on this segment.
- The segment of **Taylor Road from Webb Street to King Road** would have lower overall traffic volumes than under existing conditions, but the roadway would operate at LOS F. Although LOS F exceeds the minimum LOS C standard, because the traffic volume would be less under the Transportation Alternative than under existing conditions, this alternative would result in a **less than significant** impact on this segment.
- The segment of **Horseshoe Bar Road from Library Drive to Doc Barnes Drive** would operate at LOS D based on the volume threshold with a roundabout intersection. LOS D exceeds the LOS C minimum standard. Under the Transportation Alternative, the increase in traffic volume on this segment would be less than 5% compared to the existing no project conditions. The Town of Loomis defines a significant impact as occurring when traffic volumes are increased by more than 5%; therefore, the Transportation Alternative would result in a **less than significant** impact on this segment.

**Existing Plus Transportation Alternative Intersection Impacts.** Table 5-2 presents the existing and existing plus project intersection levels of service as evaluated in the Traffic Impacts Analysis.

**Table 5-2  
Existing Plus Transportation Alternative Intersection LOS**

| Intersection         | Control | AM Peak Hour        |     |  |     | PM Peak Hour        |     |  |     |
|----------------------|---------|---------------------|-----|--|-----|---------------------|-----|--|-----|
|                      |         | Existing            |     | Existing Plus Transportation Alternative |     | Existing            |     | Existing Plus Transportation Alternative |     |
|                      |         | Average Delay (sec) | LOS | Average Delay (sec)                      | LOS | Average Delay (sec) | LOS | Average Delay (sec)                      | LOS |
| King Rd/Switzer Road | Signal  | 25.5                | C   | 25.1                                     | C   | 6.0                 | A   | 6.2                                      | A   |
| Taylor Rd/King Road  | Signal  | 39.6                | D   | 37.3                                     | D   | 20.9                | C   | 18.8                                     | B   |

**Table 5-2  
Existing Plus Transportation Alternative Intersection LOS**

| Intersection  | Control      | AM Peak Hour        |          |  |          | PM Peak Hour        |          |  |          |
|---|--------------|---------------------|----------|--|----------|---------------------|----------|--|----------|
|   |              | Existing            |          | Existing Plus Transportation Alternative |          | Existing            |          | Existing Plus Transportation Alternative |          |
|   |              | Average Delay (sec) | LOS      | Average Delay (sec)                      | LOS      | Average Delay (sec) | LOS      | Average Delay (sec)                      | LOS      |
| King Road/Boyington Road<br>SB left+thru+right turn<br>NB left+thru+right                                     | NB/SB Stop   | 18.7                | C        | <b>31.5</b>                              | <b>D</b> | 11.3                | B        | 14.0                                     | B        |
|   |              | —                   | —        | 22.1                                     | C        | —                   | —        | 12.7                                     | B        |
|   | Signal       |                     |          | 11.9                                     | B        |                     |          | 15.9                                     | B        |
| Taylor Road/Webb Street<br>EB left turn<br>WB left turn<br>NB left+thru+right turn<br>SB left+thru+right turn | NB/SB Stop   | 9.4                 | A        | -  | -        | 10.0                | A        | -  | -        |
|   |              | 9.0                 | A        | -  | -        | 9.4                 | A        | -  | -        |
|   |              | 23.8                | C        | -  | -        | <b>29.9</b>         | <b>D</b> | -  | -        |
|   |              | 18.2                | C        | -  | -        | <b>27.5</b>         | <b>D</b> | -  | -        |
|   | Signal       | -                   | -        | 16.7                                     | B        |                     |          | 23.7                                     | C        |
| Taylor Road/Horseshoe Bar Road  | Signal       | 28.8                | C        | 26.8                                     | C        | 30.6                | C        | 31.1                                     | C        |
| Horseshoe Bar Road/Laird Street<br>EB left+thru+right turn<br>WB left+thru+right turn                         | EB/WB Stop   | 15.8                | C        | 12.2                                     | B        | 16.5                | C        | 12.8                                     | B        |
|   |              | <b>29.2</b>         | <b>D</b> | 12.1                                     | B        | <b>34.6</b>         | <b>D</b> | 15.8                                     | C        |
| Horseshoe Bar Rd/Library Drive<br>SB left turn<br>WB left+right turn  | WB Stop      | 8.6                 | A        | -  | -        | 9.0                 | A        | -  | -        |
|   |              | 17.5                | C        | -  | -        | 22.7                | C        | -  | -        |
|   | Roundabout   | -                   | -        | 11.2                                     | B        | -                   | -        | 12.3                                     | B        |
| Horseshoe Bar Road/Doc Barnes Drive<br>EB left+thru+right turn  | EB/WB Stop   | 15.4                | C        |  |          | 18.0                | C        |  |          |
|   | Signal       | —                   | —        | 22.5                                     | C        | —                   | —        | 26.2                                     | C        |
| Horseshoe Bar Road/WB I-80 Ramps  | Signal       | 19.8                | B        | 20.8                                     | C        | 20.5                | C        | 34.4                                     | C        |
| Horseshoe Bar Road/EB I-80 Ramps<br>SB left turn<br>WB left+right turn  | WB Stop      | 8.4                 | A        | 8.5                                      | A        | 0.5                 | A        | 9.2                                      | A        |
|   |              | <b>41.9</b>         | <b>E</b> | <b>68.8</b>                              | <b>F</b> | <b>35.3</b>         | <b>E</b> | <b>301.6</b>                             | <b>F</b> |
|   | Signal       | —                   | —        | 16.8                                     | B        | —                   | —        | 12.6                                     | B        |
| Horseshoe Bar Road/Laird Road   | All-Way Stop | 12.3                | B        | 12.7                                     | B        | 19.4                | C        | 20.9                                     | C        |

Source: Appendix E.

LOS = level of service; SB = southbound; NB = northbound; EB = eastbound; WB = westbound; sec = seconds

**Bold** text indicates an unacceptable average delay and LOS. **Highlighted** text indicates a significant project impact.

As shown in Table 5-2, the Transportation Alternative would result in potentially significant intersection LOS impacts at two locations:

- **King Road/Boyington Road:** The Transportation Alternative would increase delay for the southbound approach to this intersection in the AM peak hour from 18.7 seconds to 31.5 seconds. This would cause the LOS to drop from the acceptable LOS C in the existing condition to an unacceptable LOS D with implementation of the Transportation Alternative. However, this condition would be resolved with installation of a traffic signal and other intersection improvements, which would be the responsibility of the project applicant at the time that Doc Barnes Drive is extended to King Road, as required under Mitigation Measure 4.6b. Required improvements to this intersection include widening King Road to provide separate eastbound and westbound left-turn lanes, installing a traffic signal, and installing pedestrian landings and school crosswalks. As the project site is adjacent to this intersection and development of the project and the extension of Doc Barnes Drive would require completion of these improvements, the applicant for The Village at Loomis project would install this traffic signal at the time that Doc Barnes Drive is constructed and receive reimbursement or fee credits from the Town for the costs that exceed the project's fair share contribution for this signal. Installation of this signal and crosswalk markings on the pavement would ensure that pedestrians have sufficient protected time to cross King Road. The traffic signal would ensure that the intersection operates at an acceptable LOS B during both the AM and PM peak hours and the impact would remain **less than significant**.
- **Horseshoe Bar Road/Eastbound I-80 Ramps:** The Transportation Alternative would result in an increase in delay for the westbound approach to this intersection in both the AM and PM peak hours. The current LOS for both peak hours is LOS E; with implementation of the Transportation Alternative, the LOS would decrease to LOS F in both peak hours. In the PM peak hour, the average delay would increase from 35.3 seconds to more than 300 seconds. However, a traffic signal is planned for this intersection under the Town's General Plan. Payment of the traffic impact fee, as required by the traffic impact fee program, would include a fair-share contribution to these improvements. With installation of the traffic signal, the intersection would operate at LOS B during both the AM and PM peak hours and the impact would remain **less than significant**.

**Existing Plus Transportation Alternative Vehicle Safety, Emergency Access, Pedestrian, Bicycle, and Transit Impacts.** Under the Transportation Alternative, the project site would be developed with commercial, office, and residential land uses. This alternative would not introduce non-passenger vehicles to the local roadway network. The proposed streets within the project site would meet all applicable Town standards to ensure safe driving conditions are

provided. The Transportation Alternative would result in **no impact** related to roadway and vehicle safety.

The internal circulation system provided in the Transportation Alternative would be required to meet the Design and Development Standards for the project. This internal circulation would include two emergency evacuation roads from the residential component of the project: one onto Day Avenue and the other onto King Road. Internal circulation and emergency evacuation roads would comply with all federal, state, and local regulations pertaining to emergency vehicle access. The Transportation Alternative would have a **less than significant** impact on emergency access

Installation of a traffic signal at the King Road/Boyington Road/Doc Barnes Drive intersection, as discussed previously would ensure that the Transportation Alternative would have a **less-than-significant** impact for pedestrian and bicycle safety at this intersection.

The extension of Doc Barnes Drive through the project site, connecting Horseshoe Bar Road to King Road would create a new collector street. Because of the proposed alignment, this roadway has the potential for high-speed traffic, which would conflict with pedestrian and bicycle traffic. This would be a **significant** traffic safety impact. **Mitigation Measure 4.6e** would require the project to construct intersection bulb-outs at all public street intersections on Doc Barnes Drive to calm traffic and ensure conflicts between vehicles, bicycles, and pedestrians are reduced to **less than significant** levels.

The project's residents, employees, and visitors would be able to take advantage of the Placer Transit services available along Taylor Road as well as Placer Transit's Dial-a-Ride services. Both the Taylor Road shuttle and the Placer Commuter Express have stops at Loomis Station, which is as close as 0.1 mile to the western portion of the project site and as far as 0.75 mile from the eastern portion of the site. The proximity of existing stops to the project site would support their use by project site residents, employees, and visitors. Placer Transit operates the Taylor Road shuttle, which connects with the Auburn/Light Rail bus at Sierra College and will deviate up to 0.75 mile from Taylor Road on reservation. The Placer Commuter Express provides service on Taylor Road and Horseshoe Bar Road. The Commuter Express buses have 57 seats; typically 20 people will board the Commuter Express at the Loomis Station stop in the AM peak hour and between 10 and 20 people will exit the Commuter Express in Loomis in the PM peak hour (Placer County Transit pers. comm. 2016). The number of additional riders generated by the Transportation Alternative is unlikely to be large enough to justify changes to existing routes or modification of existing schedules. The Transportation Alternative would have a **less-than-significant** impact related to demand for transit services.

### *Cumulative Impacts*

**Cumulative Plus Transportation Alternative Roadway Segment Impacts.** Under the Transportation Alternative cumulative plus project scenario, the following five roadway segments would continue to carry daily traffic volumes that exceed the Town of Loomis LOS C standard:

- The segment of **Taylor Road west of Horseshoe Bar Road** would carry traffic volumes that are indicative of LOS D. Although LOS D exceeds the LOS C standard, the traffic volumes on this segment would be reduced under the Transportation Alternative compared to the “No Project” condition. Therefore, the Transportation Alternative would have a **less-than-significant** impact on this segment.
- The segment of **Taylor Road from Horseshoe Bar Road to Webb Street** would operate at LOS D. Although LOS D exceeds the LOS C standard, the traffic volumes on this segment would be reduced under the Transportation Alternative compared to the “No Project” condition. Therefore, the Transportation Alternative would have a **less-than-significant** impact on this segment.
- The segment of **Taylor Road from Webb Street to King Road** would operate at LOS D. Although LOS D exceeds the LOS C standard, the traffic volumes on this segment would be reduced under the Transportation Alternative compared to the “No Project” condition. Therefore, the Transportation Alternative would have a **less-than-significant** impact on this segment.
- The segment of **Horseshoe Bar Road from Library Drive to Doc Barnes Drive** would operate at LOS E based on the volume threshold with a roundabout intersection. Although LOS E exceeds the LOS C standard, the traffic volumes on this segment would be reduced under the Transportation Alternative compared to the “No Project” condition. Therefore, the Transportation Alternative would have a **less-than-significant** impact on this segment.
- Interstate 80 would carry traffic volumes that are indicative of LOS F with and without the project. Caltrans considers that any increase in traffic volumes on facilities that fail to meet adopted minimum standards is a significant impact. Under the Transportation Alternative, volumes on I-80 would increase by 1,730 vehicles for the segment of I-80 between Sierra College Boulevard and Horseshoe Bar Road. Therefore the Transportation Alternative would result in a **significant and unavoidable** impact to this segment of I-80. The Traffic Impacts Analysis indicates that volumes on the segment of I-80 between Horseshoe Bar Road and Penryn Road would decrease by 1,380 vehicles with implementation of the Transportation Alternative.

**Cumulative Plus Transportation Alternative Intersection Impacts.** Under the Transportation Alternative cumulative plus project scenario, the following four intersections would continue to operate at unacceptable LOS:

- The **Taylor Road/King Road intersection** is projected to continue to operate at LOS E during the AM peak hour and would operate at LOS C in the PM peak hour. The AM peak hour LOS exceeds the LOS D conditions accepted at this intersection under the General Plan. However, implementation of the Transportation Alternative would result in reduced average delays at the intersection compared to the No Project condition. Therefore the Transportation Alternative would have a **less-than-significant** impact at this location.
- The **Horseshoe Bar Road/Taylor Road intersection** is projected to operate at LOS D during the PM peak hour. Although LOS D exceeds the LOS C standard, the average delay through this intersection would be reduced under the Transportation Alternative compared to the “No Project” condition. Therefore, the Transportation Alternative would have a **less-than-significant** impact at this intersection.
- The **Horseshoe Bar Road/Library Drive – Webb Street Connection Roundabout intersection** is projected to operate at LOS D in the PM peak hour. This exceeds the LOS C standard, and therefore is a **significant** impact of the Transportation Alternative. To achieve LOS C it would be necessary to add a second northbound lane on Horseshoe Bar Road into the roundabout to the Webb Street exit. Adding this second northbound lane is required under **Mitigation Measure 5.1**, which would apply only to the Transportation Alternative.
- The **Horseshoe Bar Road/Laird Road intersection** is projected to operate at LOS E during the PM peak hour. As LOS E exceeds the minimum LOS standard, the Transportation Alternative would result in a **significant** impact at this intersection. **Mitigation Measure 4.6g**, which applies to both the proposed project and the Transportation Alternative, requires construction of a separate eastbound right-turn lane at this intersection. This would improve the LOS at this intersection to LOS C in both the AM and PM peak hours and thus would reduce the impact to **less than significant**.

### *Mitigation Measures*

In addition to implementation of **Mitigation Measures 4.6a through 4.6g**, as identified in Section 4.6, Transportation, if the Transportation Alternative is the project alternative selected for approval, the following additional mitigation measure would be required to be implemented.

**Mitigation Measure 5.1:** The project applicant shall construct the roundabout at the Horseshoe Bar Road/Library Drive/Webb Street intersection to include two

northbound lanes from Horseshoe Bar Road to Webb Street. This measure is applicable only to the Transportation Alternative.

## Noise

The proposed project would result in less-than-significant impacts associated with noise generated during project construction and operation. The Transportation Alternative would result in development of a similar project.

### *Construction Noise Impacts*

Construction is expected to occur over 4 years. The Transportation Alternative would construct the same land uses as the proposed project. As evaluated in Section 4.7, Noise, construction activities would expose the nearest sensitive receptors to the project site (the residences located adjacent to the western and northern boundaries of the site) to increased ambient exterior noise levels. As shown in Table 4.7-8 in Section 4.7, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could reach as high as 89 dBA. Noise generated by project construction could exceed the Town's standards for short duration events near residential areas, as listed in Table 4.7-7 in Section 4.7. Therefore, a potentially significant noise impact could occur during project construction. **Mitigation Measure 4.7a** identifies management practices to be implemented during construction to reduce noise exposure for adjacent residences to the extent feasible. These include limiting construction to daytime hours, using mufflers and noise-reducing features for construction equipment, using electrically powered equipment where feasible, locating material stockpiles and equipment staging areas as far as practicable from noise-sensitive receptors, limiting vehicle speed within the construction site, using signals, horns, and alarms for safety warning purposes only, and requiring that any public address or music systems must not be audible at any adjacent noise-sensitive receptor. With implementation of this mitigation measure, the Transportation Alternative would result in **less-than-significant** impacts associated with construction noise.

### *On-Site Noise Levels*

The primary noise source affecting proposed residences on the project site is I-80. Proposed internal roadways, Doc Barnes Drive and Library Drive, which would be extended through the site as the primary site access roads, also contribute to the project area noise environment, but to a lesser extent. As shown in Table 4.7-9 in Section 4.7, traffic noise levels from internal roadways are predicted to be well within compliance with the Town of Loomis 65 dB  $L_{dn}$  exterior noise standard at future residences constructed adjacent to these roadways. Noise levels at the proposed residences associated with the internal streets would remain **less than significant**. However, noise exposure from I-80 would exceed the Town's 65 dB  $L_{dn}$  exterior noise standard for homes nearest to I-80. The predicted noise level for these residences is

approximately 71 dB L<sub>dn</sub>. Therefore, impacts would be **significant** and **Mitigation Measure 4.7b** requires construction of a sound wall along Doc Barnes Drive to provide the necessary amount of noise attenuation to achieve compliance with the Town’s exterior noise level standards and reduce the impact to a **less-than-significant** level.

Additionally, interior noise levels within the residences nearest to I-80 could exceed the Town’s interior noise level standards. **Mitigation Measure 4.7c** requires that air conditioning units be provided in each residential unit so that residents would have the option of leaving doors and windows closed to ensure that interior noise levels on the first floor of the proposed residences comply with the Town’s standards. Second-floor façades would not be shielded by the noise barriers required under **Mitigation Measure 4.7b**. As a result, second floor exposure of the residences proposed adjacent to I-80 would be approximately 75 dB L<sub>dn</sub>. **Mitigation Measure 4.7d** is provided to ensure interior noise levels comply with the Town’s standard by requiring higher STC ratings on second-floor windows with a view of I-80. With implementation of **Mitigation Measures 4.7c** and **4.7d**, interior noise levels would meet the Town’s standards and the impact would be **less than significant**.

### *Groundborne Vibration and Noise*

Construction of the Transportation Alternative would involve use of a variety of heavy equipment; however, the types of equipment anticipated to be used would not generate groundborne vibration levels that would impact off-site sensitive receptors. Construction would not involve the principal sources for vibration generation and complaints, which are pile driving and blasting. After construction, the Transportation Alternative would not include any operations that would result in groundborne vibration or noise that would be perceptible off site. Therefore, the Transportation Alternative would have **no impacts** with respect to groundborne vibration and noise.

### *Increase in Ambient Noise Levels*

Increases in traffic volumes on the local roadway network as a result of construction and operation of the Transportation Alternative would result in a corresponding increase in traffic noise levels as shown in Table 5-3.

**Table 5-3**  
**Existing and Existing Plus Transportation Alternative Traffic Noise Levels**

| Roadway     | Segment                          | Existing<br>dBA L <sub>dn</sub> | Existing<br>+ Project<br>dBA L <sub>dn</sub> | Change<br>(dBA) | Substantial<br>Increase? |
|-------------|----------------------------------|---------------------------------|--|-----------------|--------------------------|
| Taylor Road | South of Horseshoe Bar Road      | 58.1                            | 58.4   | 0.3             | No                       |
| Taylor Road | Horseshoe Bar Road – Webb Street | 60.6                            | 58.9   | -1.7            | No                       |
| Taylor Road | Webb Street – King Road          | 59.9                            | 59.7   | -0.2            | No                       |

**Table 5-3  
Existing and Existing Plus Transportation Alternative Traffic Noise Levels**

| Roadway            | Segment                          | Existing<br>dBA L <sub>dn</sub> | Existing<br>+ Project<br>dBA L <sub>dn</sub> | Change<br>(dBA) | Substantial<br>Increase? |
|--------------------|----------------------------------|---------------------------------|--|-----------------|--------------------------|
| King Road          | Taylor Road – Boyington Drive    | 58.6                            | 57.9   | -0.7            | No                       |
| Horseshoe Bar Road | Taylor Road – Library Drive      | 59.4                            | 57.7   | -1.7            | No                       |
| Horseshoe Bar Road | Library Drive – Doc Barnes Drive | 62.0                            | 62.3   | 0.3             | No                       |
| Horseshoe Bar Road | Doc Barnes Drive – I-80          | 62.0                            | 62.4   | 0.2             | No                       |
| Horseshoe Bar Road | I-80 – Laird Road                | 59.5                            | 59.9   | 0.3             | No                       |
| Day Avenue         | King Road – David Avenue         | 45.5                            | 45.5   | 0.0             | No                       |
| Laird Street       | Horseshoe Bar Road – Webb Street | 48.4                            | 42.7   | -5.7            | No                       |
| Sun Knoll Drive    | King Road – Thornwood Drive      | 45.0                            | 45.0   | 0.0             | No                       |
| Boyington Road     | North of King Road               | 54.6                            | 54.8   | 0.2             | No                       |
| Webb Street        | Taylor Road – Laird Street       | 46.1                            | 54.4   | <b>8.3</b>      | <b>Yes</b>               |
| Webb Street        | King Road – Taylor Road          | 53.6                            | 53.7   | 0.1             | No                       |
| Doc Barnes Drive   | Laird Road – Horseshoe Bar Road  | —                               | 56.0   | N/A             | N/A                      |
| Doc Barnes Drive   | Horseshoe Bar Road – Gates Drive | —                               | 55.7   | N/A             | N/A                      |
| Doc Barnes Drive   | Gates Drive – Blue Anchor Drive  | —                               | 53.0   | N/A             | N/A                      |
| Doc Barnes Drive   | Blue Anchor Drive – King Road    | —                               | 52.3   | N/A             | N/A                      |
| Library Drive      | Horseshoe Bar Road – Gates Drive | 37.8                            | 48.1   | <b>10.3</b>     | <b>Yes</b>               |
| I-80               | Horseshoe Bar Road – Penryn Road | 77.2                            | 77.2   | 0.0             | No                       |

As shown in Table 5-3, the Transportation Alternative would result in a substantial increase in noise levels generated by traffic on Library Drive. However, due to the contribution of noise from other local roadways to the noise environment at the Library picnic area, the Transportation Alternative would not result in any significant off-site traffic noise impacts relative to existing baseline conditions at this receptor. As a result, the impact from increased traffic noise along Library Drive is considered **less than significant**.

Table 5-3 also indicates that the project-related increase in traffic noise levels would be considered substantial along Webb Street between Taylor Road and Laird Street (8.3 dB increase). This is because Gates Drive would be expected to carry a higher volume of traffic under the Transportation Alternative compared to the proposed project. Land uses along this roadway segment include commercial businesses, Saint Marks Anglican Church, and the Koinonia Center. An outdoor picnic area is located within the Koinonia property and this area would be impacted by the Transportation Alternative. This is considered a **significant** noise impact. Because construction of a noise barrier cannot be mandated on the private Koinonia property, this impact would be **significant and unavoidable**.

In addition to the identified substantial increase in noise levels which would result from increased traffic on Webb Street between Taylor Road and Laird Street, traffic on the new roadway segment of Webb Street from Laird Street to the proposed roundabout at Horseshoe Bar Road may also result in substantial traffic noise increases at existing residences. To establish baseline conditions at a position generally representing the rear areas of existing residences on Laird Street, BAC conducted supplemental ambient noise monitoring in December 2015. The results of that analysis indicate that existing ambient conditions were 58 dB L<sub>dn</sub> at the measurement site. Based on this measured level, the traffic noise levels predicted in Table 5-3 (56 dB L<sub>dn</sub>) would result in a **less-than-significant** impact for existing residences on Laird Street.

### **Air Quality**

The proposed project would result in potentially significant air quality impacts during project construction and less than significant impacts during project operation. Implementation of mitigation measures would reduce the air pollutant emissions during construction to the extent feasible, but impacts would remain **significant and unavoidable**. Under the Transportation Alternative, development on site would be the same as the proposed project. Construction emissions would be the same as the proposed project and would still include periods during which the Placer County Air Pollution Control District thresholds are exceeded. The Transportation Alternative is expected to result in similar air pollutant emissions during project operation and impacts during operation would remain **less than significant**. Overall, Transportation Alternative would result in the same impacts to air quality as the proposed project.

### **Greenhouse Gas Emissions**

The proposed project would result in significant and unavoidable impacts related to GHG emissions during project construction and operation. Implementation of mitigation measures would reduce the GHG emissions, but emissions would remain significant and unavoidable. Under the Transportation Alternative, the same amount of construction would occur as under the proposed project and long-term operational conditions (traffic generation and miles traveled, water consumption, wastewater and solid waste generation, and energy consumption) would also be the same as the proposed project. The Transportation Alternative would generate the same amount of GHG emissions as the proposed project and implementation of Mitigation Measure 4.9 would be required to reduce emissions to the extent feasible. However, it would not be feasible to reduce GHG emissions to below a level of significance, therefore the Transportation Alternative would result in a **significant and unavoidable** impact related to GHG emissions and climate change.

### **Geology, Soils, Seismicity, and Paleontology**

The proposed project would not expose future residents to risks due to earthquakes or unstable soils and impacts are less than significant. The project is also not located in an area with paleontological resources so there would be no impacts, nor would the project substantially alter existing topography and landforms. Compliance with existing state and local regulations would ensure substantial erosion or loss of top soil would be less than significant.

Under the Transportation Alternative, the same number of acres would be disturbed as the proposed project and grading cuts and fills would be the same as proposed. The Transportation Alternative would result in **less than significant** impacts associated with risks to the public due to earthquakes or unstable soils and there would be **no impacts** to paleontological resources. Compliance with existing requirements would ensure that potential impacts associated with construction-related erosion are avoided. The Transportation Alternative would result in the same impacts related to geology, soils, seismicity, and paleontology as the proposed project.

### **Hydrology and Water Quality**

The proposed project would contribute to an increase in stormwater and a potential degradation of water quality during project operation. Mitigation would reduce the impact to less than significant. The proposed project would not result in any significant impacts to groundwater supply, increase in stormwater flows that could exceed capacity of stormwater infrastructure, or increase in sediment and erosion on local waterways during construction. All of these impacts were determined to be less than significant.

The Transportation Alternative would develop a mixed-use project similar to the proposed project. It would involve construction in the same area of disturbance as proposed and result in the same amount of new impervious surfaces. This alternative would have the same impacts as the proposed project to hydrology and water quality related to an increase in stormwater, loss of groundwater, and the adequacy of stormwater infrastructure. Implementation of **Mitigation Measures 4.11a** and **4.11b** would be required to ensure that impacts are reduced to **less than significant**.

### **Public Services and Utilities**

The proposed project would have less than significant impacts related to existing public services including police, fire, solid waste disposal, emergency access, parks, libraries, schools, and dry utilities. The proposed project would increase demand for these services and utilities but the demand would be consistent with the levels anticipated by the applicable service providers and impacts would remain **less than significant**.

The Transportation Alternative would develop the same land uses as the proposed project. It would support the same population as the proposed project and therefore result in the same increases in demands for public services and utilities. The Transportation Alternative would result in the same **less-than-significant** impacts to public services and utilities impacts as the proposed project.

### **Hazards and Hazardous Materials**

The proposed project would not result in any impacts related to the use, transport, or handling of hazards and hazardous materials during project construction and operation. However, there could be potential impacts associated with building demolition and the removal of any hazardous materials including asbestos and lead paint. Additionally, creation of stormwater detention basins could create mosquito habitat, which could increase hazards associated with exposure to vectors. With implementation of **Mitigation Measures 4.13a** through **4.13d**, the potential impacts of the Transportation Alternative related to hazards and hazardous materials would be reduced to **less than significant**. The Transportation Alternative would result in the same impacts related to hazards and hazardous materials as the proposed project.

### **Energy Consumption**

Both construction and operation of the proposed project would result in less-than-significant impacts associated with energy consumption. The Transportation Alternative would develop the same land uses as the proposed project and therefore would result in the same demands for energy consumption as the proposed project.

The energy efficiency of the Transportation Alternative residences, offices, and commercial land uses would be the same as under the proposed project. Impacts associated with energy consumption under the Transportation Alternative would remain **less than significant**.

### **Summary of Transportation Alternative Impacts and Mitigation Measures**

Table 5-4 provides a summary of each impact of the Transportation Alternative, the level of significance of impacts before mitigation, applicable mitigation measures, and the level of significance of impacts after mitigation. The table also compares the impacts of the Transportation Alternative to those of the proposed project.

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation</b>   | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|---|---------------------------------------|---|--------------------------------------|---------------------------------------|
| <i>Land Use</i>   |                                       |   |                                      |                                       |
| 4.1-1 Conflict with land use plans, policies, or regulations  | Potentially significant               | Mitigation Measures (MMs) 4.3b, 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 | Less than significant                | Same                                  |
| 4.1-2 Conflict with surrounding land uses, current and planned, or physically divide an existing community  | Less than significant                 | —   | Less than significant                | Same                                  |
| <i>Population and Housing</i>   |                                       |   |                                      |                                       |
| 4.2-1 Induce substantial population growth in an area   | Less than significant                 | —   | Less than significant                | Same                                  |
| 4.2-2 Displace substantial numbers of existing housing and/or people, necessitating the construction of replacement housing elsewhere                                 | Less than significant                 | —   | Less than significant                | Same                                  |
| 4.2-3 Reduce the affordable housing supply, impair the Town's ability to meet its RHNA obligations, or create a substantial increase in demand for affordable housing | Less than significant                 | —   | Less than significant                | Same                                  |
| 4.2-4 Contribute to cumulative impacts associated with population and housing   | No impact                             | —   | No impact                            | Same                                  |
| <i>Biological Resources</i>   |                                       |   |                                      |                                       |
| 4.3-1 Substantial disturbance to natural vegetation or reduction in habitat for plants and animals  | Potentially significant               | MM 4.3a and 4.3b  | Less than significant                | Same                                  |
| 4.3-2 Impacts to riparian habitat and   | Significant                           | MM 4.3c   | Less than significant                | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation</b>        | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|---|---------------------------------------|--------------------------|--------------------------------------|---------------------------------------|
| waters of the United States   |                                       |                          |                                      |                                       |
| 4.3-3 Impacts to special-status species, including critical habitat   | Potentially significant               | MMs 4.3b through MM 4.3d | Less than significant                | Same                                  |
| 4.3-4 Interfere with resident or migratory wildlife movement  | Less than significant                 | —                        | Less than significant                | Same                                  |
| 4.3-5 Conflict with the Town Tree Preservation and Protection Ordinance   | Significant                           | MM 4.3e                  | Less than significant                | Same                                  |
| 4.3-6 Contribute to a cumulative loss of habitat for common and special-status wildlife species                         | Significant                           | MMs 4.3a through 4.3e    | <b>Significant and unavoidable</b>   | Same                                  |
| <i>Cultural Resources</i>   |                                       |                          |                                      |                                       |
| 4.4-1 Project construction could cause a substantial adverse change in historical resources.                            | Potentially significant               | MM 4.4a                  | <b>Significant and unavoidable</b>   | Same                                  |
| 4.4-2 Project construction could cause a substantial adverse change in unidentified subsurface archaeological resources | Potentially significant               | MM 4.4b                  | Less than significant                | Same                                  |
| 4.4-3 Project construction could disturb human remains, including those interred outside of formal cemeteries.          | Potentially significant               | MM 4.4c                  | Less than significant                | Same                                  |
| 4.4-4 Project construction could contribute to a cumulative loss of cultural resources                                  | No impact                             | —                        | No impact                            | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation</b>                 | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b>      |
|---|---------------------------------------|-----------------------------------|--------------------------------------|--|
| <i>Visual Resources</i>   |                                       |                                   |                                      |  |
| 4.5-1 Substantial damage to scenic resources  | Less than significant                 | —                                 | Less than significant                | Same                                       |
| 4.5-2 Substantially degrade the existing visual character or quality of the project area and its surroundings   | Potentially significant               | No feasible mitigation identified | <b>Significant and unavoidable</b>   | Same                                       |
| 4.5-3 Create a new source of substantial light or glare   | Less than significant                 | —                                 | Less than significant                | Same                                       |
| 4.5-4 Contribute to cumulative impacts to the visual character of the region  | Less than significant                 | —                                 | Less than significant                | Same                                       |
| <i>Transportation</i>   |                                       |                                   |                                      |  |
| 4.6-1 Result in an increase in traffic that is substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system, including consideration of LOS and ADT | Potentially significant               | MMs 4.6a through 4.6d and MM 5.1  | Less than significant                | Same (one new mitigation measure required) |
| 4.6-2 Increase impacts to vehicle safety due to roadway design features or incompatible uses  | No impact                             | —                                 | No impact                            | Same                                       |
| 4.6-3 Result in inadequate emergency access or access to nearby uses  | Less than significant                 | —                                 | Less than significant                | Same                                       |
| 4.6-4 Create hazards or barriers for pedestrians or bicyclists  | Potentially significant               | MMs 4.6a and 4.6e                 | Less than significant                | Same                                       |
| 4.6-5 Conflict with adopted policies, plans, or programs  | Less than significant                 | —                                 | Less than significant                | Same                                       |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>  | <b>Significance Before Mitigation</b> | <b>Mitigation</b>             | <b>Significance After Mitigation</b>   | <b>Comparison to Proposed Project</b>      |
|--|---------------------------------------|-------------------------------|--|--|
| supporting alternative transportation or otherwise decrease the performance or safety of such facilities   |                                       |                               |  |  |
| 4.6-6 Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location resulting in substantial safety risks                                       | No impact                             | —                             | No impact  | Same                                       |
| 4.6-7 Result in increased vehicle circulation or congestion due to a lack of sufficient parking capacity on site or off site   | No impact                             | —                             | No impact  | Same                                       |
| 4.6-8 Contribute to a cumulative increase in traffic that conflicts with adopted policies and plans related to intersection and roadway segment function, including consideration of LOS and ADT | Potentially significant               | MMs 4.6a through 4.6g and 5.1 | Significant and unavoidable at the Horseshoe Bar Road/Taylor Road intersection due to the uncertainty that the Loomis Town Center Implementation Plan would be modified to retain the eastbound right-turn lane at this intersection and on the segment of I-80 between Sierra College Boulevard and Horseshoe Bar Road; Less Than Significant elsewhere | Same (one new mitigation measure required) |
| <i>Noise</i>   |                                       |                               |  |  |
| 4.7-1 Generation of construction noise exceeding established noise standards or  | Potentially significant               | MM 4.7a                       | Less than significant  | Same                                       |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation</b>                 | <b>Significance After Mitigation</b>   | <b>Comparison to Proposed Project</b> |
|---|---------------------------------------|-----------------------------------|--|---------------------------------------|
| that causes a substantial temporary or periodic increase in ambient noise levels  |                                       |                                   |  |                                       |
| 4.7-2 Exposure of people within the project site to traffic noise levels that exceed established noise standards  | Significant                           | MMs 4.7b through 4.7e             | Less than significant  | Same                                  |
| 4.7-3 Excessive groundborne vibration/noise   | No impact                             | —                                 | No impact  | Same                                  |
| 4.7-4 Traffic noise levels causing a substantial permanent increase in ambient noise levels   | Significant                           | No feasible mitigation identified | <b>Significant and unavoidable</b>   | Increased                             |
| 4.7-5 Traffic noise levels causing a substantial permanent increase in cumulative noise levels  | Significant                           | No feasible mitigation identified | <b>Significant and unavoidable</b>   | Increased                             |
| <i>Air Quality</i>  |                                       |                                   |  |                                       |
| 4.8-1 Generate air pollutant emissions that would cause or contribute to a localized exceedance of any ambient air quality standard or exceed PCAPCD's emission thresholds        | Significant                           | MMs 4.8a and 4.8b                 | <b>Significant and unavoidable for construction emissions, Less Than Significant for operational emissions</b> | Same                                  |
| 4.8-2 Implementation of the proposed project would conflict with the policies identified in the Air Quality Element of the Town of Loomis General Plan or the goals of the PCAPCD | Potentially significant               | MM 4.8a                           | Less than significant  | Same                                  |
| 4.8-3 The proposed project could result in a cumulatively   | Significant                           | MM 4.8c                           | Less than significant  | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>  | <b>Significance Before Mitigation</b> | <b>Mitigation</b> | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|--|---------------------------------------|-------------------|--------------------------------------|---------------------------------------|
| considerable net increase of any criteria pollutant for which the project area is in nonattainment under an applicable federal or state ambient air quality standard (including the release of emissions that exceed quantitative thresholds for ozone precursors) |                                       |                   |                                      |                                       |
| <i>Greenhouse Gas Emissions</i>  |                                       |                   |                                      |                                       |
| 4.9-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment  | Significant                           | MM 4.9            | <b>Significant and unavoidable</b>   | Same                                  |
| 4.9-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases   | Significant                           | MM 4.9            | <b>Significant and unavoidable</b>   | Same                                  |
| <i>Geology, Soils, Seismicity and Paleontology</i>   |                                       |                   |                                      |                                       |
| 4.10-1 Project implementation could expose people or structures to substantial seismic risk.   | Potentially significant               | MM 4.10a          | Less than significant                | Same                                  |
| 4.10-2 The project site could be located on an unstable geologic unit or soil, which could expose people to hazardous conditions   | Potentially significant               | MM 4.10a          | Less than significant                | Same                                  |
| 4.10-3 Project construction could result in substantial  | Potentially significant               | MM 4.10b          | Less than significant                | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>  | <b>Significance Before Mitigation</b> | <b>Mitigation</b> | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|--|---------------------------------------|-------------------|--------------------------------------|---------------------------------------|
| soil erosion or the loss of topsoil  |                                       |                   |                                      |                                       |
| 4.10-4 Project construction could result in substantial alterations to existing landforms  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.10-5 Project construction could directly or indirectly affect unknown paleontological resources  | No impact                             | —                 | No impact                            | Same                                  |
| 4.10-6 Project construction could make a considerable contribution to cumulative soil erosion impacts  | Less than significant                 | —                 | Less than significant                | Same                                  |
| <i>Hydrology and Water Quality</i>   |                                       |                   |                                      |                                       |
| 4.11-1 Project construction or operation could contribute to a substantial degradation of surface or groundwater quality   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.11-2 Project implementation could result in flooding as a result of increased stormwater runoff volumes or rates that would exceed the capacity of existing or planned stormwater infrastructure | Potentially significant               | MM 4.11a          | Less than significant                | Same                                  |
| 4.11-3 Placement of fill or structures in the 100-year floodplain could result in on- or off-site flooding hazards   | Potentially significant               | MM 4.11b          | Less than significant                | Same                                  |
| 4.11-4 Project implementation could  | No impact                             | —                 | No impact                            | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation</b> | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|---|---------------------------------------|-------------------|--------------------------------------|---------------------------------------|
| deplete groundwater supply  |                                       |                   |                                      |                                       |
| 4.11-5 Project construction and operation could contribute to cumulative violations of water quality standards and/or waste discharge requirements                            | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.11-6 Project construction and operation could result in increased numbers of residents and structures exposed to a regional 100-year flood event in the cumulative scenario | Less than significant                 | —                 | Less than significant                | Same                                  |
| <i>Public Services and Utilities</i>  |                                       |                   |                                      |                                       |
| 4.12-1 Inadequate water supply and distribution infrastructure requiring construction of new facilities.  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-2 Inadequate water supply and distribution infrastructure requiring construction of new facilities in the cumulative scenario  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-3 Exceed existing treatment, collection, and disposal facilities, resulting in the need for expansion or new wastewater infrastructure                                   | Potentially significant               | MM 4.12a          | Less than significant                | Same                                  |
| 4.12-4 Exceed existing treatment, collection, and disposal facilities,  | Less than significant                 | —                 | Less than significant                | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation</b> | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|---|---------------------------------------|-------------------|--------------------------------------|---------------------------------------|
| resulting in the need for expansion or new wastewater infrastructure in the cumulative condition.   |                                       |                   |                                      |                                       |
| 4.12-5 Increased demand for gas or electricity requiring new production facilities  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-6 Increased demand for gas or electricity requiring new production facilities in the cumulative condition  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-7 Extension of dry utility infrastructure to the site that could cause significant environmental impacts.  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-8 Extension of dry utility infrastructure to the site that could cause significant environmental impacts in the cumulative condition                       | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-9 Conflict with school district ability to provide educational services or create a substantial increase in school population                              | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-10 Conflict with school district ability to provide educational services or create a substantial increase in school population in the cumulative condition | Less than significant                 | —                 | Less than significant                | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation</b> | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|---|---------------------------------------|-------------------|--------------------------------------|---------------------------------------|
| 4.12-11 Increase demand for library services.   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-12 Increase demand for library services in the cumulative condition.   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-13 Need to construct new or expand existing parks and facilities   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-14 Need to construct new or expand existing parks and facilities in the cumulative condition   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-15 Prevention of emergency access or evacuation plans or inadequacy of water supply for firefighting   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-16 Increased demand for fire protection and emergency services requiring new facilities or reducing overall fire protection  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.2-17 Interference with emergency response or evacuation or increased demand for fire protection and emergency services requiring new facilities or reducing overall fire protection in the cumulative condition | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-18 Require new law enforcement facilities  | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-19 Interfere with ability to provide law enforcement services  | Less than significant                 | —                 | Less than significant                | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>  | <b>Significance Before Mitigation</b> | <b>Mitigation</b> | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|--|---------------------------------------|-------------------|--------------------------------------|---------------------------------------|
| 4.12-20 Require new law enforcement facilities or interfere with law enforcement response in the cumulative condition.   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-21 Generate waste of a daily volume that cannot be accommodated by the Recology Auburn Placer, the Western Regional Sanitary Landfill, or the materials recovery facility                             | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.12-22 Generate waste of a daily volume that cannot be accommodated by the Recology Auburn Placer, the Western Regional Sanitary Landfill, or the materials recovery facility in the cumulative condition | Less than significant                 | —                 | Less than significant                | Same                                  |
| <i>Hazards and Hazardous Materials</i>   |                                       |                   |                                      |                                       |
| 4.13-1 Expose construction workers and/or the environment to hazardous materials due to an accidental release during construction  | Potentially significant               | MM 4.13a          | Less than significant                | Same                                  |
| 4.13-2 Expose people and/or the environment to hazardous materials due to the routine storage or transport of hazardous materials during operation of the project  | Less than significant                 | —                 | Less than significant                | Same                                  |

**Table 5-4  
Transportation Alternative Impact Summary Table**

| <b>Impact</b>  | <b>Significance Before Mitigation</b> | <b>Mitigation</b> | <b>Significance After Mitigation</b> | <b>Comparison to Proposed Project</b> |
|--|---------------------------------------|-------------------|--------------------------------------|---------------------------------------|
| 4.13-3 Expose school students and staff to hazardous emissions or hazardous or acutely hazardous materials | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.13-4 Exposure of people to existing hazardous conditions or materials on site.                           | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.13-5 Impair implementation of an adopted emergency response plan   | Less than significant                 | —                 | Less than significant                | Same                                  |
| 4.13-6 Exposure to risks associated with wildland fires  | No impact                             | —                 | No impact                            | Same                                  |
| 4.13-7 Creation of or exposure to health hazards   | Significant                           | MM 4.13b          | Less than significant                | Same                                  |
| 4.13-8 Contribute to cumulative increases in exposure to hazards and hazardous materials                   | Less than significant                 | —                 | Less than significant                | Same                                  |

### **5.3.4 Alternative 3a: Reduced Density Alternative and Alternative 3b: Reduced Density Transportation Alternative**

The Reduced Density Alternative assumes development of 371 residences—246 single-family units and up to 125 multiple-family units—50,000 square feet of commercial space, 22,500 square feet of office uses, and 5.36 acres of active park space on site. Development would occur within the same general footprint as the proposed project and with the same road network as proposed.

The Reduced Density Transportation Alternative would result in the same land uses as the Reduced Density Alternative and would also incorporate the Gates Drive alignment and roundabouts contemplated in the Transportation Alternative.

## Land Use

The proposed project would alter the planned land uses of the project site. These changes would result in less than significant impacts related to land use and would not require implementation of mitigation measures.

The Reduced Density Alternative would develop a similar project, with reduced densities across the site, resulting in fewer residential units and less commercial and office space. The development would be generally consistent and compatible with adjacent land uses. This alternative would provide sufficient park space on site to meet the Town's parkland standards and would not be required to pay the parkland in-lieu fee. This alternative would be required to implement the same mitigation measures as the proposed project to ensure consistency with the General Plan and other applicable plans and regulations. Impacts would remain **less than significant**.

The Reduced Density Transportation Alternative would also develop a similar project, with reduced densities across the project site. This development would also be generally consistent and compatible with adjacent land uses and impacts would remain **less than significant**.

The proposed project, the Reduced Density Alternative, and the Reduced Density Transportation Alternative would each result in development of the currently vacant site, introducing new land uses adjacent to existing residences. Impacts related to land use would be similar for the proposed project and both of these alternatives.

## Population and Housing

The proposed project would not result in any significant impacts associated with the provision of housing nor would the project induce substantial growth elsewhere in the Town.

The Reduced Density Alternative would develop a similar project, with reduced densities across the site, resulting in a slightly lower residential population for the site. Under the proposed project, the site would support approximately 1,231 people while the Reduced Density Alternative would support approximately 1,072 people. This level of population growth is consistent with the Town of Loomis General Plan growth projections and impacts would remain **less than significant**. The Reduced Density Alternative would include up to 125 multi-family dwelling units, consistent with the proposed project. Thus this alternative would have a similar ability as the proposed project to contribute to achievement of the Town's Housing Element goals.

The Reduced Density Transportation Alternative would also develop a similar project, with the same number of dwelling units as the Reduced Density Alternative, supporting approximately

1,072 people. This development would also be generally consistent with the Town of Loomis General Plan growth projections and impacts would remain **less than significant**. The Reduced Density Transportation Alternative would also include up to 125 multi-family dwelling units and would have a similar ability as the proposed project to contribute to achievement of the Town's Housing Element goals.

The proposed project, the Reduced Density Alternative, and the Reduced Density Transportation Alternative would result in similar impacts related to population and housing.

### **Biological Resources**

The proposed project would result in potentially significant impacts to biological resources associated with the loss of trees and oak woodland, possible disturbance to nesting birds, and fill of riparian habitat and wetlands on the project site. With implementation of mitigation measures, these impacts would be reduced to less than significant levels. Under both the Reduced Density Alternative and the Reduced Density Transportation Alternative, the entire project site would be developed, although at slightly lower densities than the proposed project. This would allow for a slight increase in the amount of open space and natural habitat retained; however, the majority of the project site would be cleared and graded, similar to the proposed project. It is anticipated there would be loss of annual grasslands, oak woodlands, oak trees, and some small areas of riparian habitat and wetlands. As with the proposed project, any loss of wetlands would require a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers and mitigation for impacts to the wetland could require purchase of seasonal wetland credits at a wetlands bank prior to construction. The loss of protected trees would also be unavoidable under this alternative; compliance with the Town's Tree Ordinance, which requires replacement of protected trees that are removed or impacted during construction, and Mitigation Measure 4.3e would reduce this impact to a less-than-significant level.

Overall, the Reduced Density Alternative and the Reduced Density Transportation Alternative would result in similar impacts to biological resources as the proposed project. All impacts to biological resources under either the proposed project or these alternatives would be reduced to **less than significant** with implementation of mitigation measures.

### **Cultural Resources**

The proposed project would result in a significant and unavoidable impact associated with the demolition of two buildings determined eligible for listing on the California Register of Historical Resources. The potential for disturbance to unknown subsurface prehistoric or historic resources and human remains is considered low; however, mitigation is included that would reduce this potential impact to a less than significant level.

Development under the Reduced Density Alternative could allow for retention of the two historic buildings by slightly reconfiguring land uses adjacent to Horseshoe Bar Road and Laird Street. This would avoid the significant and unavoidable impact associated with the proposed project and result in **no impacts** to historic resources.

As with the proposed project, the potential exists that grading and earthmoving activities could disturb unknown subsurface resources. However, based on the cultural resources analyses prepared for the project site, the potential to unearth any significant resources is considered low. Mitigation is proposed that would ensure the proper protocols are followed in the event any resources are found. This same mitigation would also be required for the Reduced Density Alternative. Overall, the potential to disturb subsurface cultural resources would be generally the same under the Reduced Density Alternative and the proposed project, while the Reduced Density Alternative would allow for preservation of the historic structures on site and would therefore avoid the project's significant and unavoidable impact to historic resources. Therefore, impacts to cultural resources would be reduced under the Reduced Density Alternative.

Under the Reduced Density Transportation Alternative, construction of the roundabout at the Library Drive/Horseshoe Bar Road/Webb Street intersection is anticipated to require demolition of one of the historic residences identified on site. The second residence could be retained as the reduced density across the site could allow for modification to the mixed-use district to avoid demolition of that home. Thus the Reduced Density Transportation Alternative could reduce the significant impact of the proposed project, but this impact would remain **significant and unavoidable**. Therefore impacts to cultural resources would be reduced under the Reduced Density Transportation Alternative compared to the proposed project, but the Reduced Density Alternative would be more effective at reducing these impacts.

### **Visual Resources**

The proposed project would result in less than significant impacts to visual resources with the exception of degrading the existing visual character and quality of the project site. The project would result in changes to the visual conditions at the site by developing a primarily vacant site with residences and commercial uses, as well as removing portions of a mature oak woodland habitat and grasslands. The overall change in character and visual quality of the project site would be considered a significant and unavoidable effect of the project.

Both the Reduced Density Alternative and the Reduced Density Transportation Alternative would also result in alteration of the visual conditions at the project site by a mixture of residential, commercial, and office uses. Under either of these alternatives, slightly more of the existing vegetation on site could be retained compared to the proposed project; however, the majority of the site would be developed, which would substantially alter the visual character of

the site. Under the Reduced Density Alternative or the Reduced Density Transportation Alternative, impacts to aesthetics would be similar to the proposed project because it is assumed a majority of the site would be developed, which would result in a **significant and unavoidable** impact to the visual character of the site. Impacts to aesthetics would be similar under the Reduced Density Alternative or the Reduced Density Transportation Alternative compared to the proposed project. Under the proposed project, and the Reduced Density Alternative, or the Reduced Density Transportation Alternative, impacts to the change in visual quality would be **significant and unavoidable**.

### **Transportation and Circulation**

The proposed project would increase traffic in the project vicinity as a result of the new trips generated by the proposed project. Implementation of mitigation measures would be necessary to ensure that impacts to traffic and circulation in the vicinity are reduced to less than significant levels. The project would result in a significant and unavoidable impact due to the increase in cumulative traffic volumes at the Horseshoe Bar Road/Taylor Road intersection.

The Reduced Density Alternative would introduce a lower level of development to the project site. While this alternative would contribute traffic to the existing transportation and circulation network in the project vicinity, the increase in traffic volumes would be reduced. By reducing the proposed land uses by approximately 10%, this alternative would reduce the amount by which traffic on Horseshoe Bar Road is increased. It is expected that the increase in Horseshoe Bar Road traffic would be less than 5% relative to the existing traffic volumes, which would eliminate the significant and unavoidable impact of the proposed project to the affected segment of Horseshoe Bar Road. However, the Reduced Density Alternative would result in increased traffic volumes on I-80, where LOS F conditions are anticipated in the cumulative scenario. This would remain as a **significant and unavoidable** impact under the Reduced Density Alternative, although impacts to transportation and circulation would be reduced.

The Reduced Density Transportation Alternative would also result in fewer impacts on transportation and circulation compared to the proposed project. By reducing the proposed land uses by approximately 10% and constructing the Webb Street connection to Horseshoe Bar Road with a roundabout, this alternative would reduce the amount by which traffic on Horseshoe Bar Road is increased and would avoid the significant impact of the proposed project on this segment of Horseshoe Bar Road. The Reduced Density Transportation Alternative is expected to reduce this impact to a greater extent than the Reduced Density Alternative would. However, as with the Reduced Density Alternative, the Reduced Density Transportation Alternative would not be capable of eliminating any increase in I-80 traffic volumes, thus the significant and unavoidable impact due to increased traffic on I-80 would remain under this alternative. The Reduced Density

Transportation Alternative would result in decreased impacts to transportation and circulation but **significant and unavoidable** impacts would remain.

### Noise

The proposed project would result in less-than-significant impacts associated with noise generated during project construction and operation. The Reduced Density Alternative would result in development of a similar project. Although there would be fewer residential units and less commercial and office space, which would decrease the overall construction activity on site, construction would still occur throughout the site over the 4-year construction period. This would result in similar amounts of noise generation from construction and increases in noise generated from the proposed land uses as well as from traffic associated with the proposed project. Therefore, the Reduced Density Alternative would have similar noise impacts as the proposed project.

The Reduced Density Transportation Alternative would result in a significant and unavoidable impact to the outdoor picnic area located within the Koinonia property as discussed previously. This is considered a **significant** noise impact. Because construction of a noise barrier cannot be mandated on the private Koinonia property, this impact would be **significant and unavoidable**. Therefore, the Reduced Density Transportation Alternative would increase noise impacts compared to the proposed project.

### Air Quality

The proposed project would result in potentially significant air quality impacts during project construction and less than significant impacts during project operation. Implementation of mitigation measures would reduce the air pollutant emissions during construction to the extent feasible, but impacts would remain significant and unavoidable. Under the Reduced Density Alternative or the Reduced Density Transportation Alternative, development on site would be slightly less than the proposed project. Construction emissions would be slightly reduced, but would still include periods during which the Placer County Air Pollution Control District thresholds are exceeded. The Reduced Density Alternative and the Reduced Density Transportation Alternative are each expected to result in reduced air pollutant emissions during project operation compared to the proposed project. While either the Reduced Density Alternative or the Reduced Density Transportation Alternative would generate fewer air pollutant emissions during construction and operation compared to the proposed project, either alternative would still result in **significant and unavoidable** impacts during construction.

## Greenhouse Gas Emissions

The proposed project would result in significant and unavoidable impacts related to GHG emissions during project construction and operation. Implementation of mitigation measures would reduce the GHG emissions, but emissions would remain significant and unavoidable. Under either the Reduced Density Alternative or the Reduced Density Transportation Alternative, the construction intensity and operational emissions would be slightly less than the proposed project. While the total GHG emissions during construction would be reduced, it is expected that some construction phases would continue to result in significant GHG emissions. Additionally, while the total GHG emissions during project operation would be reduced through implementation of mitigation measures, the proposed project would generate over 8,000 metric tons of carbon dioxide equivalents (CO<sub>2</sub>E) annually. The Reduced Density Alternative or Reduced Density Transportation Alternative would reduce those emissions by approximately 10%; however, the emissions would continue to exceed the recommended threshold of 1,100 metric tons CO<sub>2</sub>E annually and the impact would remain **significant and unavoidable**.

## Geology, Soils, Seismicity, and Paleontology

The proposed project would not expose future residents to risks due to earthquakes or unstable soils and impacts are less than significant. The project is also not located in an area with paleontological resources so there would be no impacts, nor would the project substantially alter existing topography and landforms. Compliance with existing state and local regulations would ensure substantial erosion or loss of top soil would be less than significant.

Under the Reduced Density Alternative or the Reduced Density Transportation Alternative, essentially the same number of acres would be disturbed as the proposed project. Similar to the proposed project, there would be no significant impacts associated with risks to the public due to earthquakes or unstable soils and there would be no impacts to paleontological resources. Compliance with existing requirements would mitigate for potential impacts associated with construction-related erosion. Because essentially the same area of disturbance would occur under either of these alternatives, the impacts would be less than significant and would remain the same as the proposed project.

## Hydrology and Water Quality

The proposed project would contribute to an increase in stormwater and a potential degradation of water quality during project operation and would require modification of the 100-year floodplain. Mitigation would reduce the potential impacts to less than significant levels. The proposed project would not result in any significant impacts to groundwater supply, increase in stormwater flows that could exceed capacity of stormwater infrastructure, or increase in

sediment and erosion on local waterways during construction. All of these impacts were determined to be less than significant.

Either the Reduced Density Alternative or the Reduced Density Transportation Alternative would develop a mixed-use project similar to the proposed project and would involve construction in the same area of disturbance as in the proposed project. Either of these alternatives would have similar impacts to hydrology and water quality related to an increase in stormwater, loss of groundwater, adequacy of stormwater infrastructure, and modification to the 100-year floodplain because development would occur in generally the same areas and there would be a similar increase in impervious surfaces under these alternatives as under the proposed project. Therefore, impacts would be similar to the proposed project.

### **Public Services and Utilities**

The proposed project would have less than significant impacts related to existing public services including police, fire, solid waste disposal, emergency access, , libraries, schools, and dry utilities. The proposed project would increase demand for these services and utilities but the demand would be consistent with the levels anticipated by the applicable service providers and impacts would remain less than significant.

The Reduced Density Alternative and the Reduced Density Transportation Alternative would satisfy the Quimby Act and the Town's General Plan parkland requirements due to the conversion of office, commercial and residential land to park land and the reduced population size. The amount of open space would remain the same as the proposed project (10.13 acres). The Loomis General Plan requires provision of 5 acres of active parks and 5 acres of passive parks and/or open space for every 1,000 people in the Town's population. The reduced density project has a projected population of 1,072, which would require provision of 5.32 acres of active park and 5.32 acres of passive parks and/or open space. The proposed project allots 0.6 acre to active park space and 1.33 acres to active recreation facilities, such as multi-use trails. This alternative assumes that the 8,500 square feet of reduced commercial and office space are converted into park land and an additional 2.28 acres of residential land uses are converted to park land, to provide a total of 5.32 acres of active parkland within the project site. Thus payment of in-lieu parkland fees would not be required under either the Reduced Density Alternative or the Reduced Density Transportation Alternative.

Both the Reduced Density Alternative and the Reduced Density Transportation Alternative would develop a similar mixed-use project, although there would be fewer residential units and less commercial and office space. These alternatives would generate a smaller population increase than the proposed project. Either alternative would still require public services and utilities but would have a slightly lower demand for services compared to the proposed project.

Therefore, the Reduced Density Alternative and the Reduced Density Transportation Alternative would have reduced public services and utilities impacts and would comply with both the Quimby Act and the Town's General Plan.

### **Hazards and Hazardous Materials**

The proposed project would not result in any impacts related to the use, transport, or handling of hazards and hazardous materials during project construction and operation. However, there could be potential impacts associated with building demolition and the removal of any hazardous materials including asbestos and lead paint. With mitigation, this impact would be reduced to less than significant.

The Reduced Density Alternative could allow for preservation of two historic structures on site but would still involve demolition of the other existing structures and use of hazardous materials during construction. Impacts related to hazards and hazardous materials would be less than significant under the proposed project with mitigation. The Reduced Density Alternative would result in similar impacts related to hazards and hazardous materials as the proposed project.

The Reduced Density Transportation Alternative could allow for preservation of one of the two historic structures on site but would still involve demolition of other existing structures and use of hazardous materials during construction and would require implementation of mitigation measures to ensure impacts remain less than significant. The Reduced Density Transportation Alternative would result in similar impacts related to hazards and hazardous materials as the proposed project.

### **Energy Consumption**

Construction and operation of the proposed project would result in less-than-significant impacts associated with energy consumption. Either the Reduced Density Alternative or the Reduced Density Transportation Alternative would result in similar impacts as the proposed project to energy consumption on the project site. Overall energy consumption would be slightly less under either of these alternatives compared to the proposed project because there would be fewer residential units and less commercial/office space, which would reduce the amount of vehicle trips and on-site electrical consumption at the project site. However, energy efficiency of the buildings constructed on site would be the same as the proposed project, thus impacts related to energy consumption would be similar and would remain less than significant under the proposed project.

### **5.3.5 Alternative 4a: Reduced Footprint and Alternative 4b: Reduced Footprint Transportation Alternative**

The Reduced Footprint Alternative assumes a reduced development footprint and increased amounts of open space while keeping development densities generally the same as the proposed project. This alternative contemplates development of 366 residential units (including 125 multi-family units), 45,000 square feet of commercial space, 10,000 square feet of office uses, 5.2 acres of active parkland, and 10.13 acres of open space. This alternative anticipates realignment of the proposed extension of Doc Barnes Drive to provide a setback from the project site's southern boundary to enable retention of trees along the project site frontage on I-80 to reduce the project's visual impacts. As shown in Figure 5-2, this alternative also incorporates a 50-foot setback from the wetlands and floodplain in the central portion of the project site, provides for preservation of the two historic buildings on site by modifying the mixed use district to be placed between and around the buildings but avoid demolition of the structures, and eliminates all development within the existing 100-year floodplain. Creating the setback from wetlands and the 100-year floodplain required eliminating some proposed residential lots and shifting the park site proposed for the northern side of Library Drive to the west.

The Reduced Footprint Transportation Alternative contemplates the same level of development as the Reduced Footprint Alternative, but would also incorporate the road alignment described under the Transportation Alternative. This alternative would provide for retention of one of the two historic structures on-site. As discussed previously, it is expected that construction of the roundabout at the Library Drive/Horseshoe Bar Road/Webb Street intersection would require demolition of the second historic structure.

#### **Land Use**

The proposed project would alter the planned land uses of the project site. Implementation of mitigation measures would ensure these changes would result in less than significant impacts related to land use. Both the Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would develop a similar mixed-use project, but would retain greater amounts of open space and would have fewer residential units and less commercial and office space. Neither alternative would increase the amount of open space along the northern boundary of the site, where there are existing residential uses adjacent to the site. Therefore these alternatives would have the same potential as the proposed project to result in conflicts with the existing development. However, these impacts were determined to be less than significant. Development under the proposed project, the Reduced Footprint Alternative, or the Reduced Footprint Transportation Alternative would be generally consistent and compatible with adjacent land uses. Impacts would remain less than significant and would be similar for the proposed project and either of these alternatives.

## Population and Housing

The proposed project would not result in any significant impacts associated with the provision of housing nor would the project induce substantial growth elsewhere in the Town. The Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative would develop a similar mixed-use project, but would include fewer residential units and less commercial and office space. Under these alternatives, a total of 366 dwelling units would be constructed, which could support a population of 1,058 people. This level of population growth is consistent with the Town of Loomis General Plan growth projections and impacts would remain **less than significant**. The Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would include up to 125 multi-family dwelling units, consistent with the proposed project. Thus either alternative would have a similar ability as the proposed project to contribute to achievement of the Town's Housing Element goals. The impacts to population and housing would be similar to the proposed project under either the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative.

## Biological Resources

The proposed project would result in potentially significant impacts to biological resources associated with the loss of trees, possible disturbance to nesting birds, and fill of riparian habitat and wetlands on the project site. With implementation of mitigation measures, these impacts would be reduced to less than significant levels with the exception of the loss of habitat on site. Under either the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative, a greater amount of open space and natural habitat would be retained on site. However, this alternative would result in loss of annual grasslands, oak woodlands and trees, and some small areas of riparian habitat and wetlands. Under the proposed project or either of these alternatives, any loss of wetlands would require a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers and mitigation for impacts to the wetland could require purchase of seasonal wetland credits at a wetlands bank prior to construction. This would ensure that impacts to riparian habitat and wetlands would be reduced to a less than significant level. The loss of protected trees would also be unavoidable under either of these alternatives. Compliance with the Town's Tree Ordinance, which requires replacement of protected trees that are removed or impacted during construction, and Mitigation Measure 4.3e would reduce this impact to a less-than-significant level. However the total loss of trees would be reduced under the Reduced Footprint Alternative and under the Reduced Footprint Transportation Alternative.

All impacts to biological resources under either the proposed project or these alternatives would be reduced to less than significant levels with implementation of mitigation measures. The Reduced Footprint Alternative would reduce the total amount of habitat and tree loss on site; therefore, overall impacts to biological resources would be reduced compared to the proposed project.

## **Cultural Resources**

The proposed project would result in a significant and unavoidable impact associated with the demolition of two buildings determined eligible for listing on the California Register of Historical Resources. The potential for disturbance to unknown subsurface prehistoric or historic resources and human remains is considered low; however, mitigation is included that would reduce potential impacts to a less than significant level.

Development under the Reduced Footprint Alternative would reduce the area of disturbance on site and would provide for preservation of the two historic buildings.

As with the proposed project, the potential still exists for grading and earthmoving activities to disturb unknown subsurface resources. However, based on the cultural resources analyses prepared for the project site, the potential to unearth any significant resources is considered low. Mitigation is proposed that would ensure the proper protocols are followed in the event any resources are found. This same mitigation would also be required for this alternative. By preserving the two historic buildings on site, the Reduced Footprint Alternative would eliminate the project's significant and unavoidable impact to historic resources; therefore, impacts to cultural resources would be reduced under this alternative compared to the proposed project.

Under the Reduced Footprint Transportation Alternative, construction of the roundabout at the Library Drive/Horseshoe Bar Road/Webb Street intersection is anticipated to require demolition of one of the historic residences identified on site. The second residence could be retained as the reduced footprint across the site could allow for modification to the mixed use district to avoid demolition of that home. Thus the Reduced Footprint Transportation Alternative could reduce the significant impact of the proposed project, but would not completely avoid this impact. Therefore impacts to cultural resources would be reduced under the Reduced Footprint Transportation Alternative compared to the proposed project, but the Reduced Footprint Alternative would be more effective at reducing these impacts.

## **Visual Resources**

The proposed project would result in less than significant impacts to visual resources with the exception of degrading the existing visual character and quality of the project site. The project would result in changes to the visual conditions at the site by developing a primarily vacant site with residences and commercial uses, as well as removing portions of a mature oak woodland habitat and grasslands. The overall change in character and visual quality of the project site would be considered a significant and unavoidable effect of the project.

Both the Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would modify the alignment of the proposed Doc Barnes Drive extension to provide a visual

buffer between the proposed development and I-80. It is expected that sound barriers would still be required along portions of Doc Barnes Drive; however, the trees retained between Doc Barnes Drive and I-80 would help screen and soften views of the barrier. The increased tree retention along I-80 would reduce the change in visual character as observed from viewpoints along the highway. However, neither the Reduced Footprint Alternative nor the Reduced Footprint Transportation Alternative would alter the development proposed for the northern portion of the project site, where changes in the visual character of the site would be noticeable from adjacent residences. Although these alternatives would reduce the degree of change in visual character, neither would eliminate the project's significant and unavoidable impact to visual resources.

### **Transportation and Circulation**

The proposed project would increase traffic in the project vicinity as a result of the new trips generated by the proposed project. Implementation of mitigation measures would be necessary to ensure that impacts to traffic and circulation in the vicinity are reduced to less than significant levels. The project would result in a significant and unavoidable impact due to the increase in cumulative traffic volumes at the Horseshoe Bar Road/Taylor Road intersection.

The Reduced Footprint Alternative would introduce a lower level of development to the project site. Although this alternative would contribute traffic to the existing transportation and circulation network in the project vicinity, the increase in traffic volumes would be reduced. With the reduced footprint and realignment of Doc Barnes Drive, this alternative would reduce residential development on site by approximately 15%, commercial development by approximately 20%, and office development by approximately 60%. As shown in Table 5-5, either the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative would result in approximately 7,272 total daily vehicle trips, compared to the proposed project's 8,487 trips; a reduction of approximately 14%. This would reduce the amount by which traffic on Horseshoe Bar Road is increased. It is expected that the increase in Horseshoe Bar Road traffic would be less than 5% relative to the existing traffic volumes, which would eliminate the significant and unavoidable impact of the proposed project on this segment of Horseshoe Bar Road. However, the Reduced Footprint Alternative would result in increased traffic volumes on I-80, where LOS F conditions are anticipated in the cumulative scenario. This would remain as a **significant and unavoidable** impact under the Reduced Footprint Alternative, although impacts to transportation and circulation would be reduced.

**Table 5-5  
Reduced Footprint Trip Generation**

| Description                    | Trip Generation Rate per Dwelling Unit or Thousand Square Feet | Quantity | Daily Trips  |
|--------------------------------|--|----------|--------------|
| Medium and Medium-High Density | 9.52   | 241 du   | 2,294        |
| Multifamily Residential        | 6.65   | 125 du   | 831          |
| Commercial-Retail (<45 ksf)    | 90.52  | 45 ksf   | 4,037        |
| Commercial – Office            | 11.03  | 10 ksf   | 110          |
| <b>Total</b>                   |  |          | <b>7,272</b> |

du = dwelling unit; ksf = 1,000 square feet

The Reduced Footprint Transportation Alternative would also result in fewer impacts on transportation and circulation compared to the proposed project. By reducing the proposed land uses and constructing the Webb Street connection to Horseshoe Bar Road with a roundabout, this alternative would reduce the amount by which traffic on Horseshoe Bar Road is increased and would avoid the significant impact of the proposed project on this segment of Horseshoe Bar Road. The Reduced Footprint Transportation Alternative is expected to reduce this impact to a greater extent than the Reduced Footprint Alternative would. However, as with the Reduced Footprint Alternative, the Reduced Footprint Transportation Alternative would not be capable of eliminating any increase in I-80 traffic volumes, thus the significant and unavoidable impact due to increased traffic on I-80 would remain under this alternative. The Reduced Footprint Transportation Alternative would result in decreased impacts to transportation and circulation but **significant and unavoidable** impacts would remain.

## Noise

The proposed project would result in less-than-significant impacts associated with noise generated during project construction and operation. The Reduced Footprint Alternative would result in development of a similar project. Although there would be fewer residential units and less commercial and office space, which would decrease the overall construction activity on site, construction would still occur throughout the site over the 4-year construction period. This would result in similar amounts of noise generation from construction and increases in noise generated from the proposed land uses as well as from traffic associated with the proposed project. Therefore, the Reduced Footprint Alternative would have similar noise impacts as the proposed project.

The Reduced Footprint Transportation Alternative would result in a significant and unavoidable impact to the outdoor picnic area located within the Koinonia property as discussed previously. This is considered a **significant** noise impact. Because construction of a noise barrier cannot be mandated on the private Koinonia property, this impact would be **significant and unavoidable**.

Therefore, the Reduced Footprint Transportation Alternative would increase noise impacts compared to the proposed project.

### **Air Quality**

The proposed project would result in potentially significant air quality impacts during project construction and less than significant impacts during project operation. Implementation of mitigation measures would reduce the air pollutant emissions during construction to the extent feasible, but impacts would remain significant and unavoidable. Under either the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative, development on site would be reduced compared to the proposed project. Construction emissions would be similarly reduced, but would still include periods during which the Placer County Air Pollution Control District thresholds are exceeded. The Reduced Footprint Alternative and Reduced Footprint Transportation Alternative would each be expected to result in reduced air pollutant emissions during project operation by reducing the total traffic volumes associated with the project. Overall, the Reduced Footprint Alternative and Reduced Footprint Transportation Alternative would each generate fewer air pollutant emissions but would still result in **significant and unavoidable** impacts during construction.

### **Greenhouse Gas Emissions**

The proposed project would result in significant and unavoidable impacts related to GHG emissions during project construction and operation. Implementation of mitigation measures would reduce the GHG emissions, but emissions would remain significant and unavoidable. Under either the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative, the construction intensity would be slightly less than the proposed project. Although the total GHG emissions during construction would be reduced, it is expected that some construction phases would continue to result in significant GHG emissions. Additionally, while the total GHG emissions during project operation would be reduced, the proposed project would generate over 8,000 metric tons of CO<sub>2</sub>E annually. The Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would each reduce those emissions by approximately 15% (consistent with the reductions in the total number of residential units, non-residential land uses, and vehicle trip generation); however, the emissions would continue to exceed the recommended threshold of 1,100 metric tons CO<sub>2</sub>E annually and the impact would remain **significant and unavoidable**.

### **Geology, Soils, Seismicity, and Paleontology**

The proposed project would not expose future residents to risks due to earthquakes or unstable soils and impacts are less than significant. The project is also not located in an area with paleontological resources so there would be no impacts, and the project would not substantially

alter existing topography and landforms. Compliance with existing state and local regulations would ensure substantial erosion or loss of topsoil would be less than significant.

Under the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative, the number of acres disturbed would be slightly reduced compared to the proposed project. Similar to the proposed project, there would be no significant impacts associated with risks to the public due to earthquakes or unstable soils and there would be no impacts to paleontological resources. Compliance with existing requirements would mitigate for potential impacts associated with construction-related erosion. With the reduced area of disturbance, the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative would have slightly reduced impacts to geology and soils. Impacts would remain less than significant, as with the proposed project.

### **Hydrology and Water Quality**

The proposed project would contribute to an increase in stormwater and a potential degradation of water quality during project operation. Mitigation would reduce the impact to less than significant. The proposed project would not result in any significant impacts to groundwater supply, increase in stormwater flows that could exceed capacity of stormwater infrastructure, or increase in sediment and erosion on local waterways during construction. All of these impacts would be considered less than significant.

The Reduced Footprint Alternative would develop a mixed-use project similar to the proposed project but would reduce the area of disturbance. This alternative would result in slightly reduced impacts to hydrology and water quality related to an increase in stormwater, loss of groundwater, and the adequacy of stormwater infrastructure because there would be a slightly reduced amount of impervious surfaces under this alternative. Further, both the Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would avoid development within the existing 100-year floodplain and would avoid the need for a Letter of Map Revision to adjust the floodplain boundaries. Impacts related to hydrology and water quality would be slightly less under either the Reduced Footprint Alternative or the Reduced Footprint Transportation Alternative than with the proposed project.

### **Public Services and Utilities**

The proposed project would have less than significant impacts related to existing public services including police, fire, solid waste disposal, emergency access, parks, libraries, schools, and dry utilities. The proposed project would increase demand for these services and utilities but the demand would be consistent with the levels anticipated by the applicable service providers and impacts would remain less than significant.

Both the Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would develop a similar mixed-use project, although there would be fewer residential units and less commercial and office space. These alternatives would generate a smaller population increase than the proposed project. Either alternative would still require public services and utilities but would have a lower demand for services compared to the proposed project. Therefore, the Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would have reduced public services and utilities impacts compared to the proposed project.

### **Hazards and Hazardous Materials**

The proposed project would not result in any impacts related to the use, transport, or handling of hazards and hazardous materials during project construction and operation. However, there would be potential impacts associated with building demolition and the removal of any hazardous materials including asbestos and lead paint. With mitigation, this impact would be reduced to less than significant. The Reduced Footprint Alternative would allow for preservation of two historic structures on site but would still involve demolition of the other existing structures and use of hazardous materials during construction while the Reduced Footprint Transportation Alternative would allow for preservation of one of the historic structures on site and would still require demolition of the other existing structures on site.

Impacts related to hazards and hazardous materials would be less than significant under the proposed project with mitigation. The Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would result in similar impacts related to hazards and hazardous materials as the proposed project.

### **Energy Consumption**

Both construction and operation of the proposed project would result in less-than-significant impacts associated with energy consumption. The Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would result in similar impacts to energy consumption on the project site. Energy consumption associated with project construction and operation would occur.

Impacts related to energy consumption would be less than significant under the proposed project. The Reduced Footprint Alternative and the Reduced Footprint Transportation Alternative would result in fewer residential units and less commercial/office space, which would reduce the amount of vehicle trips and on-site electrical consumption at the project site. The intensity of construction under the Reduced Footprint Alternative and Reduced Footprint Transportation Alternative would also decrease relative to the proposed project. However, energy efficiency would be similar to the proposed project under either of these alternatives. Therefore, impacts

associated with the Reduced Footprint Alternative and Reduced Footprint Transportation Alternative would be similar to the energy consumption impacts of the proposed project.

## **5.4 SUMMARY MATRIX**

A matrix displaying the major characteristics and significant environmental effects of each alternative is provided in Table 5-6 to summarize the comparison with the proposed project.

**Table 5-6  
Project Alternatives Impacts Summary**

| Environmental Issue             | Proposed Project Impacts                                 | Alternative 1a: No Project/No Build | Alternative 1b: No Project/ Existing Designations | Alternative 2: Transportation | Alternative 3a: Reduced Density | Alternative 3b: Reduced Density Transportation | Alternative 4a: Reduced Footprint | Alternative 4b: Reduced Footprint Transportation |
|---------------------------------|--|-------------------------------------|---|-------------------------------|---------------------------------|--|-----------------------------------|--|
| Land Use                        | LTS  | ▼                                   | ▲   | —                             | —                               | —  | —                                 | —  |
| Population and Housing          | LTS  | ▼                                   | —   | —                             | —                               | —  | —                                 | —  |
| Biological Resources            | Project-alone impacts are LTS, cumulative impacts are SU | ▼                                   | —   | —                             | ▼ (remains SU)                  | ▼ (remains SU)                                 | ▼ (remains SU)                    | ▼ (remains SU)                                   |
| Cultural Resources              | SU   | ▼                                   | —   | —                             | ▼                               | ▼ (remains SU)                                 | ▼                                 | ▼ (remains SU)                                   |
| Visual Resources                | SU   | ▼                                   | —   | —                             | —                               | —  | ▼ (remains SU)                    | ▼ (remains SU)                                   |
| Transportation and Circulation  | SU   | ▼                                   | ▲   | ▼ (remains SU)                | ▼ (remains SU)                  | ▼ (remains SU)                                 | ▼ (remains SU)                    | ▼ (remains SU)                                   |
| Noise                           | LTS  | ▼                                   | —   | ▲ (SU)                        | —                               | ▲ (SU)   | —                                 | ▲ (SU)   |
| Air Quality                     | SU   | ▼                                   | ▲   | —                             | ▼ (remains SU)                  | ▼ (remains SU)                                 | ▼ (remains SU)                    | ▼ (remains SU)                                   |
| Greenhouse Gases                | SU   | ▼                                   | ▲   | —                             | ▼ (remains SU)                  | ▼ (remains SU)                                 | ▼ (remains SU)                    | ▼ (remains SU)                                   |
| Hydrology and Water Quality     | LTS  | ▼                                   | —   | —                             | —                               | —  | ▼                                 | ▼  |
| Public Services and Utilities   | LTS  | ▼                                   | —   | —                             | ▼                               | ▼  | ▼                                 | ▼  |
| Hazards and Hazardous Materials | LTS  | ▼                                   | —   | —                             | —                               | —  | —                                 | —  |
| Energy Consumption              | LTS  | ▼                                   | ▲   | —                             | —                               | —  | —                                 | —  |

▲ Alternative is likely to result in greater impacts to issue when compared to proposed project.

— Alternative is likely to result in similar impacts to issue when compared to proposed project.

▼ Alternative is likely to result in reduced impacts to issue when compared to proposed project.

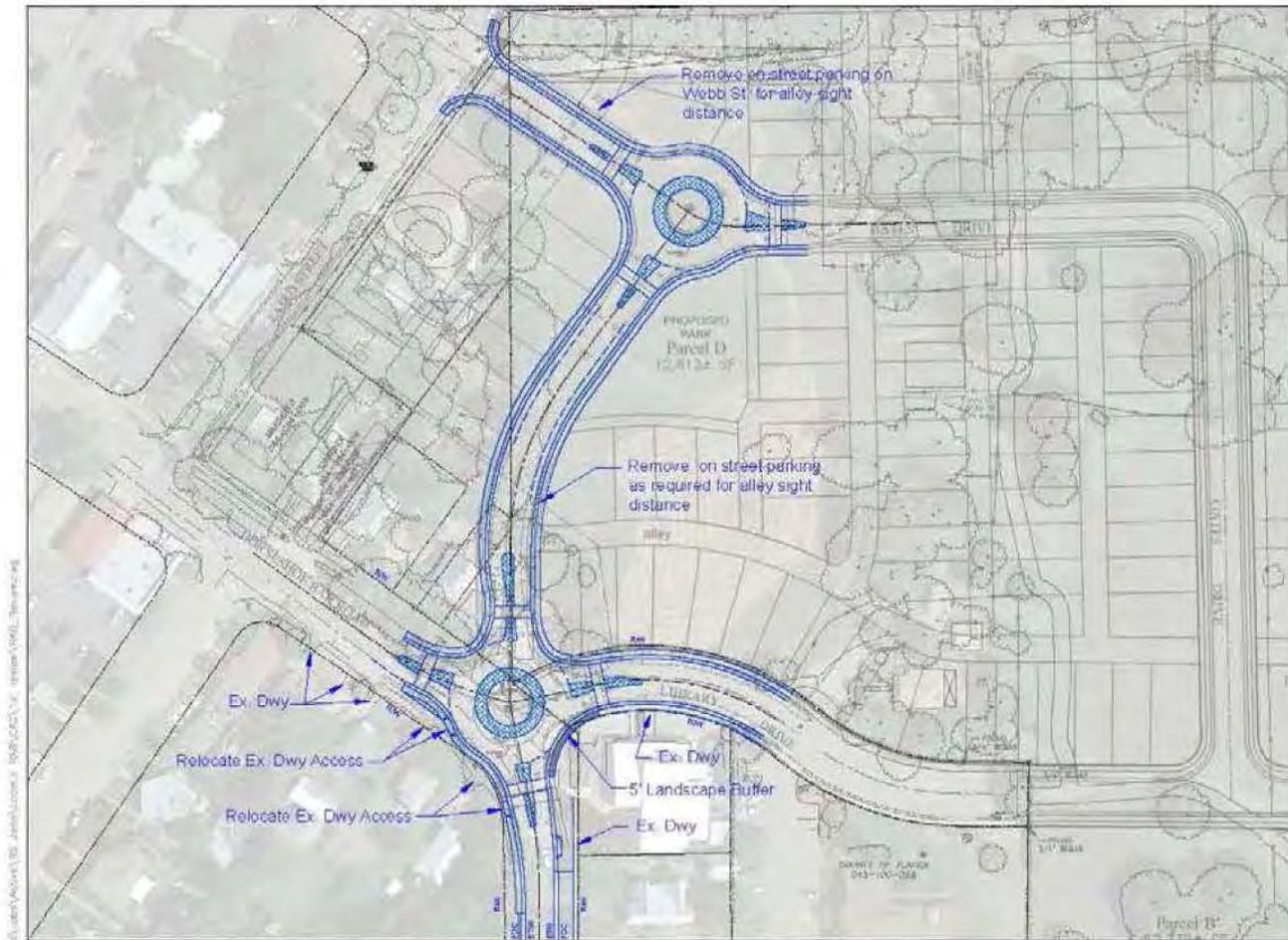
LTS = Less than significant impact.

SU = Significant and unavoidable impact.

## 5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

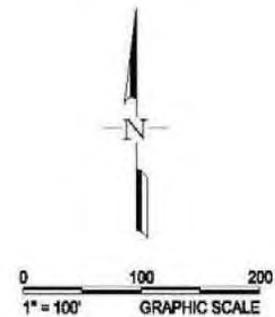
As indicated in Table 5-6, the No Project/No Build Alternative would result in the least environmental impacts and would be the environmentally superior alternative because it would avoid all impacts associated with the proposed project for all resource areas. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. In this case, the environmentally superior alternative is the Reduced Footprint Alternative because it would slightly reduce the potential for impacts in eight of the resource areas evaluated, including biological resources, cultural resources, visual resources, transportation and circulation, air quality, greenhouse gases, hydrology and water quality, and public services. The Reduced Footprint Alternative would eliminate two of the project's significant and unavoidable impacts—the impacts to transportation and circulation related to the increase in traffic volumes on Horseshoe Bar Road and the impacts related to loss of historic resources associated with demolition of the two historic structures on site. Other impacts to transportation and circulation would remain significant and unavoidable, and the impacts to biological and visual resources, air quality, and greenhouse gases would also remain significant and unavoidable under the Reduced Footprint Alternative. The Reduced Footprint Transportation Alternative would also lessen most of the same impacts as would be lessened under the Reduced Footprint Alternative; however it would not avoid the impact to historic resources and would result in a new significant and unavoidable impact related to noise.

In addition, as discussed in Section 4.1, Land Use, 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. The roadway alignments included in the proposed project are not consistent with the draft Circulation Element. The draft Circulation Element has not been adopted and the proposed project is not required to be consistent with it. However, should the Town adopt the draft Circulation Element, consistency between the element and the project would be necessary and thus one of the transportation alternatives evaluated in this chapter would likely be determined to be environmentally superior to the proposed project as it would eliminate inconsistency with the General Plan.



The roundabout conceptual layouts are based on the NCHRP Report 672, *Roundabouts: An Informational Guide Second Edition*.

- Criteria used for the roundabout layouts:
- 105' Inscribed circle diameter (face of curb to face of curb)
  - 20' Circulatory roadway (lip of gutter to lip of truck apron)
  - 3' Curb and gutter
  - 5' Sidewalks



SOURCE: KD ANDERSON & ASSOCIATES, INC. 2015

**DUDEK**

The Village at Loomis Draft EIR

**FIGURE 5-1**  
**Transportation Alternative**

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SOURCE: KD ANDERSON & ASSOCIATES, INC. 2015

**DUDEK**

The Village at Loomis Draft EIR

**FIGURE 5-2**  
Reduced Footprint Alternative

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