Town of Loomis

The Reserve Project

Modified Initial Study/15183 Checklist

November 2025

Prepared by

RANEY PLANNING & MANAGEMENT, INC.
25 years
1501 Sports Drive, Suite A, ▪ Sacramento ▪ CA ▪ 95834
Office 916.372.6100 ▪ Fax 916.419.6108

TABLE OF CONTENTS

APPENDICES:

MODIFIED INITIAL STUDY
NOVEMBER 2025

A. PROJECT SUMMARY

1. Project Title: The Reserve Project

2. Lead Agency Name and Address: Town of Loomis
3665 Taylor Road
Loomis, CA 95650

3. Lead Agency Contact and Phone Number: Christy Consolini
Planning Director
(916) 652-1840

4. Project Location: 5780 Rocklin Road
Loomis, CA 95650
Assessor's Parcel Number (APN): 045-161-033

5. Project Applicant: Stefan Horstschraer
Premier Homes LLC
8483 Douglas Plaza Drive
Granite Bay, CA 95746

6. Existing General Plan Designation: Rural Residential (RR)

7. Existing Zoning Designation: RR

8. Required Approvals from Other Public Agencies: None

9. Project Location and Setting:

The approximately 26.29-acre project site is located at 5780 Rocklin Road in the Town of Loomis, CA and is identified by APN 045-161-033. The site consists of mostly undeveloped, lightly forested land with an approximately 4.6-acre pond occupying the southwestern portion of the site. The site also includes a single-family residence on the northern border. The project site is generally surrounded by rural single-family residences. Other surrounding land uses include a circular storage tank and a single-family home to the north, across Rocklin Road, and a small strawberry field to the northeast. In addition, a church is located further northeast, across Rocklin Road. The Town of Loomis General Plan designates the site as RR and the site is zoned RR.

10. Project Description Summary:

The Reserve Project (proposed project) would include the subdivision of the project site into a total of 20 single-family residential lots, ranging from 40,000 square feet (sf) to 136,612 sf with an average lot size of 54,628 sf. Residential lots five to ten would include portions of the pond on the southwest portion of the project site. The existing single-family residence on the northern portion of the project site would be demolished for the

development of residential lot 13. The proposed project would also include the development of a new roadway, Reserve Court, off of Barton Road, which is located along the eastern border of the project site. The proposed project would require Town approval of a Tentative Subdivision Map, as well as a Front Setback Variance.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1) notification to tribes is not required for the proposed project given that this checklist determines no additional environmental review is required for the project, consistent with CEQA Guidelines Section 15183.

B. SOURCES

The following documents are referenced information sources used for the analysis within this Modified Initial Study:

1. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.
2. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed July 2025.
3. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed July 2025.
4. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2542?siteID=2273. Accessed August 2025.
5. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa%20. Accessed November 2024.
6. California Department of Transportation. *Work Zone Traffic Control Resources.* Available at: https://dot.ca.gov/programs/safety-programs/workzones. Accessed August 2025.
7. California Environmental Protection Agency. *Active CDO and CAO.* Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed August 2025.
8. California Tree and Landscape Consulting, Inc. *Preliminary Arborist Report and Tree Inventory.* September 7, 2022.
9. Department of Toxic Substances Control. *EnviroStor.* Available at: https://www.envirostor.dtsc.ca.gov/public/map. Accessed August 2025.
10. Kimley Horn. *The Reserve Traffic Evaluation.* May 27, 2025.
11. Loomis Union School District. *Developer Fees.* Available at: https://www.loomisk8.org/123163_3. Accessed August 2025.
12. Madrone Ecological Consulting. *Biological Resources Assessment, The Reserve, Town of Loomis, Placer County, California.* September 2025.
13. Natural Investigations Company. *Cultural Resources Investigations for the 5280 Rocklin Road Premier Homes, Placer County, California.* April 2024
14. Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed August 2025.

15. Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017.
16. Placer County Air Pollution Control District. *PCAPCD CEQA Handbook*. December 2017.
17. Placer County. *Placer County 2021 Local Hazard Mitigation Plan.* June 2021. Available at: https://www.placer.ca.gov/1381/Local-Hazard-Mitigation-Plan. Accessed August 2025.
18. Placer County Transit Planning Agency. *Annual Unmet Transit Needs Assessment for Fiscal Year 2025/26.* Adopted February 26, 2025.
19. Placer Union High School District. *School Facility Fees (Developer Fees) as of July 1, 2024*. July 2024.
20. Premier Homes LLC. *The Reserve Fire Management Plan.* August 28, 2025.
21. South Placer Municipal Utility District. *Strategic Plan 2023-2027*. September 2022.
22. State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/search. Accessed August 2025.
23. Town of Loomis. *Town of Loomis Construction Standards.* March 2004. Adopted June 8, 2004.
24. Town of Loomis. *Town of Loomis General Plan 2020 - 2040 Environmental Impact Report.* March 2024.
25. Town of Loomis. *Town of Loomis General Plan 2020 - 2040.* Adopted April 19, 2024.
26. TSD Engineering, Inc. *The Reserve Town of Loomis, CA Preliminary Hydrologic and Hydraulic Study.* July 16, 2025.
27. U.S. Census Bureau. *Loomis town, California*. Available at: https://data.census.gov/profile/Loomis_town,_California?g=160XX00US0643140#families-and-living-arrangements. Accessed August 2025.
28. Water Systems Consultants, Inc. *Placer County Water Agency 2020 Urban Water Management Plan*. June 2021.
29. Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study for Premier Montaire.* September 6, 2022.
30. Youngdahl Consulting Group, Inc. *Phase I Environmental Site Assessment The Reserve Placer County APN 045-161-033 Loomis, California.* September 5, 2025.
31. Youngdahl Consulting Group, Inc. *The Reserve Phase II ESA.* October 22, 2025.

C. BACKGROUND AND INTRODUCTION

The following provides a background of the proposed project, as well as a description of this Modified Initial Study's approach to evaluating the proposed project's consistency with California Environmental Quality Act (CEQA) Section 15183 and Government Code Sections 65915 through 65918.

CEQA Guidelines Section 15183

This Modified Initial Study identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the CEQA checklist in Appendix G of the CEQA Guidelines.

On April 9, 2024, the Town of Loomis adopted the Town of Loomis General Plan 2020 to 2040,[1] and also certified the associated Environmental Impact Report (EIR) (State Clearinghouse #2022050323).[2] The current General Plan is the second comprehensive update adopted by the Town. The Town's General Plan EIR is a program-level EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.).

[1] Town of Loomis. *Town of Loomis General Plan 2020 - 2040.* Adopted April 19, 2024.
[2] Town of Loomis. *Town of Loomis General Plan 2020 - 2040 Environmental Impact Report.* March 2024.

The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan.

The Town's General Plan designates the project site RR, which allows a mix of residential and agricultural uses with an allowable density of one dwelling unit per gross acre (du/ac). The proposed project would include the development of 20 single-family residences on a total of 26.29-acres, which results in a density of 0.76 du/ac, consistent with the site's RR land use designation. Pursuant to Section 15183 of the CEQA Guidelines, where a project is consistent with the use and density established for a property under an existing general plan or zoning ordinance for which the Town has already certified an EIR, additional environmental review is not required "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." If such requirements are met, the examination of environmental effects is limited to those which the agency determines, in an Initial Study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent;
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

As set forth by Section 15183 of the CEQA Guidelines, the Town's General Plan EIR serves as a basis for the Modified Initial Study to determine if project-specific impacts would occur that are not adequately covered in the previously certified EIR.

This Modified Initial Study indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the General Plan EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the General Plan EIR.

Regarding "peculiar" impacts, CEQA Guidelines Section 15183(f) states the following:

> An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

D. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

Project Location and Setting

The project site is an approximately 26.29-acre parcel identified by APN 045-161-033 and located at 5780 Rocklin Road in the Town of Loomis, CA (see Figure 1 and Figure 2).

Figure 1
Regional Vicinity Map

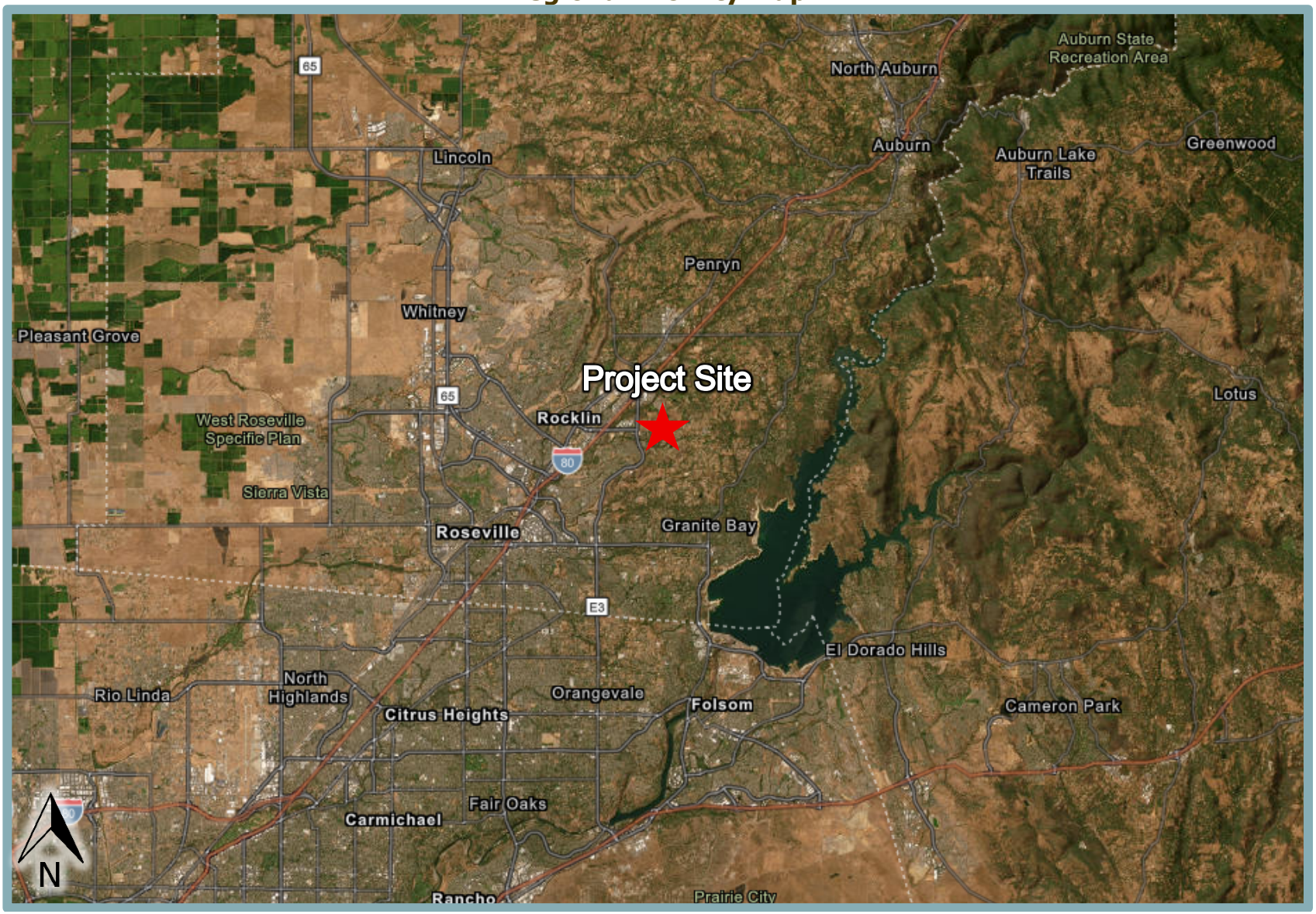


Figure 2
Project Site Boundaries

The project site is primarily comprised of undeveloped, lightly forested land with an approximately 4.6-acre pond occupying the southwestern portion of the site. Surrounding existing uses primarily include rural single-family residences, as well as a circular storage tank and a single-family home to the north, across Rocklin Road; a small strawberry field to the northeast; and a church located further northeast, across Rocklin Road. The Town of Loomis General Plan designates the site as RR and the site is zoned RR.

Project Components

The proposed project would include the subdivision of the project site into a total of 20 single-family residential lots, ranging from 40,000 square feet (sf) to 136,612 sf with an average lot size of 54,628 sf (see Figure 3 and Figure 4). Residential lots five to ten would include portions of the pond on the southwest portion of the project site. The existing single-family residence on the northern portion of the project site would be demolished for the development of residential lot 13. The proposed project would also include the development of a new roadway, Reserve Court, off of Barton Road, which is located along the eastern border of the project site. Site access would be provided by Reserve Court. Additional detail regarding the proposed project's parking, access, and circulation; landscaping; and utility infrastructure is provided below.

Parking, Access, and Circulation

As discussed above, site access would be provided through the proposed roadway, Reserve Court, off of Barton Road, located along the eastern border of the project site. The proposed roadway would include a 38-foot-wide right-of-way (ROW) comprised of two 12-foot-wide travel lanes, as well as a 7.2-foot-wide parking lane and five-foot-wide sidewalk along the northern and eastern sides of the roadway. The proposed project would include construction of a five-foot-wide sidewalk along the southernly half-section of Rocklin Road, and a five-foot-wide decomposed granite trail along the Barton Road project frontage. In addition, the proposed roadway would include curb and gutter improvements along both sides of the ROW, as well as 12.5- and 24-foot-wide public utility easements (PUEs) respectively located along the north and south sides of the ROW.

In addition to the on-street parking located along Reserve Court, each proposed residence would include garage parking and driveway space for future residents.

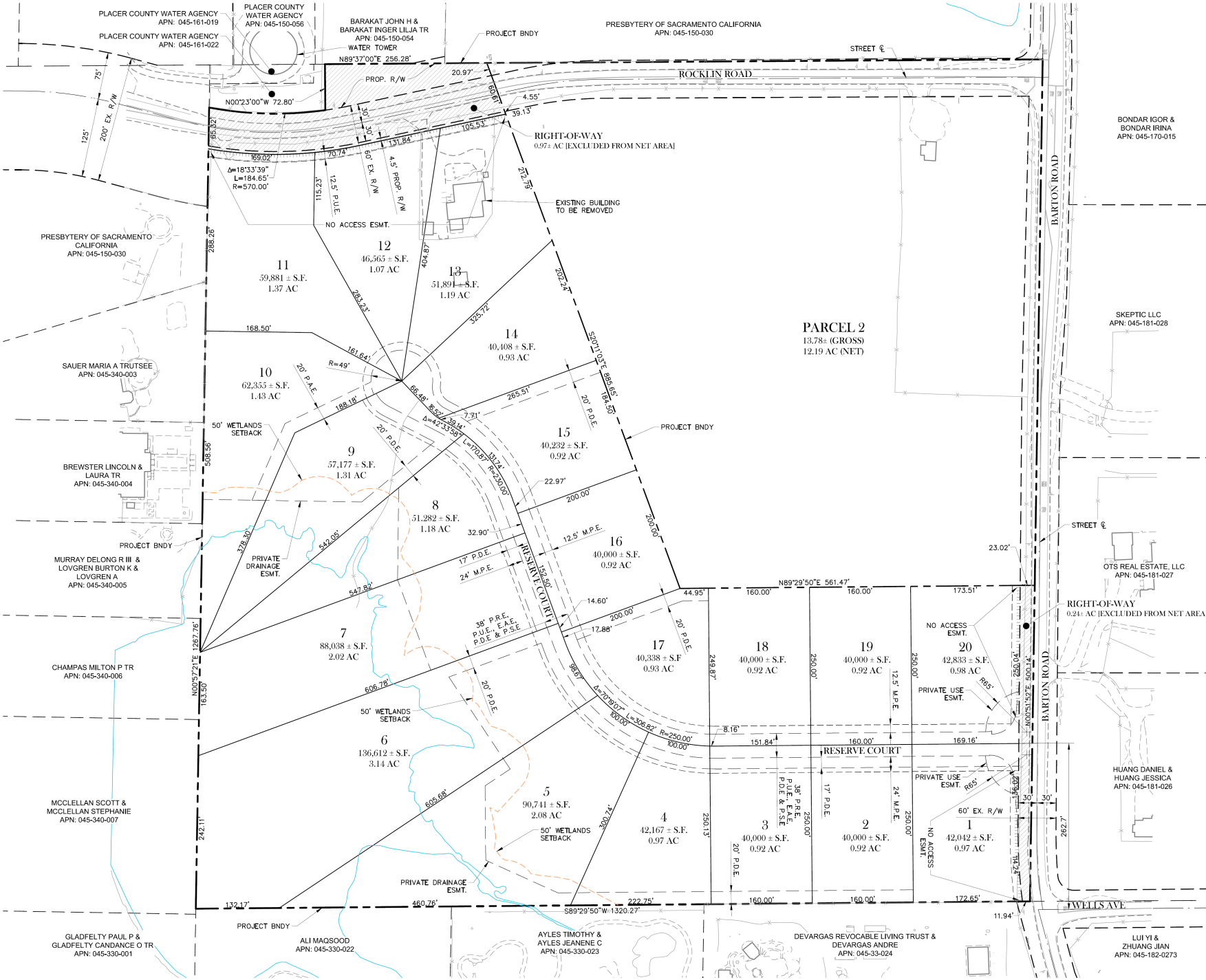
The proposed project would also include frontage improvements along Barton Road, as well as striping improvements along Rocklin Road (see Figure 5). The Barton Road frontage improvements would include the widening of the western half of the ROW to allow for the construction of a left turn lane and pavement markings to identify the proposed travel and turn lanes, stop bar, and future bicycle routes. The Rocklin Road striping improvements would include widening of the southernly half of the ROW to include a 40-foot-long "no parking" zone as well as space to stripe future bicycle routes.

Landscaping and Design Improvements

The proposed project would include six-foot-tall solid-wood fences along interior property lines. A six-foot-tall wrought iron fence atop an approximately 3-foot-tall berm would be installed along the Rocklin Road frontage on the northern boundary of the project site.

The proposed project would include a 12.5-foot-wide landscape corridor along the frontage of Rocklin Road, located between the proposed sidewalk and property line within the landscape berm. In addition, a landscape buffer would be located along the Barton Road frontage, between the roadway and proposed residences.

Tentative Subdivision Map



THE RESERVE - TOWN OF LOOMIS

SW Corner of Rocklin Road and Barton Road

Proposed

PREMIER HO
8483 Dougla

Preliminary Site Plan

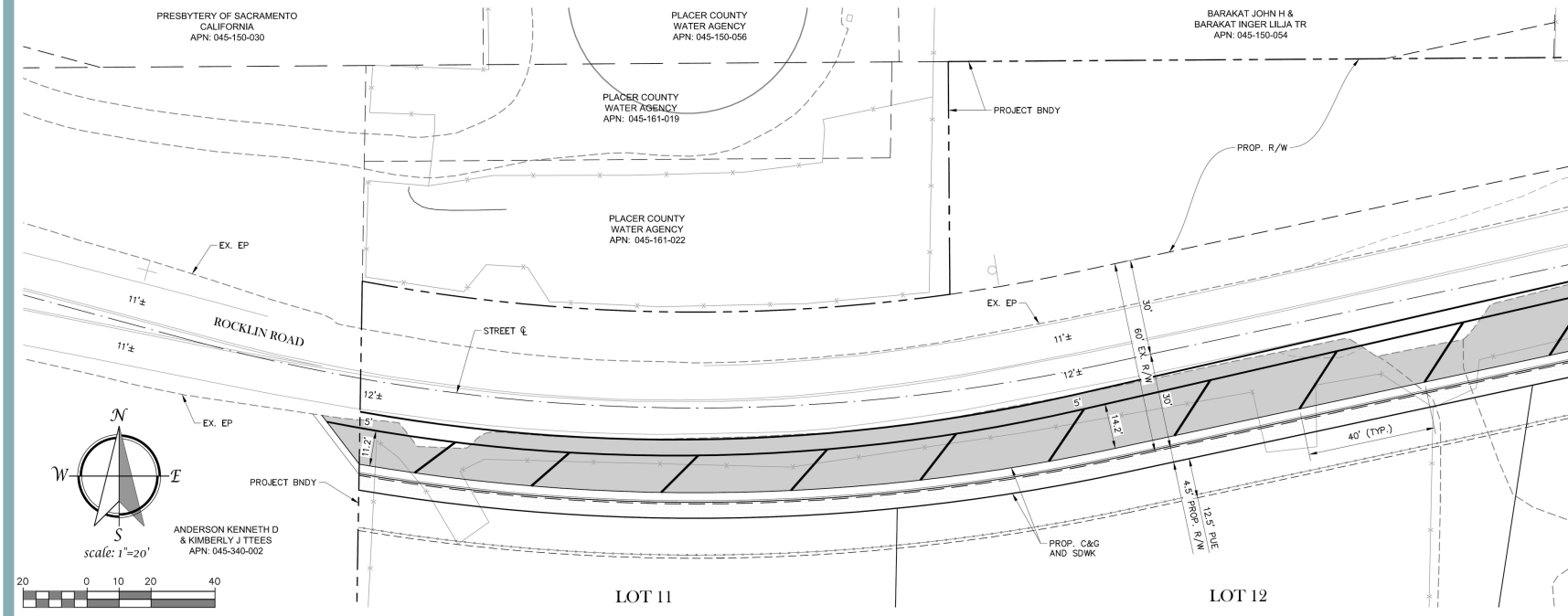
THE RESERVE - TOWN OF LOOMIS

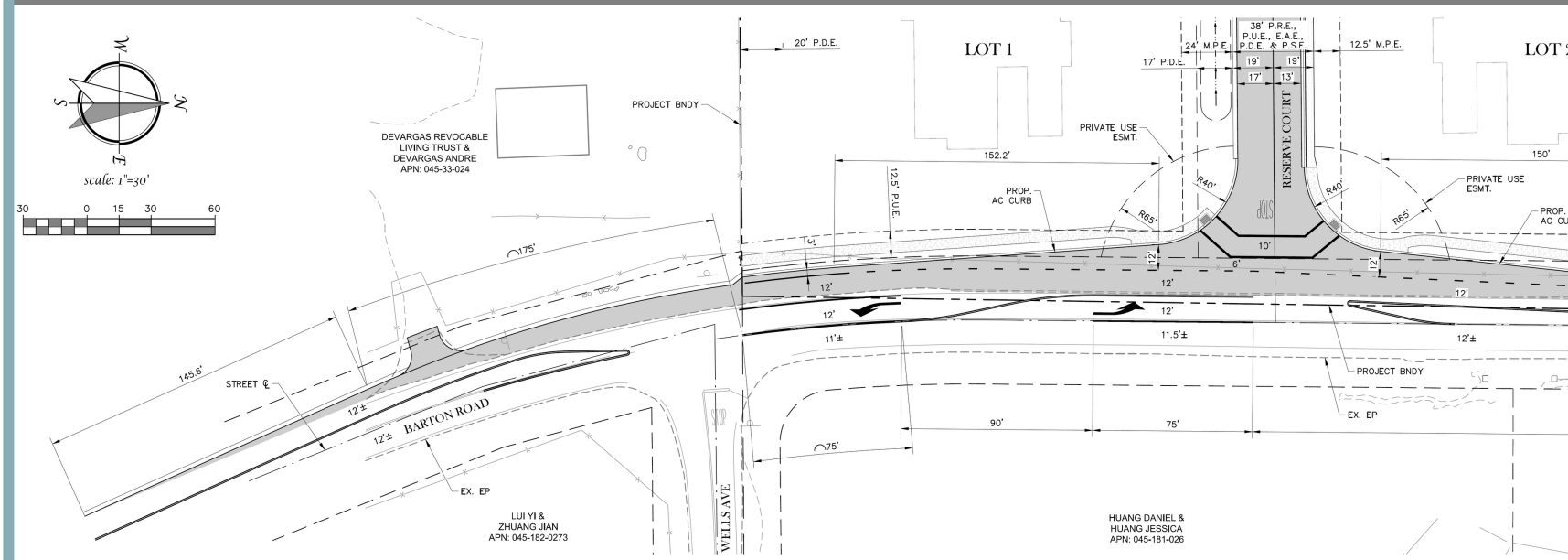
SW Corner of Rocklin Road and Barton Road
Loomis, California

Proposed By:

PREMIER HOME
8483 Douglas Pla
Granite Bay, CA

PRELIMINARY STRIPING PLAN





THE RESERVE - TOWN OF LOOMIS

SW Corner of Rocklin Road and Barton Road
Loomis, California

Proposed By:

PREMIER HOM
8483 Douglas P
Granite Bay, CA

The landscape buffer would be 24- to 35-feet-wide and would include a five-foot-wide decomposed granite trail. Both the landscape corridor and landscape buffer would be planted with a mixture of street trees, shrubs, climbing plants, and ground covers. The proposed project would also include landscaped areas within the front yards of the proposed residential lots.

The proposed project would include an entry monument at the intersection of the proposed Reserve Court and Barton Road. The entry monument would include a semi-circular landscaped area comprised of mature plant material and landscaping lights.

All landscaping would comply with the Water Efficient Landscape Requirements contained in Chapter 13.34 of the Town of Loomis Municipal Code. In addition to landscaping improvements, the proposed project would include the removal of 279 on-site trees.

Utilities

Pacific Gas and Electric (PG&E) would provide electricity services to the project site through connections to existing infrastructure in the project vicinity. Utilities for the proposed project, including water service, sewer service, and stormwater infrastructure, are discussed in further detail below.

Water

Treated water service for the proposed project would be provided by the Placer County Water Agency (PCWA), which serves the majority of Placer County, including the Town of Loomis. The proposed project would include installation of an eight-inch water line within the proposed roadway (see Figure 6). The proposed eight-inch water line would connect to the existing 12-inch water line located in Barton Road, east of the project site. The proposed eight-inch water line would provide residential water services to the proposed residences, as well as provide adequate fire flow for residential sprinkler systems and fire hydrants. New fire hydrants would be installed along the proposed internal roadway.

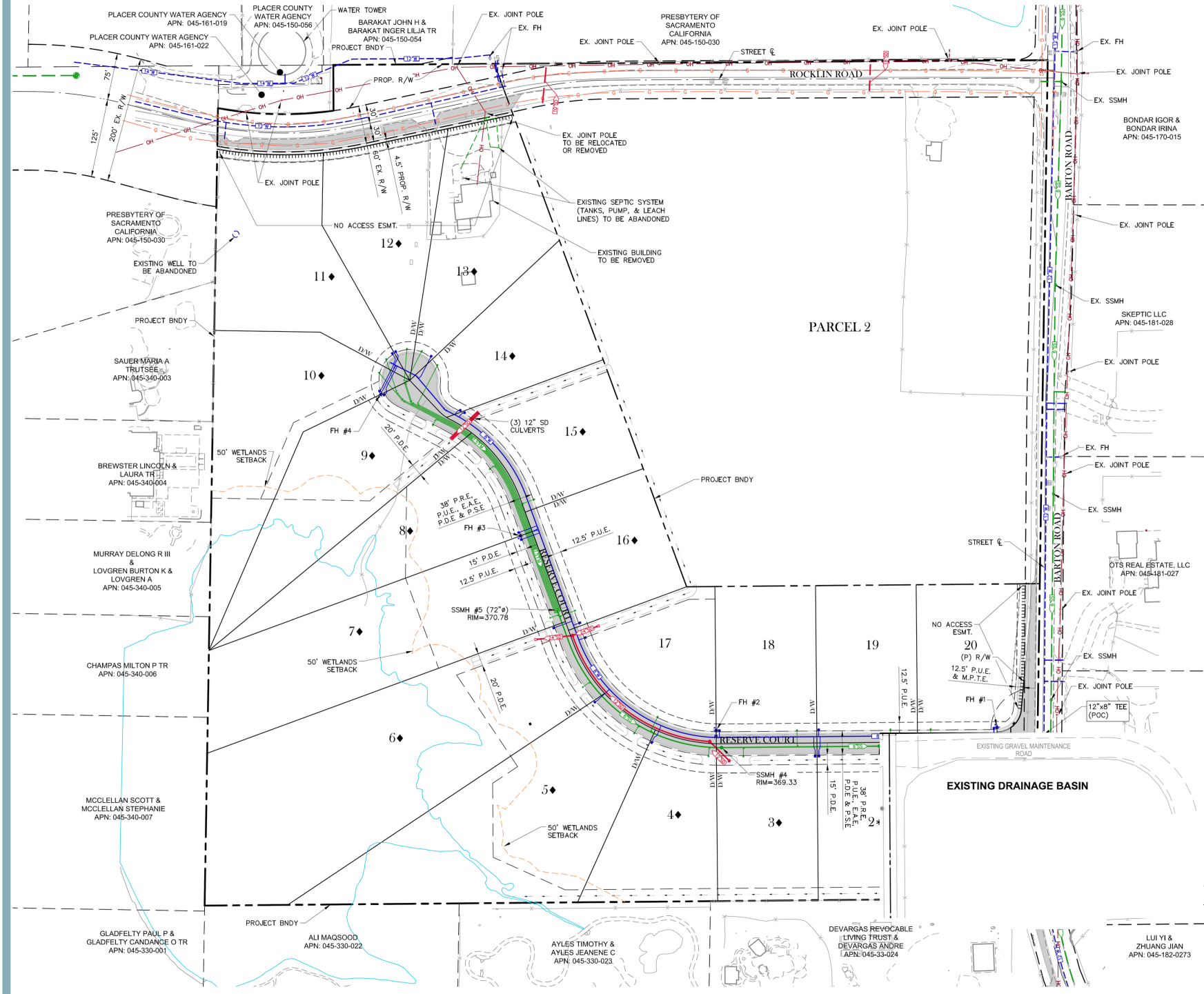
Wastewater

Wastewater treatment for the project area is currently provided by the South Placer Municipal Utility District (SPMUD). The proposed project would include installation of a six-inch gravity sewer line within the internal roadway, from lots seven and 16 to Barton Road, that would connect to existing six- and eight-inch sanitary sewer lines within Barton Road, east of the project site (see Figure 6). Lots 8 through 15 would use individual grinder pumps and 2.5-inch force mains to convey wastewater to the proposed six-inch gravity line at the termination manhole within the internal roadway.

Stormwater Drainage

The proposed project would include the division of the project site into several drainage sub-sheds, which would include 14 drainage management areas (DMAs), to capture and discharge flows into the pond located in the southwest portion of the site (see Figure 7). The proposed stormwater drainage system would consist of 24-inch and 12-inch storm drain lines which would connect to four water quality swales throughout the project site, to convey stormwater flows downgrade to the on-site pond. In addition, the proposed project would include natural and developed vegetated areas to treat and reduce runoff from on-site impervious surfaces.

Preliminary Utilities Plan



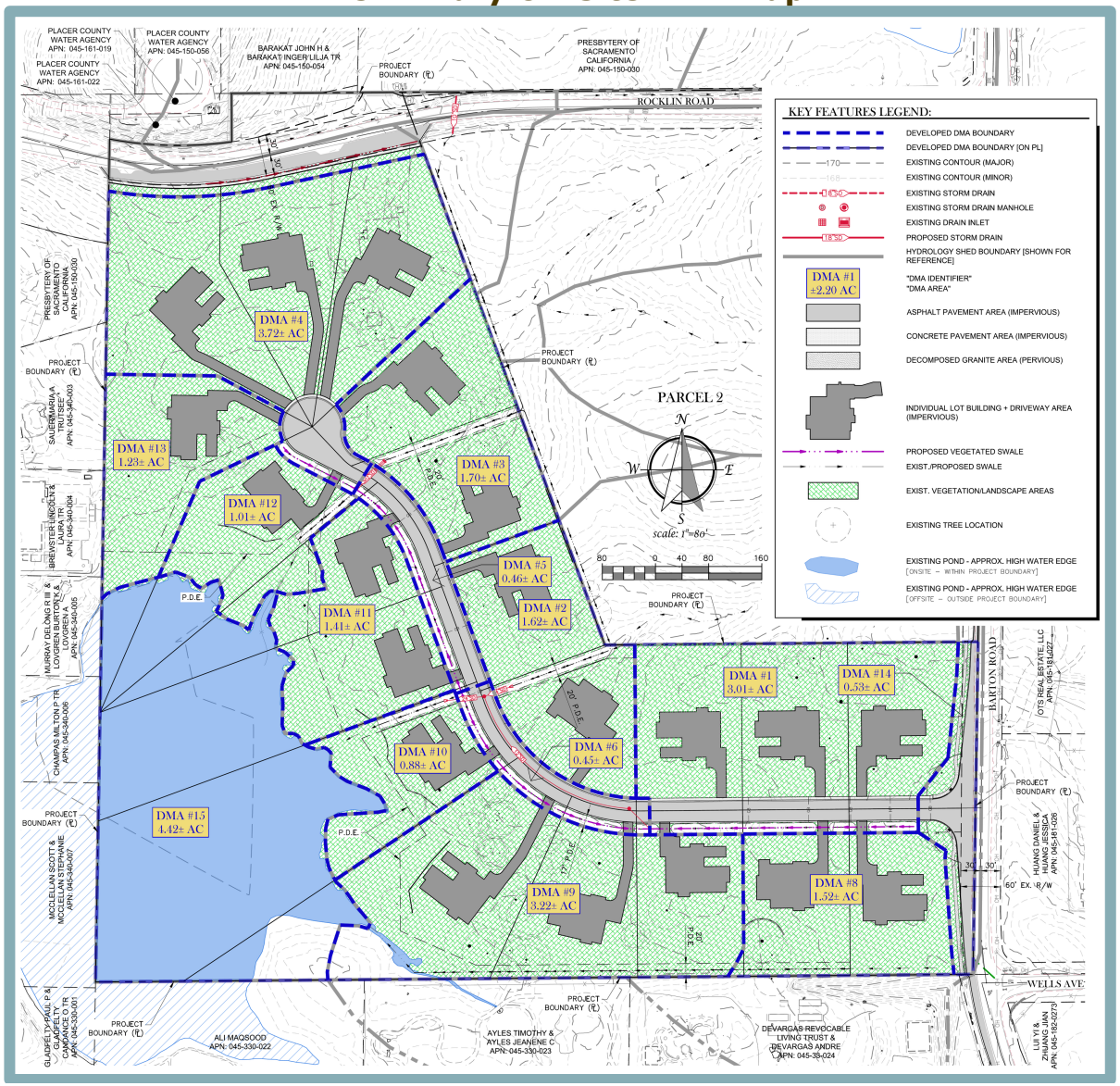
THE RESERVE - TOWN OF LOOMIS

SW Corner of Rocklin Road and Barton Road
Loomis, California

Proposed By:

PREMIER H
8483 Dougl

Figure 7
Preliminary On-Site DMA Map



Demolition, Grading, and Construction Details

The project would also require demolition of all existing structures on-site and the removal of 279 on-site trees. Construction of the proposed project would include grading of an approximately 20-acre portion of the project site, as well as trenching for utility improvements. The remaining site acreage would remain undisturbed to preserve the on-site pond and buffer area around the pond.

Discretionary Actions

The proposed project would require Town approval of a Tentative Subdivision Map, as well as a Front Setback Variance. Each project approval is described in further detail below.

Tentative Subdivision Map

Pursuant to Section 14.20.020 of the Town of Loomis Municipal Code, a Tentative Subdivision Map is required for subdivision of five or more parcels. As previously discussed, the proposed project would require approval of a Tentative Subdivision Map to subdivide the project site into 20 single-family residential lots. The lots would range in size from 40,000 to 136,612 sf (see Figure 3). The Tentative Subdivision Map would be consistent with the existing General Plan land use and zoning designations for the project site.

Front Setback Variance

Pursuant to Section 13.30.110 of the Town of Loomis Municipal Code, all structures within the Town of Loomis are required to comply with the setback requirements associated with the applicable zoning district. The project site is zoned RR, which requires a minimum front setback of 50 feet. The proposed project would require approval of a setback variance as provided under Municipal Code Section 13.62.060 to reduce the setbacks required for the proposed single-family residences in order to preserve existing trees along the on-site pond.

E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

On the basis of the following initial evaluation, the Town has determined that the proposed project is consistent with the General Plan EIR. All project impacts have been determined to be less than significant, or can be mitigated to a less-than-significant level given required compliance with General Plan policies or mitigation measures included in the General Plan EIR.

☐ **Aesthetics**	☐ **Agriculture and Forest Resources**	☐ **Air Quality**
☐ **Biological Resources**	☐ **Cultural Resources**	☐ **Energy**
☐ **Geology and Soils**	☐ **Greenhouse Gas Emissions**	☐ **Hazards and Hazardous Materials**
☐ **Hydrology and Water Quality**	☐ **Land Use and Planning**	☐ **Mineral Resources**
☐ **Noise**	☐ **Population and Housing**	☐ **Public Services**
☐ **Recreation**	☐ **Transportation**	☐ **Tribal Cultural Resources**
☐ **Utilities and Service Systems**	☐ **Wildfire**	☐ **Mandatory Findings of Significance**

F. DETERMINATION

On the basis of this Modified Initial Study/15183 Checklist:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Christy Consolini, Planning Director	Town of Loomis
Printed Name	For

G. ENVIRONMENTAL CHECKLIST

The following modified checklist is based on the environmental checklist form presented in Appendix G of the CEQA Guidelines. The modified checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Significant Impact Peculiar to the Project or Project Site: An impact that could be significant due to something peculiar to the proposed project or the project site that was not previously identified in the General Plan EIR. If any potentially significant peculiar impacts are identified, an additional CEQA document must be prepared to analyze such impacts.

Significant Impact due to New Information: Any impact that would be considered significant based on new information which was not known at the time the prior EIR was prepared. If any significant impacts are identified, an additional CEQA document must be prepared to analyze such impacts.

Impact Adequately Addressed in General Plan EIR: Impacts previously evaluated in the Town's General Plan EIR that would not change from what was evaluated previously. This designation applies in cases where implementation of the proposed project would not result in a new significant impact, a substantially increased significant impact, or a peculiar impact that was not analyzed in the General Plan EIR.

I. AESTHETICS. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	✖
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. According to the General Plan EIR, the Town of Loomis does not contain any designated scenic vistas. In addition, according to the General Plan EIR, eligible or designated State scenic highways are not located within or in close proximity to the Planning Area, and the Planning Area is not visible from any designated or eligible State or locally designated scenic highway. As shown on California Scenic Highway Mapping System, the project site is located approximately 20.58 miles west of U.S. Route 50, which is the nearest officially designated State Scenic Highway to the project site.[3] Therefore, the proposed project would not have the potential to damage scenic resources within a State scenic highway.

Based on the above, impacts related to a substantial adverse effect on a scenic vista and substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, have been adequately addressed in the General Plan EIR and effects peculiar to the project or parcel on which the project would be located do not exist. Thus, the criteria for requiring further CEQA review are not met.

c. The General Plan EIR assessed the potential for implementation of development under the General Plan to substantially degrade the existing visual character or quality of the Town under Impact 4.1-1. As discussed therein, the General Plan includes policies and implementation measures intended to preserve visual resources and prevent the substantial degradation of views of existing scenic resources. The General Plan EIR concluded that, with adherence to the applicable policies and implementation measures, as well as adherence to the Town's Design Standards and Municipal Code requirements potential development under the General Plan would not result in substantial changes to important scenic resources or their visibility from visually sensitive locations. Therefore, the impact was determined to be less than significant.

[3] California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa%20. Accessed November 2024.

The project site is primarily comprised of undeveloped, lightly forested land with an approximately 4.6-acre pond occupying the southwestern portion of the site. Surrounding existing uses generally include rural single-family residences. Other surrounding land uses include a circular storage tank and a single-family home to the north, across Rocklin Road, and a small strawberry field to the northeast. In addition, a church is located further northeast, across Rocklin Road. Pursuant to Appendix G of the CEQA Guidelines, because the project site is in a non-urbanized area, the relevant threshold is whether the proposed project would substantially degrade existing views from the project site.

The proposed project is consistent with the General Plan land use designation for the project site and would be required to comply with all applicable development standards required by the Town, including standards related to building height, lot area, setbacks, and building design, as well as all applicable General Plan policies, such as Policy LU-1.1.3, Policy LU-1.3.2, Policy LU-1.4.1, and Policy LU-1.4.2. In addition, the proposed project would be consistent with the surrounding existing rural residential development in the project area. Compliance with the aforementioned development standards and General Plan policies would ensure that the proposed project would not substantially degrade scenic views from the project site beyond what was previously analyzed in the General Plan EIR.

Based on the above, impacts related to the degradation of existing scenic views from the project site were adequately addressed in the General Plan EIR, and the project would not result in more severe impacts beyond what was identified in the General Plan EIR.

d. According to the General Plan EIR, buildout of the General Plan would result in new development that would add nighttime lighting and daytime glare. However, through compliance with proposed General Plan policies and implementation measures, and Loomis Municipal Code requirements the General Plan EIR concluded that new light or glare associated with buildout of the General Plan would not substantially affect day or nighttime views.

In addition, new development would be subject to applicable General Plan policies, including Policy LU-4.3.2, would ensure that the light associated with new development is compatible with and complimentary to surrounding development, such as by requiring new lighting be oriented away from sensitive used and shielded to the extent possible to minimize spillover light and glare.

As discussed above, the project site is currently comprised of undeveloped, lightly forested land with an approximately 4.6-acre pond occupying the southwestern portion of the site. An existing single-family residence is located on the northern border of the project site. Thus, limited existing sources of light and glare currently occur with the project site. In addition, the project site is surrounded by existing development, and light associated with the proposed residences would be consistent with what was anticipated for the site in the General Plan EIR. Lighting associated with the proposed project would be required to adhere to Section 13.30.080 of the Town's Municipal Code, which defines allowable heights and intensity for outdoor lighting and provides light design guidelines. For example, Section 13.30.080 states that lighting shall be energy efficient and shielded so that the light source is not visible from off-site, and that glare and reflections are confined to the maximum extent feasible within the boundaries of the site. In addition, the proposed project would be consistent with the site's land use and zoning designations, and thus, the project site has been anticipated for residential development by the Town.

Throughout construction of the proposed project, sources of light and glare would be increased as well. Construction activities at nighttime could include the use of lighting fixtures and vehicles producing light on the property. However, Section 13.30.070(C)(3) of the Municipal Code limits hours of construction to 7:00 AM and 7:00 PM, Monday through Friday, between the hours of 8:00 AM to 7:00 PM on Saturdays, and between the hours of 9:00 AM and 5:00 PM on Sundays and national holidays with explicit Town approval.

Based on the above, impacts related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area were adequately addressed in the General Plan EIR and the proposed project would not result in any more severe impacts. Thus, the criteria for requiring further CEQA review are not met.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	✖
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	✖

Discussion

a,e. As discussed on page 4.2-9 of the Town's General Plan EIR, the Loomis planning area contains 159 acres of Farmland of Statewide Importance and 59 acres of Unique Farmland, for a total of 218 acres of Farmland, according to the California Department of Conservation (DOC). The General Plan includes policies and implementation measures related to agricultural operations and adjacent uses, including Policy LUP-1.2.1, which allows property owners the "right-to-farm" their parcels through the protection and operation of agricultural land uses, and Policy LU-1.2.3, which requires buffers, zoning restrictions, and other design and regulatory measures to protect agricultural operations from encroachment by urban development. Compliance with the General Plan policies would ensure that future development under the General Plan would not affect agricultural operations or resources, and would not contribute to the conversion of Farmland outside of the Planning Area. Thus, the General Plan EIR concluded that impacts related to the conversion of Farmland to non-agricultural uses would be less-than-significant.

The DOC designates the project site as Grazing Land.[4] Although the project site is not actively farmed, agriculture land use is allowed under the RR zoning designation. Nonetheless, the proposed project would be consistent with the RR land use designation and zoning, and the proposed single-family residences would be considered an allowable use. Therefore, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. As such, the proposed project would not result in any peculiar effects related to such, and the criteria for requiring further CEQA review are not met.

b. As discussed on page 4.2-3 of the General Plan EIR, one parcel in the Town's Planning Area is under a Williamson Act contract. The General Plan does not propose land use

[4] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed July 2025.

designation changes, new policies, or new implementation measures that would cause a conflict with this Williamson Act contract. As such, the General Plan EIR concluded that buildout of the General Plan would not conflict with any such contracts. Thus, the issue was not addressed further. The project site is not subject to a Williamson Act contract. As such, the proposed project would not result in any peculiar effects, and the criteria for requiring further CEQA review are not met.

c,d. As discussed on page 4.2-9 of the General Plan EIR, the Town's Planning Area does not contain areas zoned as forestland or timberland, or a Timberland Production Zone. Although the project site is lightly forested, the site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the proposed project would not result in any peculiar effects, and the criteria for requiring further CEQA review are not met.

III. AIR QUALITY. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖

Discussion

a,b. The Town of Loomis is located in the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the federal ambient air quality standards (AAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal and State AAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the project area is the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan), updated July 24, 2017, and adopted by the California Air Resources Board (CARB) on November 16, 2017. The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the Federal Clean Air Act requirements, including the federal AAQS.

It should be noted that in addition to strengthening the 8-hour ozone federal AAQS, the U.S. Environmental Protection Agency (USEPA) also strengthened the secondary 8-hour ozone federal AAQS, making the secondary standard identical to the primary standard. On October 26, 2015, the USEPA released a final implementation rule for the revised federal AAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). On April 30, 2018, the USEPA published designations for areas in attainment/unclassifiable for the 2015 ozone standards. The USEPA identified the portions of Placer County within the SVAB as nonattainment for the 2015 ozone standards. More specifically, Placer County is part of the Ozone Sacramento Federal Nonattainment Area (SFNA) which includes the Sacramento Metropolitan Air Quality Management District (SMAQMD), Feather River Air Quality Management District (FRAQMD), El Dorado Air Quality Management District

(EDAQMD), Yolo Solano Air Quality Management District (YSAQMD) and PCAPCD. The attainment deadline for the SFNA is July 2025.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any AAQS, increase the frequency or severity of an existing violation of any AAQS, or delay timely attainment of any AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD has adopted recommended thresholds of significance for emissions of PM_{10} and the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_X). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants.

The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 1 are the PCAPCD's current thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. Thus, if the proposed project's emissions exceed the pollutant thresholds presented in Table 1, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

Table 1
PCAPCD Thresholds of Significance (lbs/day)

Pollutant	Construction Threshold	Operational Threshold
ROG	82	55
NO_X	82	55
PM_{10}	82	82

Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.

As discussed under Impact 4.3-1 of the General Plan EIR, buildout of the General Plan would accommodate future growth in population, housing, commercial development, and jobs within the Town of Loomis, which would result in a cumulatively considerable net increase in NO_X in excess of the State and federal standards during construction. Thus, despite compliance with General Plan policies and PCAPCD rules and regulations, the General Plan EIR determined that the buildout of the General Plan would result in a potentially significant impact related to the generation of construction-related emissions of criteria pollutants. The General Plan EIR included Mitigation Measure 4.3-1a, a revision of General Plan Measure AQGHGE-1.1.2.1, which would require implementation of Best Management Practices (BMPs) and require air quality analysis during the development review process. In addition, the General Plan EIR included Mitigation Measure 4.3-1b which would incorporate additional emission control strategies for new developments that would exceed the PCAPCD threshold of significance related to construction. However, even with the implementation of Mitigation Measures 4.3-1a and 4.3-1b, the General Plan EIR noted that the exact buildout of the General Plan could not be determined and therefore buildout of the General Plan could result in construction-related emissions that could exceed the PCAPCD's significance threshold for NO_X. Therefore, the General Plan EIR concluded that the impact would be significant and unavoidable.

In addition, as discussed under Impact 4.3-2 of the General Plan EIR, buildout of the General Plan would include new development, such as buildings, structure, play areas, roadways, etc., which would result in the generation of criteria pollutants from operational activities within the Town of Loomis. As noted in the General Plan EIR, buildout of the

General Plan would result in a cumulatively considerable net increase in ROG and PM_{10} in excess of the State and federal standards during operation. Thus, despite compliance with General Plan policies and PCAPCD rules and regulations, the General Plan EIR determined that the buildout of the General Plan would result in a potentially significant impact related to such. The General Plan EIR included Mitigation Measure 4-3.2, which would require new development to incorporate PCAPCD recommended mitigation measures to reduce operational emissions. However, even with the implementation of Mitigation Measure 4-3.2, the General Plan EIR determined that effectiveness and feasibility of the measures could not be quantified. Therefore, the General Plan EIR concluded that impacts related to operational criteria pollutants would remain significant and unavoidable.

Construction Emissions

During on-site demolition and the subsequent construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the project is in a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$.

As previously discussed, the General Plan EIR concluded that a significant and unavoidable impact would occur related to construction emissions generated by buildout of the General Plan. For those impacts determined to be significant in a General Plan EIR, CEQA Section 15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the proposed project is consistent with the Town's General Plan land use designation for the project site, criteria pollutant emissions associated with buildout of the site have been anticipated by the Town and analyzed in the General Plan EIR. Because associated impacts were previously determined to be significant and unavoidable, pursuant to CEQA Section 15183, further analysis of issues related to criteria pollutant emissions is not required in this Modified Initial Study.

Therefore, because the proposed project would be consistent with the land use and zoning designations for the project site, development on the project site was included in the General Plan EIR's projections. Additionally, the proposed project would be subject to the General Plan policies and mitigation measures discussed above. Therefore, impacts regarding construction-related emissions of criteria air pollutants and precursors were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

Operational Emissions

As previously discussed, the General Plan EIR concluded that a significant and unavoidable impact would occur related to operational criteria pollutant emissions generated by buildout of the General Plan. For those impacts determined to be significant in a General Plan EIR, CEQA Section 15183 allows for future environmental documents

to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the proposed project is consistent with the Town's General Plan land use designation for the project site, criteria pollutant emissions associated with buildout of the site have been anticipated by the Town and analyzed in the General Plan EIR. Because associated impacts were previously determined to be significant and unavoidable, pursuant to CEQA Section 15183, further analysis of issues related to criteria pollutant emissions is not required in this Modified Initial Study.

Additionally, according to PCAPCD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with single-family residences is 617 units.[5] The proposed project involves the development of 20 single-family residences, which would be below the operational screening criteria for criteria pollutants. Therefore, based on the PCAPCD's screening criteria, the proposed project's operational emissions would not be expected to exceed PCAPCD thresholds of significance.

Based on above and consistent with the PCAPCD screening thresholds, operations of the proposed project would not violate any AAQS or contribute substantially to an existing or projected air quality violation, and impacts related to such were adequately addressed in the Town's General Plan EIR.

Cumulative Emissions

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

To improve air quality and attain the health-based standards, reductions in emissions are necessary within nonattainment areas. The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Placer County and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

The PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS, and thus result in a cumulative impact. As discussed above, the PCAPCD's recommended thresholds of significance for ozone precursors and PM_{10} are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project's ozone precursor and PM_{10} emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans, and would not result in a cumulatively

[5] Placer County Air Pollution Control District. *PCAPCD CEQA Handbook*. December 2017.

considerable contribution to a significant cumulative impact. As a result, the PCACPD established operational phase cumulative-level emissions thresholds identical to the operational thresholds identified above, in Table 1.

As discussed above, based on the proposed project's consistency with the site's General Plan land use designation and PCAPCD's operational screening criteria, the proposed project would not result in construction and operation emissions that exceed the applicable thresholds of significance and, therefore, would result in less-than-significant impacts. As such, the proposed project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment and impacts related to such were adequately addressed in the Town's General Plan EIR.

Conclusion

Because the proposed project would be consistent with the site's General Plan land use designation and would be below the operational screening criteria, the project would not result in construction-related or operational emissions of criteria air pollutants in excess of the PCAPCD's thresholds of significance. Given that the proposed project is consistent with the Town's General Plan land use designation for the project site, criteria pollutant emissions associated with buildout of the site have been anticipated by the Town and analyzed in the General Plan EIR. Therefore, conflicts with or obstruction of implementation of the applicable regional air quality plans would not occur.

Because associated impacts were previously determined to be significant and unavoidable, pursuant to CEQA Section 15183, further analysis of issues related to criteria pollutant emissions is not required in this Modified Initial Study. Additionally, the proposed project would comply with all applicable General Plan Mitigation Measures. Thus, impacts related to emissions of criteria pollutants and consistency with the applicable air quality plans were adequately addressed in the General Plan EIR, and pursuant to CEQA Guidelines Section 15183, the criteria for requiring further CEQA review are not met.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the project site are the single-family residences located approximately 100 feet from the project site's western boundary.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions, toxic air contaminant (TAC) emissions, and criteria pollutant emissions, which are addressed in further detail below.

Localized CO Emissions

As discussed under Impact 4.4-3, buildout of the General Plan would result in an increase in CO emissions due to mobile emissions. However, implementation of applicable General Plan policies AQGHGE-1.1.2, AQGHGE-1.1.3, AQGHGE-1.1.6, and LU-4.1.1, would reduce potential impacts related to localized CO emissions to a less-than-significant level.

In addition, the General Plan EIR determined that the level of traffic on roadways in the Planning Area would not generate a quantity of CO emissions which would substantially contribute to CO hotspots. Therefore, the General Plan EIR concluded that the impact would be less than significant.

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Traffic congestion near a roadway's intersection with vehicles moving slowly or idling could result in localized CO emissions at that intersection due to a vehicle engine's inefficient combustion. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Accordingly, a land use project could result in impacts associated with localized CO concentrations at roadway intersections if the project generates substantial traffic.

The PCAPCD has established screening methodology for localized CO emissions, which are intended to provide a conservative indication of whether project-generated vehicle trips would result in the generation of localized CO emissions that would contribute to an exceedance of AAQS and potentially expose sensitive receptors to substantial CO concentrations. Per the PCAPCD's screening methodology, if the project would result in vehicle operations producing more than 550 lbs/day of CO emissions and if either of the following scenarios are true, the project could result in localized CO emissions that would violate CO standards:

- Degrade the peak hour Level of Service (LOS) on one or more streets or at one or more intersections (both signalized and non-signalized) in the project vicinity from an acceptable LOS (i.e., LOS A, B, C, or D) to an unacceptable LOS (i.e., LOS E or F); or
- Substantially worsen an already existing unacceptable peak hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes an increase in delay at an intersection by 10 seconds or more when project-generated traffic is included.[6]

However, considering that the law has changed with respect to how transportation-related impacts may be addressed under CEQA such that unacceptable LOS is no longer considered a significant impact on the environment under CEQA, this analysis relies on the 550 lbs/day of CO emissions screening criterion only.

As discussed above, the proposed project would be well below the representative size identified by the PCAPCD for a single-family residential development for which operational emissions would exceed the applicable thresholds of significance. Accordingly, operational emissions would be expected to be below the applicable criteria air pollutant thresholds of significance. For the same reasons, the proposed project would not be expected to result in emissions of CO in excess of 550 lbs/day. Thus, according to the PCAPCD's screening methodology for localized CO emissions, the proposed project would not be expected to generate localized CO emissions that would contribute to an exceedance of AAQS or expose sensitive receptors to substantial concentrations of localized CO.

Based on the guidance of the PCAPCD, similar to the conclusions of the General Plan EIR, the proposed project would not be expected to result in substantial levels of localized

[6] Placer County Air Pollution Control District. *CEQA Air Quality Handbook* [pg. 37]. November 21, 2017.

CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

Impact 4.3-3 of the General Plan EIR concluded that buildout of the General Plan could expose sensitive receptors to construction-related TAC emissions as the location and duration of construction associated with General Plan buildout cannot be determined. Additionally, the General Plan EIR noted that buildout of the General Plan could expose sensitive receptors to operational emissions as the potential exists for stationary sources to be built at distances which could expose sensitive receptors to TACs. Therefore, the General Plan EIR concluded that impacts related to construction-related TAC emissions and operational TAC emissions would be potentially significant. Thus, the General Plan included Mitigation Measure 4.3.3a, a revision of General Plan Measure AQGHGE-1.2.1.2, which would require new development to implement CARB's guidance concerning land use compatibility and recommended setback distances, as well as incorporate mitigation strategies recommended by the PCAPCD. Implementation of Mitigation Measure 4.3.3b, a revision of General Plan Measure AQGHGE-1.2.1.4, would require the use of diesel-fueled equipment to incorporate strategies to reduce potential health risk consistent with the PCAPCD. However, even with the implementation of Mitigation Measures 4.3.3a and 4.3.3b, the General Plan EIR concluded that impacts related to the exposure of sensitive receptors to substantial TACs during construction and operation of the General Plan buildout would be significant and unavoidable.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy diesel truck traffic or idling. The proposed project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Residential uses, such as the proposed project, do not typically involve long-term operation of any stationary sources of TACs. Therefore, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions during operations.

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction would be temporary and would occur over a relatively short duration in comparison to the operational lifetime of the proposed project. While methodologies for conducting health risk assessments are associated with long-term exposure periods (e.g., 30 years or greater), construction activities associated with the proposed project would be significantly less. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one

location on the project site. In addition, all construction equipment and operation thereof would be regulated by the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of Best Available Control Technologies. Thus, on-site emissions of PM would be reduced, which would result in a proportional reduction in DPM emissions and exposure of nearby residences to DPM. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, including Rule 501 related to General Permit Requirements.

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptors, the limited duration of construction activities, and compliance with regulations, the likelihood that any one nearby sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. Thus, the proposed project would not expose nearby sensitive receptors to substantial concentrations of TACs associated with construction emissions.

Criteria Pollutants

Exposure to criteria pollutants can result in adverse health effects. The applicable AAQS are health-based standards designed to ensure safe levels of criteria pollutants that avoid specific adverse health effects. Because the SVAB is designated as nonattainment for State and federal eight-hour ozone and State PM_{10} standards, the PCAPCD, along with other air districts in the SVAB region, has adopted federal and State attainment plans to demonstrate progress towards attainment of the AAQS. Full implementation of the attainment plans would ensure that the AAQS are attained and sensitive receptors within the SVAB are not exposed to excess concentrations of criteria pollutants. The PCAPCD's thresholds of significance were established with consideration given to the health-based air quality standards established by the AAQS, and are designed to aid the district in implementing the applicable attainment plans to achieve attainment of the AAQS.[7] Thus, if a project's criteria pollutant emissions exceed the PCAPCD's mass emission thresholds of significance, a project would be considered to conflict with or obstruct implementation of the PCAPCD's air quality planning efforts, thereby delaying attainment of the AAQS. Because the AAQSs are representative of safe levels that avoid specific adverse health effects, a project's hinderance of attainment of the AAQS could be considered to contribute towards regional health effects associated with the existing nonattainment status of ozone and PM_{10} standards. However, ascertaining cancer risk, or similar measurements of health effects from air pollutants, is very difficult for regional pollutants such as the ozone precursors ROG and NO_X, as there might be scientific limitations on an agency's ability to make the connection between air pollutant emissions and public health consequences in a credible fashion, given limitations in technical methodologies. For example, ozone concentrations depend upon various complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground level ozone concentrations related to the NAAQS and CAAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

As discussed previously under Impact 4.3-1 and Impact 4.3-2 of the General Plan EIR, even with implementation of the applicable General Plan policies and Mitigation Measures

[7] Placer County Air Pollution Control District. *CEQA Air Quality Handbook* [pg. 20]. November 21, 2017.

4.3-1a, 4.3-1b, and 4.3-2, construction and operational emissions associated with buildout of the General Plan would result in significant and unavoidable impacts. Nonetheless, the proposed project is below the PCAPCD's operational screening criteria and is consistent with the site's General Plan land use designation. Therefore, emissions associated with construction and operation of the proposed project have been generally anticipated and analyzed in the General Plan EIR.

Conclusion

Based on the above, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO, TACs, or criteria pollutants during construction or operation. Therefore, the proposed project would not result in any peculiar effects, and further CEQA review would not be required.

d. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

As discussed under Impact 4.3-4 of the General Plan EIR, buildout of the General Plan would involve emission sources which would expose sensitive receptors to objectionable odors, and therefore could result in a potentially significant impact. However, the General Plan EIR concluded that with compliance with PCAPCD Rules 205, 217, and 218, General Plan buildout would not result in substantial odors related to construction. Additionally, with implementation of applicable General Plan policies and Mitigation Measure 4.3.4, a revision of General Plan Measure AQGHGE-1.2.1.5, which would require buffering of new commercial and industrial land uses to prevent siting residential uses near odor sources, the General Plan EIR concluded that General Plan buildout would result in a less-than-significant impact related to odors during operation.

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants (WWTPs), landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Diesel fumes from construction equipment and heavy-duty trucks could be found to be objectionable; however, operation of construction equipment would be regulated by PCAPCD rules and regulations, restricted to the hours of 7:00 AM to 7:00 PM Monday through Friday, 8:00 AM to 7:00 PM Saturday, and 9:00 AM to 5:00 PM Sunday and Holidays, pursuant to Loomis Municipal Code Section 13.30.070. All construction equipment and operation thereof would be regulated per the statewide In-Use Off-Road Diesel Vehicle Regulation. In addition, construction is temporary and construction equipment would operate intermittently throughout the course of a day and would likely only occur over portions of the improvement area at a time. For the aforementioned reasons and due to the distance between the project site and the nearest sensitive

receptors, the project would not result in any noticeable objectionable odors associated with construction.

PCAPCD Rule 205, Nuisance, addresses the exposure of "nuisance or annoyance" air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the PCAPCD is required to investigate the identified source, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. While the training components would involve live fire trainings during operation, the infrequent nature of these trainings and PCAPCD permit requirements would reduce the likelihood that the proposed project would result in any odor complaints. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed project, the PCAPCD would be required (per PCAPCD Rule 205) to ensure that such complaints are addressed and mitigated, as necessary. Thus, although not anticipated, if odor complaints are made after the proposed project is approved, the PCAPCD would ensure that such odors are addressed and any potential odor effects reduced to less than significant. Accordingly, substantial objectionable odors would not occur during construction activities or affect a substantial number of people.

Dust

The General Plan EIR does not specifically evaluate the potential for buildout to result in the emission of dust that adversely affects a substantial number of people. However, the General Plan EIR does include PCAPCD Rule 228 as an applicable regulation that would control emissions of fugitive dust. In addition, General Plan EIR Mitigation Measures 4.3-1a and 4.3-1b include measures that would further result in dust control during construction associated with General Plan buildout.

Construction of projects within Placer County are required to comply with all applicable PCAPCD rules and regulations. The aforementioned rules would act to reduce construction-related dust by implementing dust control measures. PCAPCD Rule 228 requires implementation of dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

Based on the above, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people. Furthermore, given that the proposed project is consistent with the site's General Plan land use designation, emissions associated with construction and operation of the proposed project have been generally anticipated and analyzed in the General Plan EIR. Therefore, the proposed project would not result in any peculiar effects, and further CEQA review would not be required for this topic.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	✖
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	✖
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	✖
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	✖
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✖

Discussion

a,f. The following discussion is based primarily on the findings of a Biological Resources Assessment (BRA) prepared for the proposed project by Madrone Ecological Consulting (Madrone) (see Appendix A).[8]

The General Plan EIR concluded that applicable federal, State, regional, and local regulations, together with the policies, implementation measures, and mitigation measures included in the General Plan and General Plan EIR would reduce potential impacts to special-status plant and wildlife species that could result from buildout of the General Plan to a less-than-significant level. Applicable federal and State regulations include, but are not limited to, the Clean Water Act (CWA), Federal Endangered Species Act (FESA), Migratory Bird Treaty Act (MBTA), California Endangered Species Act (CESA), and California Fish and Game Code (CFGC). Local regulations related to biological resources include Policy BIO-1.1.1, which requires the Town to encourage the preservation of vegetation communities that provide habitat for sensitive plant and wildlife species; Policy BIO-1.2.1 related to minimizing impacts to streams and associated riparian habitats; and Policy BIO-1.3.1, which requires preservation of native riparian and aquatic resource areas as open space to the maximum extent feasible. In addition, the General Plan EIR included Mitigation Measure 4.4-1, which would require that project within the planning area identify sensitive plant and wildlife species that may occur on a project site through the preparation of a Biotic Resources Evaluation. The BRA prepared for the

[8] Madrone Ecological Consulting. *Biological Resources Assessment, The Reserve, Town of Loomis, Placer County, California.* September 2025.

project site identifies special-status species that may occur on the project site, consistent with Mitigation Measure 4.4-1 of the General Plan EIR.

Special-status species include those species that are:

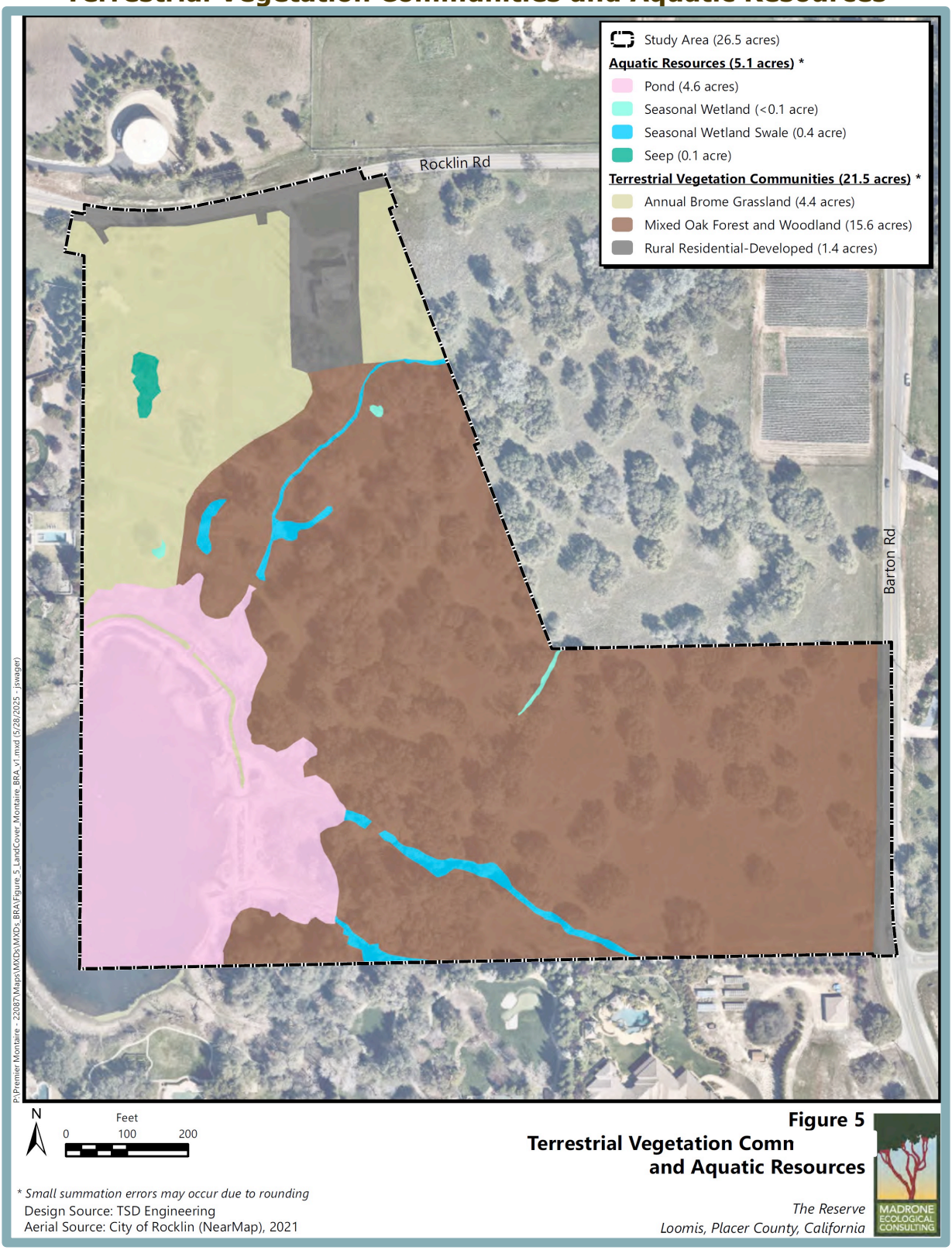
- Listed as endangered or threatened under the FESA (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the CESA (or proposed for listing);
- Designated as endangered or rare, pursuant to CFGC (Section 1901);
- Designated as fully-protected, pursuant to CFGC (Section 3511, Section 4700, or Section 5050);
- Designated as species of special concern by the California Department of Fish and Wildlife (CDFW); or
- Defined as rare or endangered under CEQA (California Rare Plant Rank [CRPR] 1, 2, and 3).

Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the MBTA of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal.

According to the BRA, the project site consists of three terrestrial vegetation communities, which include rural residential developed, annual brome grassland, and mixed oak forest and woodland (see Figure 8) The on-site rural residential developed land includes one single-family residence and portions of Rocklin Road and Barton Road which comprise and total area of 1.4 acres. The on-site annual brome grassland is comprised of non-native ruderal species, including soft chess (*Bromus hordeaceus*), ripgut grass (*Bromus diandrus*), yellow star-thistle (*Centaurea solstitialis*), bristly dogtail grass (*Cynosurus echinatus*), Bermuda grass (*Cynodon dactylon*), prickly lettuce (*Lactuca serriola*), winter vetch (*Vicia villosa*), smooth cat's-ear (*Hypochaeris glabra*), (*Erodium botrys*), elegant clarkia (*Clarkia unguiculata*), hairy hawkbit (*Leontodon saxatilis*), slender wild oat (*Avena barbata*), ryegrass (*Festuca perennis*), rose clover (*Trifolium hirtum*), and goose grass (*Galium aparine*). The remaining non-aquatic portions of the project site include mixed oak forest and woodland. The overstory of the community is dominated by interior live oak (*Quercus wislizeni*), blue oak (*Quercus douglasii*), and grey pine (*Pinus sabiniana*). A number of shrubs and other perennials occur in the understory, including western poison oak (*Toxicodendron diversilobum*), California coffee berry (*Frangula californica*), Armenian blackberry (*Rubus armeniacus*), chaparral honeysuckle (*Lonicera interrupta*), and bindweed (*Convolvulus arvensis*). The herbaceous understory is largely similar to the disturbed annual brome grassland described above.

A protocol-level aquatic resources delineation conducted for the proposed project identified 5.06 acres of aquatic resources within the project site (see Table 2). Madrone identified seasonal wetlands, seasonal wetland swales, seep, and pond habitats within the project site. Plant species commonly observed in seasonal wetlands within the project site include rye grass (*Festuca perennis*), green dock (*Rumex conglomeratus*), iris-leaved rush (*Juncus xiphioides*), Baltic rush (*Juncus balticus*), and Mediterranean barley (*Hordeum marinum*). Dominant plant species within the seasonal wetland swales include rye grass, annual rabbitfoot grass (*Polypogon monspeliensis*), common velvet grass (*Holcus lanatus*), and green dock.

Figure 8
Terrestrial Vegetation Communities and Aquatic Resources



* *Small summation errors may occur due to rounding*
Design Source: TSD Engineering
Aerial Source: City of Rocklin (NearMap), 2021

Other species commonly observed in these features within the project site include western goldenrod (*Euthamia occidentalis*), tall nutsedge (*Cyperus eragrostis*), cattail (Typha sp.), Italian thistle (*Carduus pycnocephalus*), and Armenian blackberry.

Dominant plant species in the seep within the project site includes a Goodding's black willow (*Salix gooddingii*), iris-leaved rush, Baltic rush, common velvet grass, and Armenian blackberry. Wetlands adjacent to the pond were differentiated from seasonal wetlands and seasonal wetland swales that drain directly into the pond. Such wetlands include willows (Salix spp.), Fremont cottonwood (*Populus fremontii*), soft rush (*Juncus effusus*), swamp prickle grass (*Crypsis schoenoides*), rabbitfoot grass, water primrose (*Ludwigia peploides*), northern water plantain (*Alisma triviale*), brome fescue (*Festuca bromoides*), tall nutsedge, willow herb (*Epilobium densiflorum*), slender willow herb (*Epilobium ciliatum*), western goldenrod, cattail, and Armenian blackberry. Seasonally, the open water portion of the pond is covered with mosquito fern (*Azolla filiculoides*) and duckweed (*Lemna sp.*).

Table 2
Aquatic Resources Mapped Within the Project Site

Aquatic Resource Type	Acreage
Seasonal Wetland	0.03
Seasonal Wetland Swale	0.35
Seep	0.08
Subtotal	0.46
Pond	4.60
Total	**5.06**

Source: Madrone Ecological Consulting, May 2025. (see Appendix A)

In order to ascertain the potential for any special-status species to occur on the project site, a records search review of special-status species within the vicinity of the project site was conducted as part of the BRA. Madrone also conducted field surveys of the project site on August 23, and October 7, 2022, May 2, and June 27, 2023, March 18, 2025. The potential for special-status species to occur on the project site is discussed in further detail below.

Special-Status Plants

Special-status plants generally occur in relatively undisturbed areas within vegetation communities such as vernal pools, marshes and swamps, chenopod scrub, seasonal wetlands, riparian scrub, chaparral, alkali playa, dunes, and areas with unusual soil characteristics. The General Plan determined that eight special-status plants have the potential to occur in the Town of Loomis. The species include big-scale balsamroot, legenere, red bluff dwarf bush, Ahart's dwarf bush, dwarf downingia, red hills soaproot, Sanford's arrowhead, and Brazillian watermeal. As discussed under Impact 4.4-1 of the General Plan EIR, site disturbance associated with buildout of the General Plan could result in direct removal of special-status plant species. Additionally, the General Plan EIR determined existing special-status plant species habitat could be degraded by habitat fragmentation and alteration.

The General Plan EIR concluded that compliance with General Plan Policy BIO-1.1.1, as well as Mitigation Measure 4.4-1 would require appropriate information gathering regarding potentially affected special-status species and effective mitigation in the context

of proposed development projects. Thus, the General Plan EIR concluded that impacts to special-status plant species would be less than significant.

A Special-Status Plant Survey Report (SSPSR) was prepared for the proposed project in July 2023, following the field surveys conducted on May 2, and June 27, 2023. The results of the SSPRS were incorporated into the BRA prepared for the proposed project. The SSPRS identified nine special-status plant species with the potential to occur within the project site, including the following: big-scale balsamroot; dwarf downingia; Boggs Lake hedge-hyssop; woolly rose-mallow; Ahart's dwarf rush; legenere; pincushion navarretia; Sanford's arrowhead; and common viburnum. However, while the project site presents suitable or marginally suitable habitat for a number of special-status plant species, special-status plant species were not observed during the 2023 protocol-level special status plant surveys of the project site. Therefore, the BRA concluded that impacts to special-status plant species are not anticipated for the proposed project.

Based on the above, special-status plant species are not anticipated to occur within the project site, and the proposed project would not be anticipated to result in impacts to special-status plant species.

Special-Status Wildlife

The General Plan identified 36 special-status wildlife species with the potential to occur in habitat within the planning area, including special-status invertebrates, fish species, reptiles, amphibians, bird species, and mammals. Such species include, but are not limited to, the vernal pool fairy shrimp, vernal pool tadpole shrimp, valley elderberry longhorn beetle (VELB), Chinook salmon, Central Valley steelhead, western spadefoot, California red-legged frog, northwestern pond turtle, tricolored blackbird, burrowing owl, loggerhead shrike, northern harrier, Swainson's hawk, white-tailed kite, song sparrow, pallid bat, and American badger. It should be noted that since the General Plan EIR was prepared, the status of burrowing owl has changed from a California State Species of Concern to a candidate for listing under the CESA, which affords the same protection as an endangered or threatened species under CESA. Under Impact 4.4-1, the General Plan EIR concluded that potential impacts to special-status wildlife species would be less than significant with implementation of all applicable General Plan policies and compliance with existing State and federal regulations, as well as implementation of General Plan EIR Mitigation Measure 4.4-1.

According to the CNDDB results summarized within Table 1 of the BRA, 53 special-status wildlife species have previously been documented within the region. Of the 53 special-status wildlife species, the BRA concluded that 36 of the species would not have the potential to occur on-site due to the lack of suitable habitat. For example, due to the nature of the on-site aquatic habitats, potential impacts as a result of the proposed project would not occur to special-status fish species, vernal pool tadpole shrimp, osprey, or American white pelican. In addition, the project site lacks prominent rock features and cliffs necessary to support black swift, prairie falcon, Townsend's big-eared bat, or spotted bat. The project site also does not contain the habitat necessary for the VELB. Furthermore, according to the BRA, the project site lacks the necessary riparian and marsh habitat to support yellow-breasted chat, California black rail, and yellow-headed blackbird, as well as lacking suitable habitat to support purple martin or bank swallow. Nonetheless, the BRA determined that habitat for roosting bats, migratory birds and raptors, Crotch's bumble bee, vernal pool fairy shrimp, monarch butterfly, western spadefoot, and northwestern pond turtle is present within the project site. However, potential impacts to migratory birds

and raptors, vernal pool fairy shrimp, western spadefoot, and northwestern pond turtle were previously addressed in the General Plan ER and were determined to be less than significant with implementation of all applicable General Plan policies and compliance with existing State and federal regulations as well as implementation of General Plan Mitigation Measure 4.4-1. Thus, the following analysis is focused on potential impacts to additional special-status wildlife species beyond those identified in the General Plan EIR, which include Crotch's bumble bee, monarch butterfly, and roosting bats, as discussed in further detail below.

Crotch's Bumblebee

Crotch's bumble bee is not federally listed but is a candidate for listing under CESA. Crotch's bumble bee has a limited distribution in southwestern North America, occurring primarily in California, including the Mediterranean region, Pacific Coast, West Desert, Great Valley, and adjacent foothills through most of southwestern California. Crotch's bumble bee inhabits open grassland and scrub habitats and is known to visit a wide variety of flowering plants. Plant families most commonly associated with Crotch's bumble bee include Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae. Crotch's bumble bee nests underground, often in abandoned rodent dens, and may overwinter in soft, disturbed soils or under leaf litter or other debris. Crotch's bumble bee has not been documented by CNDDB occurrences within five miles of the project site. However, the annual brome grasslands within the project site present marginally suitable habitat for Crotch's bumble bee.

Given that the species has the potential to occur on-site, the proposed project has the potential to result in impacts to the species if Crotch's bumble bee is present on-site during construction activities. However, compliance with the condition of approval (COA), which, as discussed below, would require implementation of all recommendations included in the BRA prepared for the proposed project, consistent with Mitigation Measure 4.4-1 of the General Plan EIR, and would ensure that impacts to Crotch's bumble bee would not occur as a result of the proposed project.

Monarch Butterfly

The monarch butterfly is proposed for listing as threatened under FESA. The monarch butterfly is a large conspicuous species of butterfly that occurs in North, Central, and South America; Australia; New Zealand; islands of the Pacific and Caribbean. The species can occur in fields, roadside areas, open areas, wet areas or urban gardens and requires flowering plants as a food source and healthy and abundant milkweed (generally Asclepius spp.) for laying eggs on as larval host plants. In California, monarch butterflies both continue to occupy and breed in areas near their overwintering sites throughout the year, as well as disperse over multiple generations to occupy and breed throughout the state in the spring through fall. Migratory monarch butterflies in western North America tend to occur more frequently near water sources such as rivers, creeks, roadside ditches, and irrigated gardens. A query of the Western Monarch Milkweed Database yielded one observation of a foraging adult in 2021 approximately 2.8 miles northeast of the project site, a second observation of a foraging adult in 1965 approximately 2.7 miles southeast of the project site, a third observation of a foraging adult in 2024 approximately 3.4 miles southeast of the project site, and one observation of breeding larvae in 2022 approximately 4.5 miles southwest of the project site. In addition, a query of iNaturalist found four research grade observations of monarch butterfly within 0.8 miles of the project site from 2022 to 2023.

While monarch butterflies were not observed during surveys of the project site, one large patch of narrowleaf milkweed was documented within the project site. The narrow leaf milkweed plants within the project site provide suitable breeding habitat for monarch butterfly eggs and larvae. Additionally, flowering plants within the project site may provide nectar for foraging adults.

Given that the species has the potential to occur, and forage on-site, the proposed project has the potential to result in impacts to the species if the on-site narrow leaf milkweed plants are removed during construction activities. However, compliance with the COA, which, as discussed below, would require implementation of all recommendations included in the BRA prepared for the proposed project, consistent with Mitigation Measure 4.4-1 of the General Plan EIR, and would ensure that impacts to monarch butterfly would not occur as a result of the proposed project.

Roosting Bats

Seven special-status bat species, including pallid bat, western mastiff bat, western red bat, hoary bat, western small-footed myotis, long-eared myotis, and fringed myotis have the potential to occur within the project site. The existing trees and structures within the project site represent suitable roosting habitat for pallid bat, western red bat, hoary bat, western small-footed myotis, long-eared myotis, and fringed myotis. Suitable roosting habitat for western mastiff bat is not present within the project site; however, the project site provides suitable foraging habitat for the species. The aforementioned bat species have not been documented by CNDDB occurrences located within five miles of the project site.

Given that the species have the potential to occur, feed, and forage on-site, the proposed project has the potential to result in impacts to the species if special-status bats are roosting within the on-site trees or buildings during construction activities. However, compliance with the COA, which, as discussed below, would require implementation of all recommendations included in the BRA prepared for the proposed project, consistent with Mitigation Measure 4.4-1 of the General Plan EIR, and would ensure that impacts to roosting bat species would not occur as a result of the proposed project.

General Plan Requirements

Pursuant to General Plan EIR Mitigation Measure 4.4-1, a Biotic Resources Evaluation is required to be prepared by a qualified biologist for any project that may have sensitive plant or wildlife species on-site. In addition, where impacts to special-status plant and wildlife species or their habitat cannot be avoided, the project proponent shall be required to mitigate all adverse effects to special-status species in accordance with guidance from the appropriate State or federal agencies. As discussed above, a BRA was prepared for the proposed project, which includes recommendations to ensure impacts to special-status species do not occur. Thus, in order to ensure that impacts related to special-status species would not occur, consistent with General Plan EIR Mitigation Measure 4.4-1, the Town of Loomis would require the following COA for the proposed project to ensure all recommendations included in the BRA are implemented as part of the proposed project:

> In compliance with General Plan EIR Mitigation Measure 4.4-1, all recommendations included in the September 12, 2025 Biological Resources Assessment prepared by Madrone Ecological Consulting, LLC for the proposed project shall be implemented by the project applicant prior to any ground-disturbing activities. The results of all recommended pre-construction surveys shall be

submitted to the Town of Loomis Planning Department. All recommended avoidance measures shall be noted on project improvement plans, subject to review and approval by the Community Development Director.

Conclusion

Pursuant to CEQA Guidelines Section 15183(f), "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]" The General Plan EIR concluded that applicable federal, State, regional, and local regulations, together with General Plan policies, implementation measures, and General Plan EIR mitigation measures would reduce potential impacts to special-status species that could result from buildout of the General Plan.

Based on the above, impacts to species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the U.S. Fish and Wildlife Service (USFWS), were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects given required compliance with applicable federal, State, regional, and local regulations, together with the policies and implementation measures included in the General Plan, which the General Plan EIR found would substantially mitigate potential environmental effects. The proposed project would not require further CEQA review related to effects on any special-status plant and wildlife species.

b. As discussed under Impact 4.4-2 of the General Plan EIR, compliance with General Plan policies, implementation measures, and General Plan EIR mitigation measures would ensure that General Plan buildout would have a less-than-significant impact related to the loss or modification of riparian habitat. According to the General Plan, riparian communities are common along streams, ponds, and swales within the planning area, most notably along Secret Ravine and Antelope Creek. The project site is located approximately 1.25 miles east of Secret Ravine and 2.50 miles southeast of Antelope Creek and does not include riparian habitat on-site. Therefore, the proposed project would not result in adverse impacts upon sensitive natural communities, and impacts related to having a substantial adverse effect on riparian habitat or sensitive natural communities were adequately addressed in the General Plan EIR. The proposed project would not result in any peculiar effects that would require further CEQA review related to effects on any riparian habitat other sensitive natural communities.

c. The USACE regulates the filling or grading of waters of the U.S. under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by "ordinary high-water marks" on opposing channel banks. All activities that involve the discharge of dredge or fill material into waters of the U.S. are subject to the permit requirements of the USACE. In addition, under the Porter-Cologne Water Quality Control Act of 1969, the State Water Resources Control Board (SWRCB) has regulatory authority to protect the water quality of all surface water and groundwater in the State of California ("waters of the State"). Nine Regional Water Quality Control Boards (RWQCBs) oversee water quality at the local and regional level. The RWQCB for a given region regulates discharges of fill or pollutants into waters of the State through the issuance of various permits and orders. Discharges into waters of the State that are also waters of the

U.S. require a Section 401 Water Quality Certification from the RWQCB as a prerequisite to obtaining certain federal permits, such as a Section 404 Clean Water Act permit. Discharges into all waters of the State, even those that are not also waters of the U.S., require Waste Discharge Requirements (WDRs), or waivers of WDRs, from the RWQCB.

As discussed under Impact 4.4-3 of the General Plan EIR, buildout of the General Plan could potentially result in the dredge, fill, or hydrologic interruption of State or federally protected aquatic resources within the Town of Loomis. However, implementation of the applicable General Plan Policy BIO-1.3.1 and Implementation Measures BIO-1.3.1.1 to 1.3.1.4, in concordance with existing federal and State protections for aquatic resources would ensure that General Plan buildout would have a less-than-significant impact related to the loss or modification of jurisdictional waters of the U.S. and wetlands.

According to the BRA, approximately 5.06 acres of aquatic resources are present within the project site, including 0.03 acres of seasonal wetland, 0.35 acres of seasonal wetland swale, 0.08 acres seep, and 4.6 acres of pond (see Table 2 above). Development of the proposed project would result in direct impacts to 0.38 acres of aquatic resources, including 0.03 aces of seasonal wetland, 0.27 acres seasonal wetland swale, and 0.08 acres of seep. The remaining 4.68 acres of aquatic resources would be avoided and incorporated into the proposed open space areas (see Figure 9).

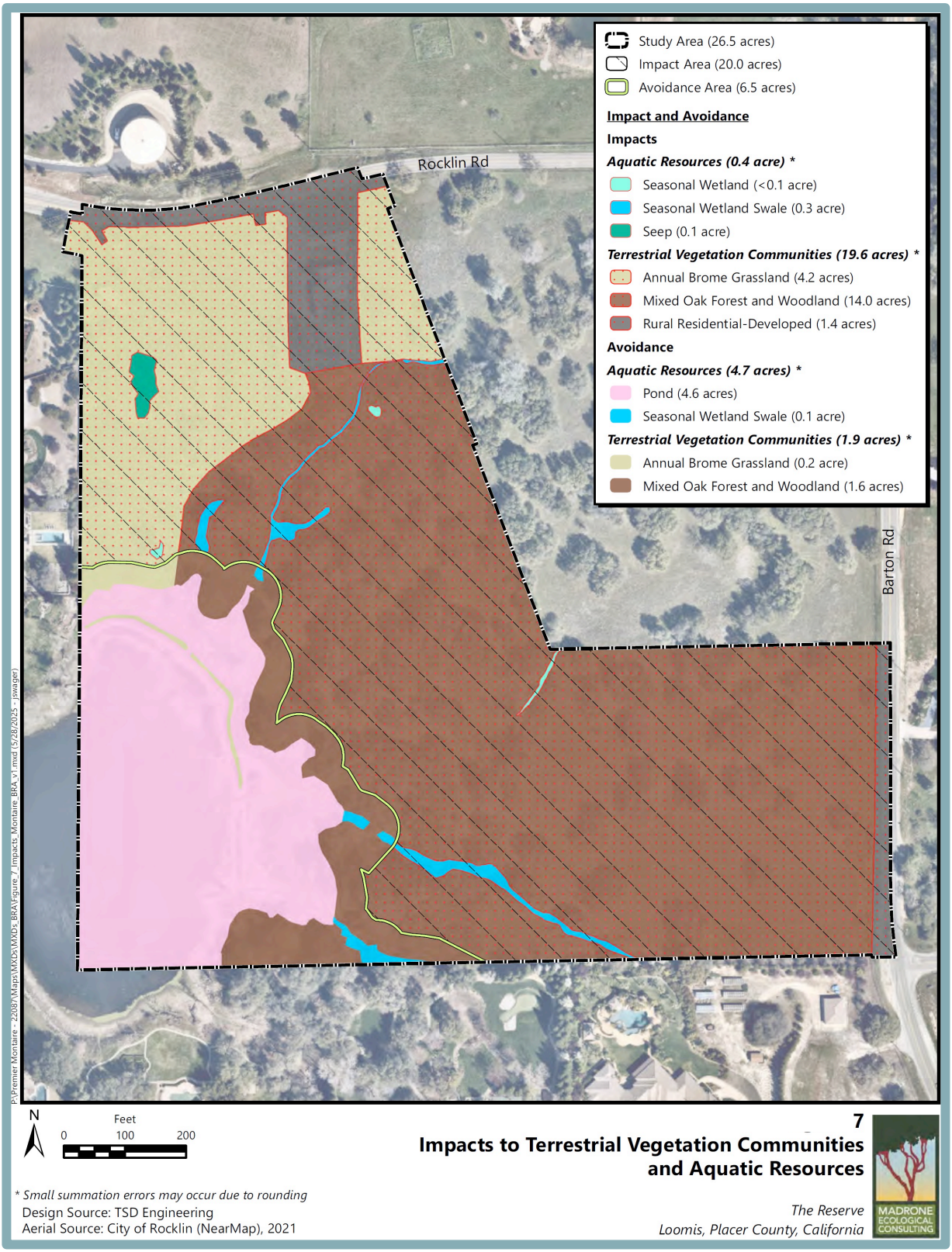
Given that the proposed project would directly impact 0.38 acres of aquatic resources, the proposed project has the potential to result in impacts to jurisdictional waters of the U.S. and wetlands. However, compliance with the COA, which, as discussed below, would require implementation of all recommendations included in the BRA prepared for the proposed project, consistent with Implementation Measure BIO-1.3.1.1 of the General Plan EIR, and would ensure that impacts to State or federally protected wetlands would not occur as a result of the proposed project.

General Plan Requirements

Pursuant to General Plan Implementation Measure BIO-1.3.1.1, the environmental review for development proposed on sites with aquatic resources shall include the preparation of an aquatic resources delineation and the formulation of appropriate mitigation measures to address project-related impacts to regulated aquatic resources. The BRA prepared for the proposed project included an aquatic resources delineation, and recommendations were identified by Madrone to ensure that impacts related to State or federally protected wetlands would not occur, consistent with General Plan Implementation Measure BIO-1.3.1.1. The Town of Loomis would require the following COA for the proposed project to ensure all recommendations included in the BRA are implemented as part of the proposed project:

> In compliance with General Plan Implementation Measure BIO-1.3.1.1, all recommendations included in the September 12, 2025 Biological Resources Assessment prepared by Madrone Ecological Consulting, LLC for the proposed project shall be implemented by the project applicant prior to any ground-disturbing activities. The project applicant shall apply for all applicable State and federal permits. Proof of compliance with such permits shall be submitted to the Town of Loomis Planning Department.

Figure 9
Impacts to Terrestrial Vegetation Communities and Aquatic Resources



* *Small summation errors may occur due to rounding*
Design Source: TSD Engineering
Aerial Source: City of Rocklin (NearMap), 2021

Conclusion

Pursuant to CEQA Guidelines Section 15183(f), "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]" The General Plan EIR concluded that applicable federal, State, regional, and local regulations, together with General Plan policies, implementation measures and General Plan EIR mitigation measures would reduce potential impacts to State and federally protected aquatic resources that could result from buildout of the General Plan.

Based on the above, impacts to State or federally protected aquatic resources within the Town of Loomis, were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects given required compliance with applicable federal, State, regional, and local regulations, together with the policies and implementation measures included in the General Plan, which the General Plan EIR found would substantially mitigate potential environmental effects. The proposed project would not require further CEQA review related to effects on any State or federally protected aquatic resources or wetlands.

d. Under Impact 4.4-4, the General Plan EIR determined that existing riparian corridors within the Town of Loomis represent potential wildlife movement corridors. However, as previously discussed, the project site is located approximately 1.25 miles from the Secret Ravine and riparian habitat is not present on-site. In addition, the project site is surrounded by existing rural residential development to the north, south, east, and west, which would provide a significant barrier to dispersal of native wildlife travelling to and from the site. Most current animal movements on the project site would likely be local movements within the site and its immediate vicinity rather than regional movements. Additionally, given that the proposed project is consistent with the Town's General Plan land use designation for the project site, impacts related to migratory corridors associated with buildout of the site have been anticipated by the Town.

   Based on the above, impacts related to interfering substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

e. As discussed under Impact 4.4-5 of the General Plan EIR, compliance with the General Plan policies, implementation measures, and mitigation measures, and the existing Town of Loomis Tree Conservation Ordinance would ensure that General Plan buildout would not conflict with any existing policies or ordinances protecting biological resources, and no impact would occur.

   Chapter 13.54 of the Town's Municipal Code establishes guidelines for tree management and preservation within the Town. Pursuant to Section 13.54.030, a protected tree includes the following:

- Any native oak tree with a trunk at least six inches in diameter as measured at breast height (DBH) for Interior Live Oak, Valley Oak, and Oracle Oak and four inches DBH for Blue Oak;
- Any oak tree with multiple trunks that have an aggregate DBH of at least 10 inches;
- Any tree identified as a heritage tree by the Town's Council;
- Any trees preserved or replanted pursuant to Section 13.54.090, except for exempt trees and those classified as invasive species by the California Invasive Pest Council, Cal-IPC (cal.ipc.org) and non-native trees listed as not to be planted on Town-owned property in the Master Tree List.

When circumstances do not allow for retention of trees, permits are required to remove Town trees or private protected trees that are within the Town's jurisdiction. In addition, Municipal Code Section 13.54.070, states that it shall be unlawful to perform any act within the critical root zone of a protected tree or that interferes with or results in the unnatural death of a protected tree without a tree permit. The Tree Permit application requires a statement detailing the purpose of the proposed work, the location, size, and species of the trees affected, and a written evaluation of health and status of affected trees.

According to the Preliminary Arborist Report and Tree Inventory prepared by California Tree and Landscaping Consulting Inc. (CalTLC) for the proposed project, the project site supports 496 trees, of which 492 are considered protected trees.[9] As discussed in the BRA, of the 492 on-site protected trees, 297 were rated as dying or unhealthy, and would not require mitigation under the Town of Loomis Tree Ordinance. Of the remaining 195 on-site protected trees, 103 trees with a combined DBH of 2,262 inches would be removed or impacted by activities within their critical root zones as part of the proposed project. To mitigate the loss of protected trees the project applicant would be required to obtain a Tree Permit from the Town of Loomis prior to approval of improvement plans. In addition, the proposed project would be subject to all applicable General Plan policies, implementation measures, and General Plan EIR mitigation measures, which would ensure that impacts related to conflicting with any existing policies or ordinances protecting biological resources do not occur. Furthermore, the BRA prepared for the proposed project includes recommendations to ensure impacts related to conflicting with the Town of Loomis Tree Conservation Ordinance do not occur. As discussed above, the Town of Loomis would require a COA for the proposed project to ensure all recommendations included in the BRA are implemented as part of the proposed project, consistent with General Plan Implementation Measures BIO-1.4.1.1 and BIO-1.4.1.2. Therefore, impacts related to conflicting with local policies or ordinances protecting biological resources were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

[9] California Tree and Landscape Consulting, Inc. *Preliminary Arborist Report and Tree Inventory.* September 7, 2022.

V. CULTURAL RESOURCES. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✖
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	☐	✖
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	☐	✖

Discussion

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

According to the General Plan EIR, the Town's Planning Area contains 34 known historic resources recognized at the federal, State, and local level. Many known historic resources are located in the downtown core, the oldest portion of the Town. While the General Plan does not directly propose any adverse changes to any historic or archaeological resources, future development allowed under the General Plan could affect known historical and archaeological resources or unknown historical and archaeological resources which have not yet been identified.

The General Plan EIR determined that compliance with the General Plan policies along with implementation measures, General Plan EIR mitigation measures, and existing Town requirements to protect and preserve historic and archaeological resources set forth in the Municipal Code would reduce the significance of impacts to historic and archaeological resources. However, because feasible mitigation to guarantee that the loss, damage, or destruction of historically significant resources and archaeological resources (including human remains) does not exist, the General Plan EIR concluded that buildout of the General Plan would result in a significant and unavoidable impact related to both historical and archaeological resources.

A project-specific Cultural Resources Investigation was conducted by Natural Investigations Company for the proposed project.[10] At the request of Natural Investigations Company, the California Historical Resources Information Center (CHRIS) completed a records search for the project site and vicinity. The CHRIS records search found that 16 previously recorded prehistoric or historic archaeological resources, or historic buildings or structures, exist within a 0.5-mile radius of the project area. However, the Cultural Resources Investigation determined that the 16 identified previously recorded resources are not located within the project site. The Cultural Resources Investigation also included a Sacred Land Files (SLF) search from the Native American Heritage Commission

[10] Natural Investigations Company. *Cultural Resources Investigations for the 5280 Rocklin Road Premier Homes, Placer County, California.* April 2024

(NAHC). The SLF returned negative results, indicating that known sensitive cultural resources are not present within the project site or vicinity.

In addition to the CHRIS and SLF records search, the Cultural Resources Investigation included a pedestrian survey of the project site. The results of the pedestrian survey included one newly identified historic site, NIC-2024-Rocklin Road-01, within the project site boundaries. However, the Cultural Resources Investigation determined that resource NIC-2024-Rocklin Road-01 lacks association with any significant events or individuals in local, regional, or national history and is not likely to yield historically important information. In addition, resource NIC-2024-Rocklin Road-01 does not reflect distinctive characteristics of a type, period, region, or method of construction, and does not typify a particular era or category and lacks distinctive features. Therefore, according to the Cultural Resources Investigation, NIC-2024-Rocklin Road-01 does not meet the necessary criteria and is not eligible for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). Furthermore, the Cultural Resources Investigation determined that resource NIC-2024-Rocklin Road-01 is not considered a significant resource as defined under CEQA PRC Section 21083.2(g) and does not constitute as a historic property as defined under National Historic Preservation Act (NHPA) Section 300308.

The project site is currently developed with a modern-era, two-story single-family residence with an attached two-car garage and metal Quonset hut, located in the northern portion of the project site. According to the Cultural Resources Investigation, the existing on-site structures are ubiquitous throughout the region for construction techniques and materials. Based on review of historic aerials of the project site, the Cultural Resources Investigation determined that the existing single-family residence and garage were constructed between 1984 and 1993. Because the single-family residence and attached two-car garage are less than 50 years old, the existing on-site structures do not qualify for eligibility for the NRHP or CRHR. An approximate age for the metal Quonset hut could not be determined. However, the Cultural Resources Investigation failed to identify any significant associations between the existing on-site structures and historical events or lives of significant people in the past, and, thus, the metal Quonset hut, single-family residence, and attached two-car garage were determined to not be eligible for listing as a historic resource under any NRHP or CRHR criteria. The remainder of the project area is mostly undeveloped, lightly forested land and is underlaid by Andregg series soils, which do not favor the preservation of buried cultural resources. Therefore, according to the Cultural Resources Investigation, the potential of finding undocumented cultural resources within the project site is relatively low.

In the event that previously unknown historical or archaeological resources are discovered during construction or grading activities, the project would be required to comply with all applicable General Plan policies and implementation measures, including, but not limited to, General Plan Policy H-1.1.1, which directs the Town to encourage the maintenance and preservation of significant cultural resources; Implementation Measures H-1.1.1.2a through H-1.1.1.2c, which outline procedures for projects that could adversely affect previously unknown buried cultural resources; and policies related to the Town's role in preserving historical resources (Policy H-1.1.2, H-1.1.3, and H-1.2.1). Implementation of all applicable General Plan policies would avoid potential impacts to significant cultural resources whenever possible and to conduct mitigation if impacts are unavoidable. In addition, the proposed project would be required to adhere to California Health and Safety

Code Section 7050.5 and Section 7052 of California PRC Section 5097 if human remains are uncovered during ground-disturbing activities.

As previously discussed, pursuant to CEQA Guidelines Section 15183(f), "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]" In the case of the proposed project, compliance with the Town's General Plan policies, implementation measures, and mitigation measures, as well as California Health and Safety Code Section 7050.5 and Section 7052 of California PRC Section 5097, would substantially mitigate potential project impacts to cultural resources.

Based on the above, impacts related to causing a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturbing human remains, including those interred outside of formal cemeteries, were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

VI. ENERGY. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖

Discussion

a,b. New development that would occur within the Town is assessed to determine if PG&E can accommodate the energy needs of the project. In addition, implementation of policies and implementation measures included in the General Plan would reduce energy use for new development and encourage energy conservation. The policies would also ensure that new development projects use design features, building materials, and building practices that would increase energy efficiency. Thus, the General Plan EIR concluded that a less-than-significant impact would occur related to wasteful, inefficient, or unnecessary energy consumption with the implementation of General Plan policies and implementation measures, as well as potential conflicts with or obstructing a State or local energy plan.

A description of the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2023.[11] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen Code standards regulate the method of use, properties, performance, types of materials used in construction, alteration, repair, improvement, and rehabilitation of a structure or improvement to a property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;

[11] California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar photovoltaic (PV) systems and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards, and went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently.

Construction Energy Use

Construction of the proposed project would involve increased energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated by the CARB's In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to

energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, PG&E would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by residents.

The proposed project would be subject to all relevant provisions of the CBSC, including the Building Energy Efficiency Standards and CALGreen Code. Adherence to the CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high-performance attics and walls, and high-efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy sources to 60 percent of total procurement by 2030.

The General Plan also includes policies such as PSF-1.1.6 (Project Design) and LU-4.1.1 (automobile transportation), which would require projects to consider energy conservation in the project design and be designed to minimize the need to use automobiles for transportation. In addition, General Plan Policies AQGHGE-1.3.1 (electricity), AQGHGE-1.3.2 (renewable energy), and AQGHGE-1.3.3 (energy efficiency), would support energy efficiency incentive programs and the distribution of renewable and low greenhouse gas (GHG) emissions sources of electricity, and encourage energy efficiency measures and increased availability, storage, and use of renewable energy in the Town of Loomis.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS/MND, the project site is not anticipated to substantially increase vehicle miles traveled (VMT). Furthermore, residents would have access to public transportation options, including local bus stops and Dial A Ride services. Transit would provide access to several grocery stores, restaurants, and businesses within close proximity to the project site. The site's access to public transit would reduce VMT and, consequently, fuel consumption associated with the future single-family residences.

Based on the above, compliance with the State's latest Energy Efficiency Standards and local regulations would ensure that the proposed project would implement all necessary energy efficiency regulations and would contribute to the efficient use of energy resources.

Conclusion

Based on the above, the proposed project would involve energy use associated with construction activities and operations. Given that the proposed project would be consistent with the site's General Plan land use designation, buildout of the project site and associated energy demands have been anticipated by the Town and analyzed in the General Plan EIR. Furthermore, the project would comply with applicable General Plan policies, as well as other State energy standards, which would ensure that construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Based on the above, impacts related to energy use were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review for this topic.

VII. GEOLOGY AND SOILS. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖
ii. Strong seismic ground shaking?	☐	☐	✖
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖
iv. Landslides?	☐	☐	✖
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	✖
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	✖
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	✖

Discussion

The following discussion is based on the findings of a Geotechnical Engineering Study (Geotechnical Study) prepared for the proposed project by Youngdahl Consulting Group, Inc. (Youngdahl) (see Appendix B).[12]

ai-aii. The General Plan EIR identifies the Town as being located in an area with relatively low seismic activity. As discussed on page 4.7-7 of the General Plan EIR, the Town of Loomis does not include any Alquist-Priolo Earthquake Fault Zones and is not located in the immediate vicinity of an active fault. The closest fault to the project site is the Cleveland Hill fault, which is located approximately 46.1 miles to the northwest. Thus, the potential for fault rupture risk at the project site is relatively low.

While the General Plan EIR identified low seismic activity within the region, pursuant to Section 11.04.010 of the Municipal Code, the Town of Loomis has adopted the most recent version of the CBSC. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage, but with some non-structural damage; and 3) resist major earthquakes without collapse, but with some structural, as well as non-structural, damage. Although conformance with the CBSC does not guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake, conformance

[12] Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study for Premier Montaire.* September 6, 2022.

with the CBSC can reasonably be assumed to ensure that structures would be survivable, allowing occupants to safely evacuate in the event of a major earthquake. In addition, General Plan Policy PHS-1.1.2 requires an engineering analysis for new development proposals in areas with possible soil instability, flooding, or seismic hazards, and requires new development to include project features that minimize such risks. Requirements specific to liquefaction hazards can be mitigated through adherence to the soil and foundation support parameters in Chapters 16 and 18 of the CBSC and the grading requirements in Chapters 18, 33, and the appendix to Chapter 33 of the CBSC.

The General Plan EIR concluded that compliance with applicable General Plan policies and implementation measures, and the CBSC, would ensure impacts related to seismic ground shaking would be less than significant. The proposed project would be subject to the CBSC requirements. In addition, because the proposed project would be consistent with the site's General Plan land use designation, potential ground shaking hazards associated with buildout of the project site have been anticipated by the Town. Overall, impacts related to seismic rupture of a known earthquake fault or strong seismic ground shaking were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

aiii,aiv,
c. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. Additionally, loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence or settlement.

The General Plan EIR determined that liquefaction Seismic Hazard Zones delineated by the California Geological Survey (CGS) do not exist within the planning area. Given that the potential for strong seismic ground shaking is low and because the planning area is composed of solid, Jurassic-age bedrock, the General Plan EIR determined that buildout of the General Plan would result in no impact related liquefaction, and the issue was not addressed further. In addition, according to the Geotechnical Study, due to the absence of a permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to rock, the potential for liquefaction occurring on-site is low. The nearest known liquefaction zone is located approximately 52.1 miles southwest of the project site.

Furthermore, the CBSC, as adopted by Section 11.04.010 of the Municipal Code, provides standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, which would further reduce the potential for seismic-related ground failure, including liquefaction. Requirements specific to liquefaction hazards can be mitigated through adherence to the soil and foundation support parameters in Chapters 16 and 18 of the CBSC and the grading requirements in Chapters 18, 33, and the appendix to Chapter 33

of the CBSC. Compliance with the aforementioned uniformly applicable development regulations would ensure that the potential for risks related to liquefaction would be less than significant.

The proposed project would be required to comply with the CBSC as established by Section 11.04.010 of the Municipal Code. Given that the proposed project would be consistent with the project site's General Plan land use designation, the risks from liquefaction have been previously analyzed in the General Plan EIR. The EIR concluded that no impact would occur related to seismically induced ground shaking and secondary effects, including liquefaction.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. As discussed in the General Plan EIR, landslide Seismic Hazard Zones delineated by the California Geologic Survey are not present within the Planning Area. Although some slopes located west of Antelope Creek and in the southern portion of the Planning Area exceed 45 percent, the underlying geology in the area is generally comprised of solid geologic foundation materials which are not highly susceptible to landslides. In addition, the majority of the planning area is relatively flat or gentle sloping and is not susceptible to landslides. As such, the General Plan EIR determined that impacts related to landslides would not occur as a result of General Plan buildout. According to the Geotechnical Study, the on-site slopes do not demonstrate indications of slope instability, such as tension cracks, slump blocks, seeps, or springs. In addition, the on-site slopes have adequate vegetation and appropriate drainage away from the slope faces. Thus, impacts related to landslides would be less than significant.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain any open faces that would be considered susceptible to lateral spreading. In addition, as noted above, the site is not anticipated to be subject to liquefaction hazards. Therefore, the potential for lateral spreading to pose a risk to the proposed development is low.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years, and is a common consequence of liquefaction. As discussed above, on-site soils are not anticipated to be subject to substantial liquefaction risks. Because the site presents low potential for liquefaction, the potential for seismically induced settlement to occur at the project site is also considered to be low. In addition, the General Plan EIR determined that no impact would occur related to liquefaction (and associated effects, such as subsidence/settlement). The proposed project would be required to comply with all applicable policies, regulations, and standards set forth by the State and the Town of Loomis. Therefore, impacts related to subsidence/settlement would be less than significant.

Conclusion

Based on the above, impacts related to substantial risks related to liquefaction, landslides, lateral spreading, and subsidence/settlement were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

b. During construction activities, topsoil would be exposed following site grading and prior to constructing building foundations. As a result, the potential for topsoil erosion would exist. Following project development, exposed soils would be covered with impervious surfaces or landscaping and, thus, the potential for erosion to occur would not exist long-term.

Issues related to erosion and degradation of water quality during construction are discussed in Section X, Hydrology and Water Quality, of this Modified Initial Study, under question 'a.' As noted therein, the Town's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires any project that would disturb more than one acre of land to prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Additionally, in accordance with Municipal Code Section 12.04.600, Town of Loomis staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and retain sediment on the project site during project construction. The erosion control measures included in both the SWPPP and the Erosion and Sediment Control Plan would ensure that the proposed project would not result in substantial erosion or the loss of topsoil.

The General Plan EIR concluded that, with implementation of all required regulations, including preparation of an Erosion and Sediment Control Plan and a SWPPP, impacts related to soil erosion and loss of topsoil would be less than significant. The proposed project would be required to prepare and implement both an Erosion and Sediment Control Plan and a SWPPP. Therefore, impacts related to soil erosion or loss of topsoil were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

d. Expansive soils can undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. Expansive soils can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundation. Building damage due to volume changes associated with expansive soil can be reduced by a variety of solutions. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Exposed soils must be kept moist prior to placement of concrete for foundation construction.

As discussed under Impact 4.7-3 of the General Plan EIR, the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey data indicate that the majority of soils within the Planning Area have a low expansion potential. However, frequently flooded Xerofluvent soils located along Antelope Creek and Boardman Canal have moderate expansion potential. The General Plan EIR determined

that General Plan Policy PHS-1.1.2 would require new development proposals to include a site-specific engineering analysis and include features to reduce geologic hazards associated with expansive soils. In addition, building plans would be reviewed to ensure that structures would be consistent with the practices and standards contained in the CBSC. Therefore, the General Plan EIR determined that through compliance with the applicable General Plan policies and implementation measures, impacts associated with buildout of the General Plan related to being located on expansive soil, creating substantial direct or indirect risks to life or property would be reduced to a less than significant level.

The General Plan EIR includes policies related to soil hazards, including Policy PHS-1.1.2, which includes the Town's requirement for projects located in areas with possible soil instability to submit an engineering analysis and include features that minimize risks. According to the Geotechnical Study prepared for the proposed project, the subsurface exploration conducted as part of the report indicated that native materials encountered were generally non-plastic and are non-expansive. In addition, according to the USDA NRCS Web Soil Survey program,[13] mapped soils within the project site consist of Andregg coarse sandy loam, which rates at 1.5 percent expansion potential. Soils with a low expansive potential rate at less than three percent, moderate between three percent and six percent, high between six percent and nine percent, and very high potential above nine percent. Therefore, the on-site clays, when present within the upper portion of the proposed building pads, would not exert significant expansion pressures on building foundations and exterior flatwork. Nonetheless, the proposed project would be required to comply with General Plan Policy PHS-1.1.2 and demonstrate that the project conforms to recommendations included within the Geotechnical Report prepared for the proposed project. In addition, the proposed project would be required to comply with CBSC standards, pursuant to Section 11.04.010 of the Municipal Code, which would ensure that impacts related to constructing on expansive soils would be eliminated through foundation design.

Based on the above, the proposed project would not result in impacts related to substantial direct or indirect risks to life or property related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property that would require further CEQA review.

e. The proposed project would connect to existing County sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project, and the proposed project would not result in any effects that would require further CEQA review for this topic.

f. Paleontological resources or fossils are the remains of prehistoric plant and animal life. The Town's General Plan EIR determined that the planning area contains paleontologically sensitive rock formations, and therefore construction activities associated with buildout of the General Plan could result in accidental damage to, or destruction of, unknown subsurface paleontological resources. The General Plan EIR determined that areas within the Town with the greatest potential to contain paleontological resources are those underlain by Mehrten conglomerate. However, with the implementation of Mitigation Measure 4.7-5, which requires a site-specific analysis of

[13] Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed August 2025.

a project's potential to impact paleontological resources for projects underlain by Mehrten or Ione Formations, or Older Alluvium soils, the General Plan EIR determined that potential impacts to paleontological resources would be reduced to a less-than-significant level. In addition, according to the Town's General Plan, the Penryn and Rocklin Plutons, and the Holocene-age alluvial deposits which comprise most of the planning area, are not considered to be paleontologically sensitive. As such, construction related earth-moving activities in the aforementioned formations would not impact unique paleontological resources.

The project site does not contain any peculiar conditions that would result in increased potential for subsurface paleontological resources. According to the NRCS Web Soil Survey, the site is predominantly characterized by Andregg coarse sandy loam soils, which do not compose of Mehrten conglomerate.[14] Furthermore, the Geotechnical Study also noted the site's shallow depth to bedrock, further reducing the potential for paleontological resources to be located on-site. As such, the proposed project would not be anticipated to result in direct or indirect destruction of unique geologic features. Finally, the proposed project would be required to comply with all applicable federal, State, and local requirements to avoid potential adverse effects to paleontological resources, if such resources are discovered during ground-disturbing activities on the site.

Based on the above, impacts related to resulting in the direct or indirect destruction of a unique paleontological resource were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

[14] Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed August 2025.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✖
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✖

Discussion

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the project would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

Recognizing the global scale of climate change, California has enacted several pieces of legislation in an attempt to address GHG emissions. Specifically, AB 32, and more recently Senate Bill (SB) 32, have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was approved in 2008, and updated in 2017 and 2022. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by AB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve reductions in line with the Scoping Plan and emissions reductions targets, including AB 32 and SB 32.

The General Plan EIR analyzed the potential for implementation of the General Plan to result in the generation of levels of GHGs that could cause cumulatively considerable impacts to the environment. As discussed under Impact 4.8-1 of the General Plan EIR, buildout of the General Plan would result in GHG emissions per service population which would exceed the applicable GHG per service population efficiency threshold. Mitigation Measures 4.8-1 and 4.8-2 would require the General Plan to include Implementation Measures AQGHGE-1.1.4.4, AQGHGE-1.1.5.1, and AQGHGE 1.1.2.3, which would require the Town to use electric landscape maintenance equipment, monitor the effectiveness of current and future regulations related to GHG reductions, and develop an ordinance to require new development to install electric infrastructure. However, even with the implementation of Mitigation Measures 4.8-1 and 4.8-2, the General Plan concluded

that GHG emissions associated with General Plan buildout could exceed the applicable GHG significance threshold. Therefore, buildout of the General Plan could generate GHG emissions which could conflict with applicable State plans and regulations adopted for the purpose of reducing the emissions of GHGs and could contribute to global climate change. Thus, the General Plan EIR concluded that impacts related to GHG emissions would be cumulatively considerable and unavoidable.

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds for construction and operations in concert with the criteria pollutant threshold update. For project construction, the PCAPCD established a threshold of 10,000 $MTCO_2e$/yr. Should construction of a proposed project emit GHG emissions in excess of 10,000 $MTCO_2e$/yr, the project would be considered to have a cumulatively considerable contribution to global climate change.

The PCAPCD's operational thresholds begin with a screening emission level of 1,100 $MTCO_2e$/yr. Any project below the 1,100 MT CO_2e/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the PCAPCD and, thus, would not conflict with any State or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO_2e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in Table 3.

Table 3
PCAPCD Operational GHG Efficiency Thresholds of Significance

Residential ($MTCO_2e$/capita)		Non-Residential ($MTCO_2e$/1,000 sf)	
Urban	**Rural**	**Urban**	**Rural**
4.5	5.5	26.5	27.3

Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.

The PCAPCD further advises that regardless of emissions efficiency, should a project result in operational emissions in excess of 10,000 $MTCO_2e$/yr, the project would be considered to have a cumulatively considerable contribution to global climate change.

Similar to criteria air pollutants, the PCAPCD has identified the approximate size of a project for selected land use categories that would result in operational GHG emissions equal to the bright-line threshold of 10,000 $MTCO_2e$/yr and the screening level threshold of 1,100 $MTCO_2e$/yr based on CalEEMod modeling. Thus, if a project is equal to or less than the size identified by the PCAPCD, the project would not be expected to result in emissions of GHG in excess of the applicable thresholds of significance.

The PCAPCD has identified a project size of 646 for single-family residences as the representative size for which operational GHG emissions would exceed the established Bright-Line threshold of 10,000 $MTCO_2e$/yr. Additionally, the PCAPCD identified a project size of 71 for single-family residences as the representative size for which operational GHG emissions would exceed the De Minimis threshold of 1,100 $MTCO_2e$/yr. The proposed project would involve the construction of 20 single-family residences, which would be well below the Bright-Line and De Minimis screening level sizes identified by the PCAPCD for single-family residential development. Because the proposed project would be of typical design, the assumptions used in the CalEEMod modeling performed by the PCAPCD to determine the screening level sizes would be sufficient to represent the

proposed project land use and design. Therefore, the proposed project would not generate operational GHG emissions in excess of the identified thresholds of significance for GHG emissions and would not conflict with any State or regional GHG emissions reduction goals. Similarly, given the size of the proposed project, construction emissions associated with the project would also not be anticipated to exceed the PCAPCD's 10,000 $MTCO_2e$/yr threshold for construction GHG emissions.

Additionally, the General Plan EIR concluded that a significant and unavoidable impact would occur related to GHG emissions associated with General Plan buildout. For those impacts determined to be significant in a General Plan EIR, CEQA Section 15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the proposed project is consistent with the Town's General Plan land use designation for the project site, GHG emissions associated with buildout of the site have been anticipated by the Town and analyzed in the General Plan EIR. Because associated impacts were previously determined to be significant and unavoidable, pursuant to CEQA Section 15183, further analysis of issues related to GHG emissions is not required in this Modified Initial Study. The proposed project would be required to comply with all applicable General Plan mitigation measures as discussed above.

Conclusion

Based on the above, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, impacts were adequately addressed in the General Plan EIR. Effects peculiar to the proposed project or the project site do not exist. Thus, pursuant to CEQA Guidelines Section 15183, the criteria for requiring further CEQA review are not met.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✖
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	✖
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	✖
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖

Discussion

a. According to the General Plan EIR, buildout of the General Plan would result in an increase in the routine transport, use, and disposal of hazardous materials within the planning area. However, the General Plan EIR determined that through compliance with General Plan policies and implementation measures, in combination with existing federal and State regulations, impacts related to the routine transport and accidental release of hazardous materials would be less than significant. The transportation of hazardous materials on roadways is regulated by the California Highway Patrol (CHP), U.S. Department of Transportation (DOT), and California Department of Transportation (Caltrans), and use of such materials is regulated by Department of Toxic Substances Control (DTSC).

According to the General Plan EIR, buildout of the General Plan would include development of industrial land uses in the vicinity of public services and residential land uses. However, the use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, State, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. All existing and future projects in the General Plan planning area would be required to comply with federal, State, and local regulations regarding the handling, transportation, disposal, and cleanup of hazardous materials.

Furthermore, the use of hazardous materials is regulated in part by the California Occupational Safety and Health Administration (OSHA), including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs.

Residential uses are not typically associated with the routine transport, use, disposal, or generation of hazardous materials. Operations would likely involve use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount that would be used on the site, occasional use of such products would not represent a substantial risk to public health or the environment during project operation. Therefore, impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

b,d. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

The General Plan EIR concluded that given compliance with applicable General Plan policies, as well as local, State, and federal regulations related to hazardous waste, impacts related to hazards and hazardous materials would be less than significant.

Construction Activities

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local Town ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b), the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Placer County Environmental Health Division) in accordance with the regulations adopted pursuant to this section. The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, Town, or County fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractor is required to notify the Placer County Environmental Health Division in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Compliance with such regulations would ensure that a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions during construction would not occur.

Existing On-Site Hazardous Conditions

The General Plan EIR evaluated potential exposure to hazardous materials under Impact 4.9-1. The General Plan EIR concluded that compliance with all applicable rules and regulations, along with implementation of the General Plan policies, would reduce the potential for adverse impacts from hazardous materials use, including accidental releases to the environment to a less-than-significant level.

With respect to sites with known hazardous materials, Government Code Section 65962.5 requires the California Environmental Protection Agency to annually develop an updated Cortese List. The project site is not located on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, including the map of DTSC cleanup sites[15] or the SWRCB's GeoTracker system and list of leaking underground storage tank (LUST) sites.[16] In addition, the project site is not located on or near any hazardous waste sites identified on the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.[17]

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Youngdahl Consulting Group, Inc. (Youngdahl) to identify potential recognized environmental conditions (RECs) associated with the project site (see Appendix C).[18] The Phase I ESA included a site reconnaissance on August 11, 2025; review of historical documents of the project site; interviews with Placer County Environmental Health Division (PCEHD) staff and past and present occupants of the project site; and review of appropriate federal, State, and local regulatory agencies to reveal known hazardous waste sites or leaks or spills of hazardous materials at the project site or the project vicinity.

The proposed project would include the demolition of the existing on-site single-family residence. Although the existing on-site residence was constructed in 1984, the historical structures present on the western portion of the project site were constructed in 1978, and the construction date of the Quonset hut is unknown. As such, the potential exists that lead from lead-based paint (LBP) has impacted the soils around the historical structures and Quonset hut.

Federal guidelines define LBP as any paint, varnish, stain, or other applied coating that has one milligram of lead per square centimeter or greater. Lead is a highly toxic material that may cause a range of serious illnesses, and in some cases death. In buildings constructed after 1978, the presence of LBP is unlikely. Structures built prior to 1978, and especially prior to the 1960s, are expected to contain LBP. Given that the historical structures were constructed in 1978 and the construction date of the Quonset hut is unknown, the proposed project could potentially expose construction workers to LBP present in the on-site soils. Title 8, CCR Section 1532.1 establishes guidelines related to construction work and demolition of structures that may include lead. As required therein, the contractor must conduct a lead exposure assessment prior to the initiation of any work, and ensure that employees are not exposed to lead at a concentration greater than 50 micrograms per cubic meter of air.

---

15 Department of Toxic Substances Control. *EnviroStor.* Available at: https://www.envirostor.dtsc.ca.gov/public/map. Accessed August 2025.

16 State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/search. Accessed August 2025.

17 California Environmental Protection Agency. *Active CDO and CAO.* Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed August 2025.

18 Youngdahl Consulting Group, Inc. *Phase I Environmental Site Assessment The Reserve Placer County APN 045-161-033 Loomis, California.* September 5, 2025.

Furthermore, all work related to LBP is required to be conducted by a California Occupational Health and Safety (Cal-OSHA) registered lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding lead training, engineering controls, and certifications, and any LBP found on-site is required to be removed in accordance with current Cal-OSHA Administration regulations and disposed of in accordance with all CalEPA regulations. Compliance with the aforementioned State regulations would ensure that the proposed project would not result in a potential hazard risk related to LBP.

Further, according to the Phase I ESA, the site reconnaissance and records review identified potential RECs related to a soil stockpile located on the western portion of the project site and pole-mounted transformer along the northern boundary of the project site. Due to the lack of historical information regarding the origin of the soil stockpile Youngdahl determined the stockpile represents an REC. In addition, the potential exists that old transformers located on-site contained polychlorinated biphenyls (PCBs). The historical aerial photographs of the site reviewed as part of the Phase I ESA identified historical agricultural and residential uses on-site during a time when lingering pesticides were in use. As such, the Phase I ESA identified potential RECs related to the presence of organochloride pesticides, lead, and arsenic associated with agricultural uses and termiticides within the on-site soils. Furthermore, the Phase I ESA determined that aerially deposited lead associated with the historical use of leaded gasoline may be present in the soils around Rocklin Road, along the northern boundary of the project site. The review of regulatory databases maintained by County, State, tribal, and federal agencies did not identify documentation of on-site hazardous materials violations, discharges, or contaminated facilities.

Based on the results of the Phase I ESA, Youngdahl recommended that on-site soils be sampled and tested as part of a Phase II ESA to further evaluate potential RECs associated with the project site. Thus, a Phase II ESA was prepared for the project site, and included on-site soil sampling and laboratory testing of soil samples (see Appendix D).[19] Soil samples were collected on September 29, 2025 from around two former buildings that are not present on-site, as well as the existing on-site structures, soil stockpile, pole-mounted transformer, and along Rocklin Road. The laboratory analysis of the soil samples indicated that the on-site soils do not contain lead concentrations in excess of the DTSC residential screening level of 80 milligrams per kilogram (mg/kg). The on-site soils were found to contain concentrations of arsenic up to 1.0 mg/kg, which exceeds the residential environmental screening level of 0.032 mg/kg. However, the concentrations of arsenic detected within the on-site soils were within expected background concentrations. In addition, arsenic is naturally present in soil, and the USEPA and DTSC do not require mitigation for concentrations at or below naturally occurring background levels. Furthermore, laboratory testing indicated that organochlorine pesticides, semi-volatile organic compounds, volatile organic compounds, California Assessment Manual (CAM 17) metals, PCBs, and total petroleum hydrocarbons (TPHs) as diesel, motor oil, and gasoline within on-site soils were below the applicable screening levels for all constituents. Therefore, Youngdahl determined that further review of the project site for potential hazards is not required.

Based on the above, the project site is not anticipated to contain existing on-site hazardous conditions that could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions.

[19] Youngdahl Consulting Group, Inc. *The Reserve Phase II ESA.* October 22, 2025.

Conclusion

Based on the above, the proposed project would not result in any peculiar effects that would require further CEQA review related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, or through being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5, and impacts were adequately addressed in the General Plan EIR.

c. As discussed under Impact 4.9.2 of the Town's General Plan EIR, impacts related to the release of hazardous materials within one-quarter mile of existing or proposed schools were determined to be less than significant with implementation of all applicable General Plan policies and implementation measures. The nearest school to the project site, Franklin Elementary School, is located approximately one mile west of the project site. Therefore, the project site is located further than 0.25-mile of an existing school, and the proposed project would not result in any adverse effects related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Consequently, further CEQA review is not required for this topic.

e. The General Plan EIR determined that public airports and private airstrips do not exist in or near the planning area, and that the planning area is not located within the overflight, noise, or other airport hazard zones of any airport. As such, impacts related to airport safety and noise hazards would not occur and were not addressed further in the General Plan EIR.

The nearest airport to the project site is the Lincoln Regional Airport, located approximately 11.3 miles northwest of the project site, and the nearest military airport is the McClellan Air Force Base, located approximately 13.15 miles southwest of the site. The project site is located outside the Airport Influence Areas associated with the Lincoln Regional Airport and McClellan Air Force Base. Therefore, the proposed project would not result in a safety hazard associated with the Lincoln Regional Airport or McClellan Air Force Base for people working in the project area.

Based on the above, risks associated with an airport aircraft accident or emergency landing are not anticipated to occur and the proposed project would not result in an airport-related safety hazard for future residents of the proposed project, and such impacts do not require further CEQA review.

f. The General Plan EIR concluded that, based on the temporary nature of any road closures, lane narrowing, or detours, combined with compliance with Town requirements, building codes, and Policies CIR-6.1.2 and PHS-6.2.2 related to evacuation routes, impacts related to interfering with an adopted emergency response plan, or emergency evacuation plan would be less than significant.

Although the proposed project would include widening of the western half of Barton Road and the southernly half of Rocklin Road to accommodate a proposed turn lane and space to stripe future bicycle routes, development of the proposed project would not result in any substantial modifications to the Town's existing roadway system. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the Town that could be used as evacuation routes during emergency events. In addition, construction activities would be temporary,

and permanent modifications to the nearby existing roadways would not occur. The project would not interfere with potential evacuation or response routes used by emergency response teams. In addition, General Plan Policy CIR-2.1.1 requires roadway improvements within the Town to conform to the classification system and improvement standards specified in the Town of Loomis Construction Improvement Standards and Land Development Manual. According to the Town of Loomis Construction Standards, the proposed project would be required to prepare a traffic control plan for construction activities.

The Town of Loomis, in collaboration with Placer County and the cities of Auburn, Colfax, Lincoln, and Rocklin, prepared the Placer County Local Hazard Mitigation Plan, adopted in January 2005, to satisfy federal requirements of the Department of Homeland Security and Federal Emergency Management Agency (FEMA). In June 2021, an update to the plan was adopted by the Town Council.[20] The plan enables the Town, Placer County, and the other participating communities to take ongoing action to reduce or eliminate long-term risks to human life and property from many types of hazards. The plan was approved by the Placer County Board of Supervisors, the California Office of Emergency Services, and FEMA.

During project operations, the proposed project would provide adequate access for emergency vehicles by way of the new driveway along Barton Road and would not interfere with potential evacuation or response routes used by emergency response teams. Furthermore, the proposed project would not interfere with potential evacuation or response routes used by emergency response teams and would not conflict with the Placer County Local Hazard Mitigation Plan. The proposed project is consistent with the site's General Plan land use designation and zoning, thus, development of the site and associated effects on evacuation routes have been anticipated by the Town. Furthermore, the proposed project would be required to comply with all applicable General Plan policies.

Based on the above, impacts related to interfering with an emergency evacuation or response plan were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

g. Issues related to wildfire hazards are further discussed in Section XX, Wildfire, of this Initial Study. According to the California Department of Forestry (CAL FIRE) Map of Fire Hazard Severity Zones, the project site is not located within or near a State responsibility area (SRA) or lands classified as a Very High Fire Hazard Severity Zone (FHSZ).[21] The nearest SRA is located approximately 1.25 miles east of the project site, and the site is located approximately 3.45 miles from the nearest Very High FHSZ. The Town's General Plan EIR also notes that the Town's planning area does not include a State Responsibility Area or Very High FHSZ. Although the majority of the project site is currently undeveloped, the site is surrounded by existing urban and residential development, which would further reduce risks related to wildfire due to the existing development generally acting as a fuel break. Thus, the potential for wildland fires to reach the project site would be low.

[20] Placer County. *Placer County 2021 Local Hazard Mitigation Plan Update.* June 2021. Available at: https://www.placer.ca.gov/1381/Local-Hazard-Mitigation-Plan. Accessed August 2025.

[21] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed July 2025.

In addition, Implementation Measure PHS-2.1.5.1 of the General Plan EIR requires new development include a wildland fire protection plan demonstrating that vegetation clearance will be maintained around structures while preserving oak trees, as part of the application materials for residential subdivisions proposed within or near oak woodlands. As discussed throughout this Modified Initial Study, the projected site consists of mostly undeveloped, lightly forested land. As such, a Fire Management Plan (FMP) was prepared for the proposed project by Premier Homes LLC (see Appendix E).[22] The FMP includes recommendations related to vegetation modification, building materials, and community design, including the implementation of fire breaks and use of fire-resistant materials, which would reduce the intensity, spread, and number of fires in the project vicinity. Overall, the General Plan EIR concluded that compliance with the recommendations set forth in the FMP, relevant fire safety and wildfire suppression regulations, and the applicable General Plan policies would reduce risks associated with wildfires to a less-than-significant level. Furthermore, the proposed project would be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Sections 11.04.080 and 11.04.085 of the Town's Municipal Code, including installation of fire sprinkler systems. In addition, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire. Finally, the project site is not located on a substantial slope, and the project area does not include existing features that would substantially increase fire risk.

As discussed under Section XX, Wildfire, of this Modified Initial Study, the General Plan EIR determined that wildfire risks associated buildout of the General Plan would be offset with adoption and implementation of the appropriate General Plan policies and implementation measures, as well as compliance with existing fire safety regulations. Given that the proposed project is consistent with the site's General Plan land use designations, and the project site is located within a developed urban area the potential for wildland fires to reach the project site would be low.

Based on the above, wildfire risks were adequately addressed in the General Plan EIR, and the site would not be subject to any peculiar hazards related to the exposure of people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires. Thus, the criteria for requiring further CEQA review are not met.

[22] Premier Homes LLC. *The Reserve Fire Management Plan.* April 18, 2025.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	✖
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	✖
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	✖
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	✖
iv. Impede or redirect flood flows?	☐	☐	✖
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	✖
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖

Discussion

a, ci-ciii. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirements, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction and operation. Information was sourced primarily from a Preliminary Hydrologic and Hydraulic Study (Hydrologic Report) prepared for the proposed project by TSD Engineering, Inc. (TSD) (see Appendix F).[23]

The General Plan EIR concluded that adherence to State and local laws and regulations and General Plan Policies LU-1.3.3 through LU-1.3.6 related to the preservation of natural features within the planning area, as well as PHS-1.1.3 and PHS-1.1.4, which implement limitations related to ground disturbing activities, would reduce the potential for development projects associated with General Plan buildout to substantially degrade water quality or violate State water quality standards due to sediments or other contaminants to a less-than-significant level. In addition, the General Plan EIR concluded that adherence to the aforementioned General Plan policies, as well as General Plan policies LU-2.3.6, BIO-1.2.1, and BIO-1.2.2 would reduce the potential for buildout of the General Plan to substantially alter existing drainage patterns or add impervious surfaces

[23] TSD Engineering, Inc. *The Reserve Town of Loomis, CA Preliminary Hydrologic and Hydraulic Study.* July 16, 2025.

in a manner that would result in substantial erosion or siltation, increase the rate or amount of surface run off, or exceed the capacity of existing of planned stormwater drainage systems to a less-than-significant level

Construction

During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground with impervious surfaces and structures, the potential exists for wind and water to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality.

The Town of Loomis's Stormwater Quality Management and Discharge Control Ordinance requires that development projects comply with the requirements of State and federal laws related to water quality. Chapter 10.08 of the Town's Municipal Code is based on the NPDES Municipal Stormwater Discharge Permit and prohibits illicit discharges to the Town's storm drain system, as well as adopts requirements related to source controls, stormwater pollution, and erosion control. Additionally, the proposed project and all future on-site construction would be subject to Chapter 12.04 of the Town's Municipal Code, which establishes standards and procedures for grading and excavating to reduce the harmful effects of runoff (including inundation and erosion), assure proper restoration of vegetation and soil systems disturbed by authorized grading or fill activities, and protect stream corridors. Pursuant to Section 12.04.240, obtaining a grading permit requires submittal of erosion and sediment control plans for review and approval.

The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in land disturbance of one or more acres. The Town's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires any project that would disturb more than one acre of land to prepare a SWPPP. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project.

With implementation of the required SWPPP and BMPs included therein, construction of the proposed project would not result in a violation of water quality standards and/or degradation of water quality. Final BMPs for the proposed project construction would be chosen in consultation with the applicable California Stormwater Quality Association Stormwater BMP Handbooks and implemented by the project contractor. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit. Should the proposed project not include preparation and compliance with a SWPPP, a significant impact may occur.

Additionally, in accordance with Section 10.08.090 and Section 12.04.240 of the Town's Municipal Code, which enforces the Town's NPDES permit and requires submittal of an erosion and sediment control plan, respectively, the proposed project would control surface runoff and erosion and retain sediment on the project site during project construction.

Based on the above, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during construction.

Operations

Following project buildout, the majority of site surfaces would be covered with either impervious surfaces or pervious landscaped areas, and the existing topsoil would not be exposed. As such, the potential for erosion and associated impacts to water quality would be reduced. However, the addition of impervious surfaces on the site would result in the generation of urban runoff during project operations, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers and herbicides. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported by way of stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed, which would provide a more lucrative means of transport for pollutants to enter the waterways.

The project site is currently mostly comprised of pervious surfaces, including lightly forested oak woodland. The proposed project would subdivide the project site into 20 single-family residential lots, ranging from 40,000 sf to 136,612 sf with an average lot size of 54,628 sf. Future development of the proposed lots would result in 20 new single-family residences, as well as a new drive aisle and sidewalk connecting to Barton Road. Future construction of on-site residences would require the development zones within each subdivided lot to be covered with new impervious surfaces. Stormwater runoff from impervious surfaces such as roofs, roadways, and sidewalks within the project site would be captured by four water quality swales located throughout the project site which would connect to 24-inch and 12-inch storm drain lines to convey stormwater flows downgrade to the on-site pond.

NPDES-regulated projects are required to divide the project area into DMAs and implement and direct water to appropriately sized source control measures. The project site would be divided into 14 DMAs which would each cover the acreage of multiple drainage sheds (see Figure 7). According to the Hydrologic Report prepared for the proposed project, permanent water quality measures would be implemented at various locations throughout the site. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. Source control measures within each DMA would be designed consistent with recommendations from the Town's Land Development Manual and the Placer County Stormwater Management Manual, which include BMPs to be implemented to mitigate impacts from new development projects. According to the Hydrologic Report, the proposed site design measures would reduce on-site stormwater runoff from impervious surfaces and provide adequate water quality treatment and runoff reduction for the proposed subdivision.

To assess the changes in runoff volumes from the project site that could occur due to the proposed project and future on-site development, the Hydrologic Report included calculations comparing the pre- and post-construction peak flow volumes for on-site drainage sheds. The project would capture and discharge flow from 14 DMAs, as seen on Figure 7, into four drainage swales. Treated runoff would exit the swales and flow down grade into the on-site pond. The discharge points are also shown on Figure 7. Pre- and post-construction peak flows for each discharge point are presented in Table 4 below.

Table 4
Pre- to Post-Development Discharge Flow Comparison

Discharge Location	Shed Numbers	Q10	Q100
Pre-Development			
Point 1	X1	10.07	20.90
Point 2	X2 and O1	6.01	10.98
Point 3	X13 and O3	2.70	5.39
Point 5	X3, X4, and O2	15.18	27.93
Point 7	X5 and O4	14.44	26.47
Point 8	X6	4.23	8.21
Point 15	X7-X11 and O5-O7	53.72	96.80
Point 16	X12	0.15	0.30
Post-Development			
Point 1	X1	10.07	20.90
Point 2	A1-A2 and O1-O2	15.69	28.89
Point 3	O3 + O3-A	1.57	3.26
Point 7	A3, B1-B5, C1-C3, and X5	14.36	25.95
Point 8	A4	3.2	6.30
Point 15	A5, C4-C6, X7-X11, and O5-O7	50.88	92.54
Point 15A	A6	2.64	4.73
Point 16	X12	0.15	0.30

Notes: Q = the amount of discharge during the 10-year and 100-year storm events

1. Attenuation of existing runoff from Offsite Sheds O6 & O7 and Onsite Sheds X8 & X10 due to the existing culverts in Rocklin Road is not accounted for at this time. Hydraulically, roadway cross-culverts will develop a certain amount of headwater on their upstream end to convey flow. This developed headwater condition will attenuate peak flows from the contributing sheds.
2. Attenuation of existing runoff from Onsite Sheds X2 – X9 & X11 due to localized ponding is not accounted for at this time. Further evaluation of existing topography to determine localized low-points and/or depressions (if any) will be addressed at final design.

Source: TSD Engineering Inc., July 2025.

In addition, the Hydrologic Report analyzed the pre- and post-developed condition volumetric runoff on-site to confirm the existing pond could adequately accommodate the developed stormwater. Based on the analysis, the Hydrologic Report determined that the post-developed condition volumetric runoff would be 243,252 cubic feet (CF), an increase in 37,325 CF of runoff volume as compared to the 205,927 CF of volumetric runoff during the pre-developed condition. According to the Hydrologic Report the increase of 37,325 CF of runoff volume equates to an increase of 1.57 inches in depth when spread over the surface area of the existing pond. As the increase in pond depth is minimal, the Hydrologic Report determined that the basin could accommodate the developed condition runoff.

Based on the above, water quality standards or waste discharge requirements would not be violated, and downstream water quality would not be degraded as a result of operations of the proposed project.

Conclusion

The General Plan EIR concluded that required compliance with the SWPPP, NPDES General Construction Permit, Town ordinances, and adherence to General Plan policies would render any potential construction and operational impacts to water quality and drainage patterns less than significant. As discussed above, the proposed project would comply with the aforementioned requirements. Therefore, impacts related to violation of

water quality standards or degradation of water quality during construction or operation, as well as impacts related to substantially altering the existing drainage pattern of the site or area, were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

b,e. As discussed under Impact 4.10-2 of the General Plan, buildout of the General Plan would result in an increase in impervious surfaces within the planning area that could result in a reduction in the amount of rainfall that would percolate through the soil and result in groundwater recharge. However, the majority of the Town includes shallow soils underlain by bedrock that provide a low level of groundwater recharge. The General Plan EIR determined that compliance with General Plan policies PSF-1.4.1, PSF-1.4.2, and PSF-1.5.3 would reduce groundwater use by encouraging water-conserving design, landscaping, fixtures, and agricultural operations. In addition, new development within the planning area would be required to connect to community water supply systems. Furthermore, the Town of Loomis is not located within a defined groundwater basin, and is not subject to the requirements of the Sustainable Groundwater Management Act. As such, the General Plan EIR determined that through compliance with the applicable General Plan policies and implementation measures, as well as relevant local, State, and federal policies and regulations, impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge would be less than significant. In addition, the General Plan EIR determined that through compliance with the applicable General Plan policies and implementation measures, as well as relevant local, State, and federal policies and regulations, impacts related to conflicts with or obstructing implementation of a water quality control plan or sustainable groundwater management plan would be less than significant.

Water supplies for the project site would be provided by PCWA. Although the majority of PCWA's water supply consists of water diverted from the American river, a portion of PCWA's water supply comes from groundwater. The proposed project would result in an increase in impervious surfaces within the project site, which would reduce the infiltration of groundwater as compared to existing conditions. However, the project site represents a relatively small area compared to the size of the groundwater basin and, thus, does not currently represent a substantial source of groundwater recharge. In addition, the project site has been previously designated for urban development, and the loss of groundwater infiltration at the site due to development has been previously anticipated in the General Plan EIR. Therefore, the proposed on-site residential development would not interfere substantially with groundwater recharge. PCWA provides the Town approximately 285,400 acre-feet per year (AFY) of potable water. The County's 2020 Urban Water Management Plan (UWMP) includes a water service reliability assessment of the County's projected supplies and demands during normal, single dry, and five consecutive dry years. Under the various water year types, the total annual water supply sources available are compared to the total annual projected water use for the County's water service area from 2025 to 2040 in five-year increments. The County is projected to have a surplus of water supplies in all water year types through 2040.

The proposed project is consistent with the site's General Plan land use designation and would not generate an increase in water demand beyond what has already been generally anticipated in the UWMP and General Plan EIR. As such, adequate capacity is expected to be available to serve the proposed project's water demands. Therefore, while a portion of the water supplied to the project site by the County could be obtained through groundwater resources, such groundwater usage has been anticipated and would not

substantially deplete groundwater supplies within the project area. The proposed project would result in an increase of impervious surfaces within the project site, which would reduce the infiltration of groundwater as compared to existing conditions. However, stormwater runoff from such impervious surfaces would be directed to the proposed stormwater drainage system. The stormwater drainage system would include new and existing drainage swales to capture on-site stormwater runoff and convey flows to the existing on-site pond located in the southwestern portion of the project site.

Based on the above, potential impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

civ. The General Plan EIR included an analysis of flood risks under Impact 4.10-4 and determined that buildout of the General Plan would increase the amount of impervious surfaces and surface runoff in the planning area, which could result in greater potential for flooding. However, the General Plan EIR concluded that through compliance with the policies and implementation measures included in the General Plan, as well as relevant drainage and flood control regulations, impacts related to flood hazards would be less than significant. Such policies would include General Plan Policies PHS-3.1.1 through PHS-3.1.6, which would reduce flooding by placing new structures and critical facilities outside of FEMA floodplains using appropriate setbacks, and Policies PHS-1.5.1 through PHS-1.1.3, which outline requirements for new drainage facilities as specified in the Town of Loomis Master Drainage Plan and West Placer County Water Quality Design Manual. In addition, according to the Hydrologic Report, the project site is included in FEMA Flood Insurance Rate Map 06061C0962H, and is located in Zone X which is not identified as a Special Flood Hazard Area (see Appendix F). Thus, the project would not include development within a Special Flood Hazard Area and would not be subject to project-specific design features related to flood hazards. Based on the above, adverse impacts related to impeding or redirecting flood flows were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

d. Impacts related to flooding risks are discussed under question ‘c.iv’ above. Although the General Plan EIR does not evaluate potential impacts related to tsunami or seiche zones, the General Plan EIR concludes that with implementation of General Plan policies and implementation measures, and adherence to the Municipal Code, impacts related to flooding would be less than significant. In addition, because the project site is not located in the proximity of a shoreline or a closed body of water, the proposed project would not be subject to adverse impacts related to tsunami or seiche zones. Therefore, impacts related to flooding were adequately addressed in the General Plan EIR, and the proposed project would not result in any effects that would require further CEQA review for this topic.

XI. LAND USE AND PLANNING. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Physically divide an established community?	☐	☐	✖
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use. The project site is generally surrounded by rural single-family residences. The proposed project would include development of 20 new single-family residences, which would be consistent with the existing adjacent land uses. Therefore, the proposed project would be a continuation of the surrounding urban development and would not isolate an existing land use. Furthermore, the proposed project is consistent with the site's existing land use designation. Therefore, the proposed project would be consistent with the type and intensity of development that has previously been anticipated for the site by the Town and analyzed in the General Plan EIR. The General Plan EIR concluded that the General Plan includes policies which would enhance and protect existing neighborhoods, as well as discourage the physical division of established communities. Additionally, the 2021-2029 Housing Element includes specific goals and policies to protect residents from displacement and preserve housing stock.

Based on the above, the project would not result in new development or features that would divide existing residential neighborhoods or communities. As such, impacts related to physically dividing an established community were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

b. The proposed project would be consistent with the site's current RR General Plan land use designation. As discussed throughout this Modified Initial Study, the proposed project would not result in any new significant environmental effects that were not previously identified in the General Plan EIR and could not be substantially mitigated by uniformly applicable development policies and standards, pursuant to CEQA Guidelines Section 15183. In addition, the proposed project would not conflict with Town policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the Town's tree conservation ordinance, the Town's noise standards, and applicable SWRCB stormwater regulations. Therefore, the proposed project would not cause a significant environmental impact in excess of what has already been analyzed and anticipated in the General Plan EIR. As such, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact and further CEQA review for this topic would not be required.

XII. MINERAL RESOURCES. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	✖
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	✖

Discussion

a,b. The project site is located in a generally developed area of the Town. Given that the project site is located within a developed area, the site would not be anticipated to contain mineral resources. In addition, according to the Town's General Plan, the planning area does not include current or planned commercial mining activities or areas classified as Mineral Resource Zone 2 (MRZ-2), areas which contain mineral resources of regional importance. Furthermore, commercial mineral extraction operations are not active within the project site, and the project site is not classified as a site with known or potential significant mineral deposits. Finally, mineral extraction activity on the project site would not be compatible with the existing uses within the site and in the vicinity. Given that the proposed project is consistent with the existing land use and zoning designations, development of the project site with the proposed residential uses has been anticipated by the Town.

Based on the above, the proposed project would not result in the loss of availability of a known local- or State-defined mineral resource. Thus, the proposed project would not result in any peculiar effects related to mineral resources such that further CEQA review for this topic would be required.

XIII. NOISE. *Would the project result in:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	✖
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✖
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	✖

Discussion

a. The discussion below presents information regarding sensitive noise receptors in proximity to the project site, applicable noise standards, the existing noise environment, and the potential for the proposed project to result in noise impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this report will be A-weighted unless noted otherwise.
- Community Noise Equivalent Level (CNEL): The cumulative noise exposure over a 24-hour period. Weighting factors of +5 and +10 dBA are applied to the evening and nighttime periods, respectively, to account for the greater sensitivity of people to noise during those periods.
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Equivalent Sound Level (L_{eq}): The average sound level over a given time-period.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
- Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time-period.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, sensitive land uses include the existing single-family residences adjacent to the site, with the nearest residences located to the west and south of the project site.

Standards of Significance

Section 13.30.070 of the Town's Municipal Code establishes noise regulations within the Town. Pursuant to Section 13.30.070, noise levels at residential uses are not allowed to

exceed 65 dBA at outdoor activity areas and 45 dBA at interior spaces. Should project operational noise result in exterior noise levels exceeding 65 dBA, due to the adjacent single-family residences, the proposed project would be considered to result in a significant operational noise impact. With respect to project construction, the Town has not adopted quantitative noise thresholds for construction activities. Table 3-4 under Section 13.30.070(C)(3) of the Municipal Code limits hours of construction to 7:00 AM and 7:00 PM, Monday through Friday, between the hours of 8:00 AM to 7:00 PM on Saturdays, and between the hours of 9:00 AM and 5:00 PM on Sundays and national holidays with explicit Town approval.

In addition, General Plan Policy Noise-1.1.16 establishes that the Town shall consider an increase of 12 dBA over ambient noise levels to be a potentially significant temporary construction noise impact. The 12 dBA increase is consistent with the Caltrans increase criteria and is approximately equivalent to a doubling of sound energy.

Pursuant to General Plan Implementation Measure Noise-1.2.1.1, the Town has also adopted guidance consistent with the Federal Interagency Committee on Noise (FICON) guidance for determining increases in project-related noise. The criteria shown in Table 5 was developed by FICON as a means of developing thresholds for impact identification for project-related traffic noise level increases. FICON's significance thresholds are used to identify the significance of an incremental increase in noise levels.

Table 5
FICON Noise Exposure Increases for Determining Level of Significance

Noise Exposure without Project	Potential Significant Impact
< 60 dB CNEL	+5 dB or more
60-65 dB CNEL	+3 dB or more
>65 dB CNEL	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON), 2000.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State. For example, the California Energy Commission (CEC) considers project-related noise level increases between five to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding significant noise impacts as low as 1.5 dB, provides a conservative approach to the impact assessment for the proposed project and are used as the applicable noise increase threshold to analyze project-generated operational traffic noise, as discussed in further detail below.

Impact Analysis

The General Plan EIR included an analysis of potential noise impacts associated with construction and operation of new development occurring pursuant to the General Plan under Section 4.12. The General Plan EIR concluded that compliance with the Town Noise Ordinance, General Plan Policy Noise-1.1.16, and Implementation Measures Noise-1.1.16.1 and Noise-1.1.16.2 would minimize potential impacts related to temporary increases in ambient noise levels during construction activities. However, feasible mitigation does not exist to ensure construction noise would be below the Town's noise standards in all cases. Therefore, the General Plan EIR determined that impacts related to temporary noise increases related to construction activities would remain significant and unavoidable.

With respect to permanent noise level increases, as discussed under Impact 4.12-2 of the General Plan EIR, regarding transportation noise sources, increases in transportation noise under the General Plan are not expected to exceed the land use noise compatibility standard for transportation noise included in General Plan Noise Implementation Measure Noise-1.1.17.1. Therefore, the General Plan EIR determined that impacts related to increases in transportation noise would be less than significant. However, as discussed under Impact 4.12-3, regarding stationary noise sources, buildout of the General Plan would accommodate a variety of land uses that could result in increases in non-transportation noise. Non-residential construction within the planning area would be subject to the Town's discretionary review and required to incorporate feasible mitigation to reduce effects on existing noise-sensitive land uses, such as operating at less noise-sensitive parts of the day, buffering, sound insulation, and other strategies. However, while some land uses would experience a reduction in ambient noise levels through implementation of the General Plan, existing noise-sensitive land uses located near commercial uses along heavily traveled roadways and near existing and future industrial operations with outdoor operations, large-scale commercial uses that accommodate frequent heavy-duty truck trips, and other noise-generating uses could experience increases in non-transportation noise that exceed the applicable relative noise level thresholds. Despite the implementation of goals, policies, and implementation measures included in the General Plan, the Town cannot demonstrate that adverse operational noise exposure impacts could be avoided in all cases. Furthermore, the General Plan EIR determined additional feasible mitigation measures beyond the policies included in the General Plan are not available, and as a result, the General Plan EIR concluded that General Plan buildout would result in a significant and unavoidable impact related to creating substantial permanent increases in ambient noise levels.

The following sections provide an analysis of potential noise impacts associated with operation, construction, and traffic noise of the proposed project. It should be noted that the project site is not located on any road segments identified by the General Plan EIR as exceeding the applicable noise thresholds.

Project Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for grading, excavation, paving, and building construction, which would temporarily increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and haul trucks would be used in association with the proposed activities.

Table 6 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. Construction of the proposed project would be required to comply with the limited construction hours set forth by Section 13.30.060 of the Municipal Code. Construction activities would be temporary in nature and are anticipated to occur during normal daytime hours, consistent with Section 13.30.060 of the Municipal Code.

Table 6
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

As shown in Table 6, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. As previously discussed, the project site is generally surrounded by existing residential uses. Thus, construction activities associated with the proposed project would likely result in a temporary noise level increase that would exceed 12 dBA over ambient noise levels. However, the proposed project is consistent with the site's current General Plan land use designation. Therefore, construction noise associated with buildout of the proposed project has been generally anticipated, and the proposed project would not result in any peculiar effects related to an increase in ambient noise levels. The General Plan EIR determined that compliance with Implementation Measures 1.1.16.1 and 1.1.16.2 as set forth under Impact 4.12-1 would ensure that construction noise associated with the project would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project site. The proposed project would be required to comply with the aforementioned implementation measures to reduce construction noise as a condition of project approval. The noise reduction measures required therein include, but are not limited to, prohibiting all construction activities from occurring during restricted hours and times of year; fitting construction equipment and vehicles with noise suppression devices, such as mufflers; installing temporary noise barriers between noise-generating activity and noise-sensitive uses; and locating stationary noise-generating equipment away from sensitive receptors. Therefore, construction activities associated with the proposed project would not result in new significant noise impacts relative to what was analyzed in the General Plan EIR.

Project Operational Noise

Residential uses are not typically considered substantial sources of noise. Noise-generating operations associated with the proposed single-family residences would primarily consist of landscaping maintenance, HVAC systems, and other typical activities. Such activities are not expected to generate noise levels exceeding the Town's exterior noise level standards. Therefore, on-site operation of the proposed project would not be considered to generate a substantial permanent increase in ambient noise levels in the vicinity of the project.

The primary noise source associated with operation of the proposed project would be traffic noise. The Town of Loomis does not have a significance threshold for increases in transportation noise sources. In the absence of a specific threshold, the FICON criteria established in Table 5 are used to assess increases in ambient noise environment.

According to Table 4.12-5 of the Town's General Plan EIR, the existing baseline traffic noise level on the segment of Barton Road from Rockline Road to Indian Springs Road, on which the project site is located, is 63.6 dB. As shown in Table 5, where existing traffic noise levels are 60 to 65 dB L_{dn}, a three dB L_{dn} increase in roadway noise levels would be considered significant.

Generally, a doubling in traffic volumes is required to increase traffic noise levels by three dB. According to the Traffic Evaluation Memorandum prepared for the proposed project, the proposed project is anticipated to add 190 net new daily trips. Therefore, due to the nature and relatively small size of the proposed project, substantial daily vehicle trips sufficient to double traffic volumes would not be generated on local roadways as a result of the proposed project. Additionally, the proposed project would be consistent with the project site's current land use designation. Therefore, traffic increases associated with residential uses on the project site have been previously anticipated by the Town and addressed in the General Plan EIR and, thus, would not substantially increase traffic noise in the project vicinity.

Given that the proposed project is consistent with the Town's General Plan land use designation for the project site, impacts related to an increase in noise associated with buildout of the proposed project have been anticipated by the Town and analyzed in the General Plan EIR. The proposed project would not involve any operations or uses that would result in new, or increase the severity of, impacts identified in the General Plan EIR.

Conclusion

Based on the above, impacts related to temporary or permanent noise level increases were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events.

The General Plan EIR included an analysis of potential vibration impacts associated with buildout of the General Plan under Impact 4.12-4. The General Plan EIR determined that implementation of the General Plan policies would avoid significant impacts. Therefore, through adherence to the requirements, policies, and strategies in the General Plan, the General Plan EIR concluded that vibration impacts would be less than significant.

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the

immediate vicinity of construction. Table 7, which was developed by the Caltrans, shows that the vibration levels that would normally be required to result in damage to structures range from 0.2 to 0.6 in/sec PPV. The general threshold at which human annoyance could occur is 0.10 in/sec PPV.

Table 7
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The primary vibration-generating activities associated with the proposed project would occur during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Table 8 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors, which exceeds the 0.20 in/sec threshold at 25 feet.

Table 8
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Guidelines. May 2006.

Use of vibratory compactors/rollers could be required during construction of the proposed roadways. The nearest existing structure is located approximately 100 feet to the west of the project site. Therefore, the existing single-family residences would not be impacted by use of vibratory compactors/rollers. In addition, construction activities would be temporary in nature, occur throughout the project site, and are anticipated to occur during normal daytime working hours. Such factors would further reduce the intensity of vibration levels experienced at the existing single-family residences located to the south and west.

Based on the above, impacts related to vibration were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review for this topic.

c. The General Plan EIR determined that public airports and private airstrips do not exist in or near the planning area, and that the planning area is not located within the overflight, noise, or other airport hazard zones of any airport. As such, impacts related to airport safety and noise hazards would not occur and were not addressed further in the General Plan EIR.

The closest airport to the project site includes the Lincoln Regional Airport, located approximately 11.3 miles northwest of the project site and the nearest military airport is the McClellan Air Force Base, located approximately 13.15 miles southwest of the site. Based on the location of the project site, the site is not located within the noise contour areas associated with the Lincoln Regional Airport or McClellan Air Force Base. The project site is not subject to any airport land use plans and, thus, impacts related to excessive noise levels from private airstrips or heliports would not occur.

Based on the above, impacts related to aircraft noise were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review for this topic.

XIV. POPULATION AND HOUSING. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✖

Discussion

a. The General Plan EIR determined that implementation of the General Plan would result in population growth in the Town of Loomis. However, the General Plan is designed to balance future housing, office, retail, commercial, and industrial uses to accommodate such growth. In addition, the Town has included various goals and policies within the General Plan designed to avoid unplanned development that could be induced through infrastructure expansions, such as policies LU-2.1.4, LU-4.2.1, and AQGHGE-1.1.6-6. The land use policies included in the General Plan would not induce development beyond what was planned by the Town and addressed in the General Plan EIR. Thus, impacts related to population growth would be less than significant.

The proposed project would include the development of 20 new single-family residences on a site that is designated for such development. Using the Town of Loomis average persons per household value of 3.02, the proposed project would result in a maximum estimated population of 61 residents.[24] Based on the 2020 Census, the U.S. Census Bureau estimates the population of Loomis to be approximately 6,836 people. The increase in population associated with the proposed project would constitute a 0.01 percent increase in the Town's total population, which would not be considered substantial growth. In addition, because the project is consistent with the site's current land use designation, potential growth associated with development of the site has been anticipated by the Town. As such, the potential population growth associated with buildout of the site with the proposed uses was analyzed in the General Plan EIR and would not constitute unplanned population growth.

Based on the above, the proposed project would not result in any peculiar effects related to inducing substantial unplanned population growth in an area, either directly or indirectly, and further CEQA review related to such is not required.

b. The General Plan EIR discussed the potential displacement of people and existing housing under Impact 4.11-4. As discussed therein, compliance with General Plan Policy LU-1.5.2 and the adopted 2021-2029 General Plan Housing Element would ensure that new development pursuant to the General Plan would not displace substantial numbers of people. In addition, the General Plan does not propose converting established residential areas to nonresidential land uses or redeveloping existing residential areas with new residences by removing existing dwelling units. Therefore, potential impacts

[24] U.S. Census Bureau. *Loomis town, California*. Available at: https://data.census.gov/profile/Loomis_town,_California?g=160XX00US0643140#families-and-living-arrangements. Accessed August 2025.

related to displacement of people and existing housing were determined to be less than significant.

The project site consists of mostly undeveloped, lightly forested land with an approximately 4.6-acre pond occupying the southwestern portion of the site. The site also includes an existing single-family residence on the northern border. The existing single-family residence would be demolished as part of the proposed project. As such, the proposed project would displace the existing on-site residents. However, although one residence would be removed from the Town's housing stock, the proposed project would include the subdivision of the project site into 20 single-family lots. Subsequent buildout of the project site with residential uses would result in a minimum net increase of 19 on-site residences, which would add to the housing stock within the Town. As such, the proposed project would not displace substantial numbers of existing people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, impacts related to displacement of substantial housing or people were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Fire protection?	☐	☐	✖
b. Police protection?	☐	☐	✖
c. Schools?	☐	☐	✖
d. Parks?	☐	☐	✖
e. Other Public Facilities?	☐	☐	✖

Discussion

a,b. The General Plan EIR concluded that although General Plan buildout would likely result in increased demand for fire protection and police services, such increases in demand would not result in the need for additional fire protection or police facilities. According to the General Plan EIR, if future requests for land use amendments result in the need for new facilities, the facilities would be located within the Planning Area analyzed in the EIR. In addition, the General Plan includes policies and implementation measures that are specifically designed to reduce or avoid environmental impacts of construction, including construction of public facilities. Furthermore, the General Plan EIR concluded that adherence to the relevant General Plan policies would ensure that adequate facilities would be available to accommodate current and future needs of the Town. Therefore, according to the General Plan EIR, buildout of the General Plan would result in a less-than-significant impact related to fire and police protection services.

Fire protection services would be provided to the site by the South Placer Fire District (SPFD). SPFD operates five staffed fire stations and one volunteer station to serve area of 55 square miles with 42,000 residents across the communities of Loomis, Granite Bay, and the southern areas of Penryn and Newcastle. SPFD operates one fire station within the Town of Loomis. According to the General Plan EIR, when the SPFD is fully staffed, 173 personnel are on duty for fire and emergency medical services (EMS), and 34 personnel are on duty for emergency ambulance services. The closest fire stations to the project site are Fire Station 18, located approximately three miles north of the site at 5840 Horseshoe Bar Road and Fire Station 19, located approximately three miles southeast of the site at 7070 Auburn Folsom Road.

The project site is located within the jurisdiction of the Placer County Sherrif's Department (PCSD). The PCSD operates from the South Placer Substation and is staffed with 59 sworn personnel. The South Placer Substation is located at 6140 Horseshoe Bar Road, approximately 2.7 miles north of the project site.

While the proposed project could result in increased demand on fire and police protection services, the project site was generally anticipated for development with the proposed uses under the existing RR land use designation. Therefore, the increase in the overall demand on fire and police protection services associated with development of the proposed project has been previously anticipated by the Town and analyzed in the General Plan EIR.

In addition, the proposed project would be subject to the 2022 California Fire Code as adopted by Sections 11.04.080 and 11.04.085 of the Town's Municipal Code, as well as the standards in the project-specific Fire Management Plan,[25] which include (but are not limited to) standards and specifications related to vegetation removal, fire hydrant placement, interior roads and driveways, and regular reviews of on-site conditions.

Furthermore, as established by Section 12.24.010 of the Municipal Code, the Town requires new development projects to contribute fees for the provision of adequate community facilities at the time of building permit issuance, which would include fire and police protection service facilities. The proposed project would be subject to all applicable development impact fees. Revenues generated through impact fees on new development would pay for any new fire and police facilities deemed necessary by the Town, all of which would be required to be designed in compliance with applicable regulations and standards, and if necessary, undergo analysis of all potential environmental impacts under CEQA.

Therefore, impacts related to the need for new or physically altered fire or police protection facilities, the construction of which could cause significant environmental impacts, were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

c. The General Plan EIR concluded that with implementation of applicable General Plan policies and implementation measures, as well as applicable federal, State, and local development standards, implementation of the General Plan would result in a less-than-significant impact to schools.

The proposed project would be subject to payment of all applicable development impact fees. Public education for future project residents would be provided by the Loomis Union School District (LUSD) for kindergarten through eighth grade and by Del Oro High School within the Placer Union High School District (PUHSD) for ninth through twelfth grade. Franklin Elementary School is located approximately 1.05 miles east of the site, and would most likely serve elementary school students living in the future residences.

According to the Town's General Plan EIR, LUSD enrollment is essentially equal to the existing capacity of the facilities, with some schools operating at or above the capacity limit. Based on LUSD's student-yield generation rate (0.46 students per residential unit), the General Plan EIR concluded that full buildout of the 2040 General Plan would generate approximately 460 new students. As the proposed project would be consistent with the site's existing General Plan land use designation, the nine LUSD students (20 units x 0.46 students per unit = 9.2 students) would have been a part of the anticipated student population. In addition, the General Plan EIR cites the recent expansion of Del Oro High School's capacity as adequate to ensure sufficient capacity for future students generated by buildout of the General Plan. As the proposed project and future single-family residences would be consistent with the existing General Plan land use designations, students generated by the proposed project would have been a part of the student population increase for Del Oro High School anticipated in the Town's General Plan.

In addition, future on-site residential development would be subject to all applicable impact fees to fund educational facilities, including the LUSD and PUHSD high school

[25] Premier Homes, LLC. *The Reserve Fire Management Plan.* August 28, 2025.

development impact fees, which would include $3.10 per sf[26] and $2.07 per sf,[27] respectively, for residential development. Payment of such fees would serve as the project's fair-share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. Revenues generated through payment of the fees would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the LUSD and PUHSD deem necessary. According to SB 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[…] legislative or adjudicative act […] involving […] the planning, use, or development of real property" (Government Code 65996[b]). As such, payment of developer fees would be considered sufficient to reduce any potential impacts related to school services.

d,e. As discussed under Impact 4.13-4 of the Town's General Plan EIR, General Plan buildout would increase the demand for existing and new parks and recreation facilities. General Plan Policies PROS-1.1.1 and PROS-1.2.1 provide an approach for the adequate provision of parkland as the Town of Loomis grows, including the overall parkland standard of five acres of park and five acres of passive park or open space per 1,000 residents. In addition, General Plan implementation measures PROS-1.1.1.1 and PROS-1.1.1.2 establish framework by which the provision of parkland would be achieved and emphasize the provision of parks over payment of in-lieu fees. Implementation of the aforementioned General Plan policies and implementation measures would help provide additional parks, as well as fund the maintenance of existing parks, which would protect against overuse and potential deterioration of existing facilities. Nonetheless, even with compliance with all applicable General Plan policies, implementation measures, and General Plan EIR mitigation measures, buildout of the General Plan could increase the use of existing parks and recreation facilities, thereby resulting in the overuse and deterioration of such facilities. Therefore, the General Plan EIR determined that further mitigation is not feasible, and impacts related to the potential accelerated or substantial deterioration of existing parks and recreation facilities would be significant and unavoidable.

Development of the proposed project would result in an increase in demand for parks and other public facilities through the development of new residences. Using an average persons per household value of 3.02 per residential unit, the proposed project could generate a population of 61 persons. The Town's General Plan requires five acres of active parkland per 1,000 residents; therefore, the project would be required to provide 0.31-acre of parkland (0.005 acres x 61 people). The proposed project does not include a parkland dedication. Thus, the proposed project would include payment of fees consistent with Section 14.60.010 of the Municipal Code in lieu of dedicating parkland as part of the proposed development. In addition, Section 12.24.010 of the Municipal Code requires all new development within the Town to pay a parkland fee, including development with new dwelling units. Funds collected from the parkland fees are intended to allow the acquisition of land for town parks by the Town of Loomis. Payment of all applicable fees would be considered sufficient to ensure that adequate public parkland is provided as decided by the Town. Furthermore, the proposed project is consistent with the General Plan land use

[26] Loomis Union School District. *Developer Fees.* Available at: https://www.loomisk8.org/123163_3. Accessed August 2025.
[27] Placer Union High School District. *School Facility Fees (Developer Fees) as of July 1, 2024*. July 2024.

designation for the site; as such, any associated increase in demand for parks and other public facilities was generally anticipated and analyzed in the General Plan EIR.

Based on the above, impacts related to the need for new or physically altered schools, parks, or other public facilities, the construction of which could cause significant environmental impacts, were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

XVI. RECREATION. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	✖
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	✖

Discussion

a,b. As previously discussed, the General Plan EIR concluded that buildout of the General Plan would increase the demand for existing and new parks and recreation facilities. Although implementation of the applicable General Plan policies, implementation measures and General Plan EIR mitigation measures would help provide additional parks, as well as fund the maintenance of existing parks, buildout of the General Plan could increase the use of existing parks and recreation facilities, thereby resulting in the overuse and deterioration of such facilities. Therefore, the General Plan EIR determined that impacts related to the potential accelerated or substantial deterioration of existing parks and recreation facilities would be significant and unavoidable.

As discussed in Section XIV, Population and Housing, the proposed project would include 20 single-family residences, which is anticipated to include an increase in population of 61 residents. The increase in population could result in an associated increase in demand on recreational facilities such that substantial physical deterioration could occur or be accelerated, or that the additional demand could require the construction or expansion of such facilities.

Section 14.60.030 of the Town's Municipal Code indicates that the size of recreation and park facilities required as part of residential development is calculated by multiplying the number of proposed dwelling units by a factor of 0.0298 for single-family residences. Therefore, the proposed project would be required to dedicate approximately 0.6-acre of local recreation or park facilities. Because the proposed project would not include the dedication of parkland, the project would be subject to the payment of in-lieu fees as calculated consistent with Section 14.60.050 of the Town's Municipal Code. The payment of all applicable fees would ensure that adequate parkland be provided within the Town, and existing recreational facilities would not experience impacts due to increased population growth. In addition, the project site is located approximately 0.98 miles northeast of Sasaki Park, and 1.03-miles east of Monte Verde Park located within the City of Rocklin. The project site is also located in close proximity to Franklin Elementary School; consistent with the Town's General Plan EIR, the open space associated with LUSD school sites would help reduce demand for recreational facilities. In addition, the proposed residential lots would provide significant open-yard space, further decreasing the potential demand for parks by providing on-site passive recreational facilities. As such, future residents of the proposed project would have access to existing recreational facilities, thereby reducing any demand for parks associated with the increase in population due to the proposed project.

In addition, given that the proposed project would be consistent with the General Plan land use designation of the project site, any increase in population associated with project buildout, as well as the resulting increase in demand for parks and recreation facilities, has been anticipated and analyzed in the General Plan EIR.

Based on the above, impacts related to parks and recreation facilities were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

XVII. TRANSPORTATION. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	✖
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	✖
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✖
d. Result in inadequate emergency access?	☐	☐	✖

Discussion

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Previously, lead agencies used a performance metric entitled LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of SB 743 (2013), PRC Section 21099(b)(1), directed the Governor's Office of Land Use and Climate Innovation (LCI) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018, which became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact." See question 'b' for a discussion of VMT.

Pedestrian, Bicycle, and Transit Facilities

As discussed under Impact 4.14-1 of the General Plan EIR, development of the transportation network and circulation diagram changes outlined in the General Plan would not conflict with adopted programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, the General Plan includes policies, implementation measures, and transportation network improvements that would improve facilities for all modes of travel and promote increased use of pedestrian, bicycle, and transit facilities in the future. The new transportation improvements contained in the Town's circulation diagram would be constructed consistent with applicable design standards including the Town of Loomis Construction Standards and Development Manual, which are intended to provide for coordinated development of future Town facilities.

Overall, the transportation and circulation elements of the Town's General Plan have been designed to illustrate the Town's commitment to building a travel-efficient transportation network that supports all modes of travel, promotes increased non-vehicular travel,

encourages the development of complete and connected communities, and reduces trip lengths. Thus, the General Plan EIR determined that through compliance with all applicable General Plan policies and implementation measures, impacts related to conflicts with an existing program, plan, ordinance, or policy addressing the circulation system would be less than significant.

A Traffic Evaluation Analysis was prepared for the proposed project by Kimley-Horn (see Appendix G) to provide an assessment of the project's effect on the transportation network in the vicinity of the project site.[28]

According to the Traffic Evaluation Analysis, sidewalks and other pedestrian facilities, including intersection crosswalks, do not currently exist in the vicinity of the project site. However, the Placer Countywide Active Transportation Plan is currently being developed. In addition, the proposed project would include pedestrian facility improvements, including a five-foot-wide sidewalk along the northern and eastern sides of the proposed internal roadway which would connect to a new five-foot-wide crushed granite trail along the Barton Road frontage of the project site, as well as a new five-foot-wide sidewalk along the southerly half-section of Rocklin Road along the northern project frontage. Given that the proposed project would provide adequate access for pedestrians, the proposed project would not conflict with a program, plan, or ordinance addressing pedestrian facilities.

As discussed in the Traffic Evaluation Analysis, bicycle facilities do not currently exist on the roadways proximate to the site. However, the Town of Loomis Bikeway Master Plan proposes Class II bicycle facilities along Rocklin Road and Class III bicycle facilities along Barton Road. In addition, the proposed project would include widening of the western half of Barton Road and the southernly half of Rocklin Road to accommodate space to stripe the future Class II bicycle facilities. Development of the proposed project would not preclude the construction of any planned bicycle facilities, and the proposed project would not alter the existing circulation system in a way that would conflict with any adopted programs, plans, ordinances, or policies addressing bicycle facilities.

Public transit service and countywide transportation planning for western Placer County is provided through Placer County Transit (PCT). According to the Traffic Evaluation Analysis, the nearest transit stop to the project site is located at the intersection of Rocklin Road and El Don Drive, approximately 1.4-mile west of the project driveway. The transit stop is served by Roseville Transit Route E fixed roue bus service which serves the Sierra College Campus, Roseville Galleria, and Sierra Gardens Transfer Point. Such services are provided at two-hour headways Monday through Friday. In addition, the Rocklin-Loomis Dial-A-Ride would serve the project site, offering Americans with Disabilities Act (ADA) Paratransit service to all destinations within the Town of Loomis, as well as the surrounding Cities.

According to the PCT Planning Agency's 2025/26 Annual Unmet Transit Needs Assessment, PCT's annual systemwide transit ridership reached 200,000 rides in the 2023/24 fiscal year.[29] As such, a maximum increase of 61 new residents would represent a 0.031 percent increase in ridership. Such an increase would not be considered a substantial increase in transit demand; thus, any demand added to the transit system could be adequately accommodated by the existing/planned transit system. The proposed

[28] Kimley Horn. *The Reserve Traffic Evaluation.* May 27, 2025.
[29] Placer County Transit Planning Agency. *Annual Unmet Transit Needs Assessment for Fiscal Year 2025/26.* Adopted February 26, 2025.

project would also not result in substantial modification or the removal of any existing or planned transit facilities or preclude the implementation of any proposed or existing facilities in the project vicinity.

Furthermore, the proposed project is consistent with the project site's land use designation and would comply with all applicable policies established in the General Plan. As such, the proposed project has been considered generally in the General Plan EIR analysis, and would not conflict with any adopted programs, plans, ordinances, or policies addressing transit facilities.

Conclusion

Based on the above, impacts related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

b. As discussed under Impact 4.14-2 of the General Plan EIR, buildout of the General Plan would result in the generation of residential and work VMT in excess of the 15 percent below baseline conditions significance threshold. The General Plan includes policies and implementation measures that would reduce environmental impacts, promote mobility options, and incentivize infill development. However, despite compliance with General Plan policies and implementation measures, the General Plan EIR determined that buildout of the General Plan would result in a potentially significant impact related to the generation of VMT above applicable thresholds. The General Plan EIR included Mitigation Measure 4-14.2, which would require the Town of Loomis to develop a VMT reduction program that would require proposed development projects that could have a potentially significant VMT impact to include measures that would reduce VMT effects in a manner consistent with state guidance on VMT reduction. However, even with implementation of Mitigation Measure 4-14.2, the effectiveness of such measures to reduce VMT to meet State goals cannot be demonstrated. Therefore, the General Plan EIR concluded that impacts related to the substantial generation of VMT would remain significant and unavoidable.

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Determination of impacts based on VMT have been required by law Statewide since July 1, 2020.

Pursuant to Section 15064.3(b)(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. In addition, the Town of Loomis General Plan includes Policy CIR-3.2.2 which requires the Town to evaluate VMT impacts consistent with the requirements of CEQA and the recommendations of LCI Technical Advisory on Evaluation Transportation Impacts in CEQA. According to LCI and the Town of Loomis, a proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as Town VMT per capita.

According to the results of the Traffic Evaluation, the existing VMT per capita for the County is 22.53. Therefore, the Town recommended impact threshold of 15 percent below the County average VMT per capita equates to 19.15 VMT per capita. The results of the project specific VMT evaluation indicate that the proposed project is expected to produce 23.03 VMT per capita, which is in excess of the established threshold of 19.15 VMT per capita. However, the General Plan EIR determined that buildout of the General Plan would result in a significant and unavoidable impact. Therefore, the project would not result in an impact on the transportation system beyond what has been previously analyzed in the General Plan EIR. In addition, the proposed project would be required to comply with app applicable General Plan policies, implementation measures, and General Plan EIR Mitigation Measure 4.14-2 requirements, consistent with the analysis of the General Plan EIR.

Based on the above, the proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). Furthermore, the proposed project is consistent with the General Plan land use designations for the site; as such, any associated VMT impacts were generally anticipated and analyzed in the General Plan EIR. As such, impacts were adequately addressed in the General Plan EIR, and effects peculiar to the proposed project would not occur, Thus, the proposed project would not require further CEQA review for this topic.

c,d. The Town's General Plan EIR evaluated hazardous design features or emergency access under Impacts 4.14.3 and 4.14.4. The General Plan EIR determined that all new land uses and transportation facilities developed under the General Plan would be designed and constructed according to the Town of Loomis Construction Standards and Town of Loomis Development Standards. As such, the General Plan EIR concluded that impacts resulting from potential opportunities for safety conflicts and potential conflicts with emergency access would be less than significant.

Site access would be provided by way of a new driveway along Barton Road in the eastern portion of the project site. As previously discussed, Kimley-Horn prepared a Traffic Evaluation for the proposed project, which includes an assessment of the project's effect on potential traffic hazards (see Appendix G).[30] As part of the Traffic Evaluation, Kimley Horn conducted an access and safety evaluation. According to the Town's Local Road Safety Plan (LRSP) the intersection of Barton Road and Rocklin Road, located to the northeast of the project site, is considered a "high incident location" and the intersection of Barton Road and Wells Avenue, immediately east of the site, is considered a "location of note". However, because the proposed project would result in relatively few new daily trips within the local transportation network, the project would not significantly alter the existing safety conditions at the Barton Road and Rocklin Road intersection or the Barton Road and Wells Avenue intersection. Furthermore, the design of the project's internal roadways and connections to existing circulation systems would comply with the Town's design standards.

As part of the Traffic Evaluation, Kimley Horm also conducted a sight distance evaluation for the unsignalized site access driveway. The sight distance evaluation recorded corner sight distance (CSD) time gap measurements from the intersection of Barton Road and Wells Avenue to the proposed driveway. The sight distance evaluation determined that eastbound left-turn movements from the proposed driveway would have an average CSD time gap of 8.7 seconds, which exceeds the 7.5 second minimum CSD time gap as

[30] Kimley Horn. *The Reserve Traffic Evaluation.* May 27, 2025.

specified in Section 14.36.060 of the Municipal code. In addition, the sight distance evaluation determined that eastbound right-turn movements from the proposed driveway would have an average CSD time gap of 7.2 seconds, which exceeds the 6.5 second minimum CSD time gap as specified in the Municipal code. As such, the proposed project would satisfy the CSD requirements set forth in Section 14.36.060 of the Municipal code. Furthermore, the proposed driveway would be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles could see pedestrians, bicycles, or vehicles in the area. Any landscaping and signage would be located in such a way to ensure an unobstructed view for drivers exiting the site.

In addition, adequate access would be provided for emergency vehicles and trucks to enter and exit the site and maneuver through the cul-de-sac. Primary site access and emergency vehicle access would be provided by the new private cul-de-sac (Reserve Court) along Barton Road. The cul-de-sac would be adequately sized to accommodate an emergency vehicle and would be constructed in accordance with the Town standards to ensure adequate sight distance, stopping distances, and other components to ensure public safety.

Construction traffic associated with the proposed project would include heavy-duty vehicles which would share the area roadways with normal vehicle traffic, as well as transport of construction materials, and daily construction employee trips to and from the site. However, such heavy-duty truck traffic would only occur throughout the duration of construction activities and would cease upon buildout of the proposed residential subdivision.

Furthermore, General Plan Policy CIR-2.1.1 requires roadway improvements within the Town to conform to the classification system and improvement standards specified in the Town of Loomis Construction Improvement Standards and Land Development Manual. According to the Town of Loomis Construction Standards, a construction traffic control plan is required for all lane closures, detours, and street closures and the Town Engineer shall approve said plan prior to start of construction.[31] All work performed during construction would be required to conform to the conditions and requirements of the traffic control plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must conform to the Caltrans Manual of Traffic Controls for Construction and Maintenance of Work Zones.[32]

Given that the proposed project would be consistent with the site's General Plan land use designations, buildout of the project site and the potential for associated roadway design hazards has been anticipated by the Town and analyzed in the General Plan EIR. In addition, all roadway/circulation system improvements included in the proposed project would be consistent with applicable Town engineering standards. Thus, the proposed project would not require further CEQA review for this topic.

Based on the above, impacts related to substantially increasing hazards due to design features or incompatible uses would be less than significant, and effects peculiar to the proposed project would not occur. Thus, the proposed project would not require further CEQA review for this topic.

---

31 Town of Loomis. *Town of Loomis Construction Standards.* March 2004. Adopted June 8, 2004.

32 California Department of Transportation. *Work Zone Traffic Control Resources.* Available at: https://dot.ca.gov/programs/safety-programs/workzones. Accessed August 2025.

XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	☐	✖
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	✖

Discussion

a,b. The General Plan EIR determined that compliance with the General Plan policies, along with implementing measures intended to protect tribal cultural resources, would reduce the significance of impacts to tribal cultural resources. However, because feasible mitigation to guarantee that the loss, damage, or destruction of tribal cultural resources listed or eligible for listing as significant does not exist, the General Plan EIR concluded that buildout of the General Plan would result in a significant and unavoidable impact.

AB 52 (PRC Section 21080.3.1) notification to tribes is not required for the proposed project, given that this checklist determines no additional environmental review is required for the project, consistent with CEQA Guidelines Section 15183. In addition, the Cultural Resources Investigation prepared for the proposed project included a SLF search from the NAHC, which returned negative results, indicating that known sensitive tribal cultural resources are not present within the project site or vicinity.

Given that the proposed project would be consistent with the site's General Plan land use designation, buildout of the project site and potential disturbance of buried tribal cultural resources has been anticipated by the Town and analyzed in the General Plan EIR. In addition, as previously discussed, pursuant to CEQA Guidelines Section 15183(f), "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]" In the case of the proposed project, compliance with General Plan policies implementation measures, and existing regulations, such as Policy H-1.1.1, Policy H-1.2.1, Implementation Measure H-1.1.1.2, Policy H-1.1.5, Implementation Measures H-1.1.5.1 through H-1.1.5.3, California Health and Safety Code Section 7050.5 and 7052, and PRC Section 5097, would help avoid impacts to tribal cultural resources.

Based on the above, the proposed project is not expected to adversely impact tribal cultural resources. Therefore, impacts related to resulting in a substantial adverse change in the significance of a tribal cultural resource were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✖
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	✖
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖

Discussion

a. Water services for the proposed project would be provided by the PCWA. As part of the proposed project, a new eight-inch water line would be installed within the proposed roadway and would extend to connect to the existing 12-inch water line located in Barton Road, east of the project site. Sewer services for the proposed project would be provided by SPMUD. The proposed project would include installation of a six-inch gravity sewer line within the internal roadway, from lots 7 and 16 to Barton Road, that would connect to existing six- and eight-inch sanitary sewer lines within Barton Road, east of the project site. Lots 8 through 15 would use individual grinder pumps and 2.5-inch force mains to convey wastewater to the proposed six-inch gravity line at the termination manhole within the internal roadway. Stormwater runoff from the project site would be captured and discharged from 14 DMAs into four drainage swales as shown in Figure 7. Treated runoff would exit the swales and flow downgrade into the on-site pond in the southwest portion of the project site. Electricity and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. Therefore, the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, or other utility infrastructure would not be required. In addition, the proposed project would be subject to General Plan policies related to utility services, including Policies PSF-1.1.1 and PSF-1.1.2, as well as Implementation Measure PSF-1.4.1.2. Furthermore, because the proposed project is consistent with the site's current land use designation, the type and intensity of growth that would be induced by the proposed project was generally considered in the General Plan and associated utility improvements have been analyzed in the General Plan EIR. According to the General Plan EIR, with implementation of General Plan policies and implementation measures, impacts related to the construction or expansion of water, wastewater, storm drainage, electric, or telecommunications facilities or infrastructure would be less than significant.

Based on the above, impacts related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

b. Water service to the project site would be provided by PCWA. The project site would connect to an existing 12-inch water line within Barton Road, to the east of the project site. To meet the Town's water demand, the Town uses surface water from the American river and Canyon Creek, and groundwater pumped from groundwater sources within western Placer County. According to the PCWA UWMP, PCWA is projected to have sufficient water supply to meet the projected demand through 2045 even after multiple dry years.[33] The proposed project would be subject to pay Development Impact Fees pursuant to Chapter 12.24 of the Municipal Code.

According to Impact 4.15-2 of the General Plan EIR, potential impacts related to adequate water supplies would be less than significant and water supplies for the Town would meet expected demand for normal year, single-dry year, and multiple-dry year scenarios through 2045. Furthermore, the Town's General Plan encourages efficient water use (Policy PSF-1.4.2) and requires new development to secure adequate water service (Implementation Measure PSF-1.4.1.1). In addition, the proposed project would be subject to water conservation requirements to reduce indoor demand for potable water in accordance with the current version of the CALGreen Code and the requirements related to the reduction of landscaping water demand established in Chapter 13.34 of the Town's Municipal Code, as well as all applicable development impact fees related to water supply service. Compliance with such requirements would further reduce any potential impacts associated with increased demand for water.

Given that the proposed project is consistent with the site's current land use designation, the type and intensity of growth that would be induced by the proposed project was generally considered in the General Plan and associated water use has been analyzed in the General Plan EIR. Impacts related to sufficient water supplies being available to serve the project and reasonably foreseeable future development were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

c. Sanitary sewer services would be provided to the project site by SPMUD, the Town's wastewater provider. The SPMUD sewer collection system is comprised of approximately 290 miles of gravity sewer main, seven miles of sewer force main, 122 miles of lower laterals, 13 sewer lift stations, and 11 permanent flow recorder stations throughout a 31-square-mile service area.[34] SPMUD conveys wastewater to two WWTPs: the Dry Creek WWTP, located in the southern end of the City of Roseville, or the Pleasant Grove WWTP, located in the western portion of the City of Roseville. According to the Town's General Plan EIR, all wastewater from the Town is ultimately conveyed to the Dry Creek WWTP for treatment.

[33] Water Systems Consultants, Inc. *Placer County Water Agency 2020 Urban Water Management Plan*. June 2021.
[34] South Placer Municipal Utility District. *Strategic Plan 2023-2027*. September 2022.

As discussed under Impact 4.15-3 of the General Plan EIR, adequate capacity exists to serve buildout of the General Plan planning area, and impacts related to wastewater treatment capacity would be less than significant. In addition, all applicable impact fees would be required to be paid prior to issuance of a building permit and would further reduce any potential impacts associated with increased demand for wastewater service. Given that the proposed project is consistent with the site's current land use designation, the type and intensity of growth that would be induced by the proposed project was generally considered in the General Plan and associated wastewater demand has been analyzed in the General Plan EIR. Therefore, the proposed project would not generate wastewater flows beyond the capacity of existing wastewater treatment facilities or planned future improvements to such facilities.

Based on the above, the availability of adequate capacity to serve the wastewater demand projected for the proposed project in addition to the Town's existing commitments was adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

d,e. The Auburn Placer Disposal Service would be responsible for maintaining waste management for residents of the proposed project. Solid waste generated by the project would be disposed of at the Western Regional Landfill. The Western Regional Landfill covers 281 acres of land; 231 acres are permitted for disposal. The site's permit allows the landfill to receive a maximum of 1,900 tons of waste per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Western Regional Landfill has a remaining capacity of 29,093,819 cubic yards out of a total permitted capacity of 36,350,000, or 80 percent remaining capacity.[35] As such, the Western Regional Landfill would have adequate capacity for the solid waste generated by the proposed project. In addition, during project construction, as required by CBSC Section 4.408, the proposed project would be required to submit a Waste Management Plan to the Town detailing on-site sorting of construction debris. Implementation of the Waste Management Plan would ensure that the proposed project meets established diversion requirements for reused or recycled construction waste.

The Town's General Plan EIR concluded that adequate capacity at local landfills exists to serve full buildout of the General Plan. Considering such existing capacity, as well as implementation of General Plan policies that would promote long-term reduction of solid waste generation in the General Plan planning area, the General Plan EIR concluded that impacts would be less than significant.

The proposed project is consistent with the General Plan land use designation and zoning of the project site, and therefore, the associated increase in solid waste disposal needs associated with development of the site was generally considered in the EIR analysis. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

[35] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2542?siteID=2273. Accessed August 2025.

Based on the above, impacts related to solid waste were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review related to such.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✖
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✖
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	✖

Discussion

a-d. As discussed in the General Plan EIR, portions of the Town are located in areas susceptible to risk of wildfires. According to the Town's General Plan EIR, buildout of the General Plan would include construction and operation of new residential, commercial, and industrial uses in areas considered by the Town of Loomis and CAL FIRE as moderate and high fire hazard severity zones. However, the General Plan EIR determined that wildfire risks associated with such land use changes would be offset with adoption and implementation of the appropriate General Plan policies and implementation measures, as well as compliance with existing fire safety regulations. In addition, Implementation Measure PHS-2.1.5.1 of the General Plan EIR requires new development include a wildland fire protection plan demonstrating that vegetation clearance will be maintained around structures while preserving oak trees, as part of the application materials for residential subdivisions proposed within or near oak woodlands. As discussed throughout this Modified Initial Study, the projected site consists of mostly undeveloped, lightly forested land. As such, a FMP was prepared for the proposed project by Premier Homes LLC. (see Appendix E)[36] The FMP includes recommendations related to vegetation modification, building materials, and community design, including the implementation of fire breaks and use of fire-resistant materials, which would reduce the intensity, spread, and number of fires in the project vicinity. Overall, the General Plan EIR concluded that compliance with the recommendations set forth in the FMP, relevant fire safety and wildfire suppression regulations, and the applicable General Plan policies would reduce risks associated with wildfires to a less-than-significant level.

In addition, according to the CALFIRE Fire and Resource Assessment Program, the project site is not located within a Very High FHSZ.[37] The proposed project would be located near existing roads and other utilities that would help reduce risks related to wildfire. Urban and residential development surrounding the project site would further

[36] Premier Homes LLC. *The Reserve Fire Management Plan.* April 18, 2025.
[37] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed July 2025.

reduce risks related to wildfire. Due to a lack of natural debris and green waste, such surrounding developments would act as a fuel break within developed sites. Given that the existing development area in the vicinity of the project site would provide a wildfire buffer and the project site is situated adjacent to existing roads, water lines, and other utilities, the potential for wildland fires to reach the project site would be low. Furthermore, the proposed project would be required to comply with all applicable requirements of the CFC, as adopted by Sections 11.04.080 and 11.04.085 of the Town's Municipal Code, including installation of fire sprinkler systems. Additionally, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire. Lastly, as discussed in Section VII, Geology and Soils, and Section X, Hydrology and Water Quality, of this Modified Initial Study, development of the proposed project would not expose people or structures to significant risks related to flooding or landslides. Given that the proposed project is consistent with the site's General Plan land use designations, risk of loss, injury, or death involving wildland fires has been anticipated and analyzed in the General Plan EIR.

Based on the above, the site would not be subject to any peculiar hazards related to wildfire risk as compared to the General Plan EIR. Thus, the criteria for requiring further CEQA review are not met.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	✖
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	✖
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✖

Discussion

a. As discussed in Section IV, Biological Resources, of this Modified Initial Study, the proposed project would not adversely impact special-status plant or wildlife species. The proposed project would be required to comply with applicable General Plan policies, implementation measures, and General Plan EIR mitigation measures related to effects on any special-status plant and wildlife species and protected aquatic features or wetlands, including pre-construction surveys. In addition, as discussed in Sections V and XVIII, Cultural Resources and Tribal Cultural Resources, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic, archaeological, or tribal cultural resources. The proposed project would be required to comply with applicable General Plan policies, as well as all applicable State regulations, related to preservation of archaeological resources and human remains if such resources are discovered within the project site during construction activities, consistent with the requirements of CEQA.

Considering the above, the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Impacts associated with such resources have been adequately addressed and would not change from what was identified in the General Plan EIR, and the criteria for requiring further CEQA review are not met.

b. The proposed project, in conjunction with other development within the Town of Loomis, could incrementally contribute to cumulative impacts in the area. However, the proposed project was included in the future development assumptions evaluated in the General Plan EIR. The General Plan EIR concluded that cumulative impacts to aesthetics and visual resources, air quality, cultural and tribal cultural resources, greenhouse gas emissions, public services and recreation, and transportation would be significant and unavoidable. For those impacts determined to be significant in a General Plan EIR, CEQA Section

15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the proposed project is consistent with the Town's General Plan land use designation for the project site, cumulative impacts associated with buildout of the site have been anticipated by the Town and were analyzed in the General Plan EIR. Cumulative effects peculiar to the project or project site do not exist. Additionally, the proposed project does not incrementally contribute to cumulative impacts that were not analyzed or discussed in the Town's General Plan EIR. Furthermore, as discussed throughout this Modified Initial Study, all impacts associated with the proposed project were adequately addressed in the General Plan EIR, and the proposed project would not result in any peculiar effects that would require further CEQA review. As such, this Modified Initial Study does not include any substantial new information that shows impacts are more severe than previously discussed, and further analysis is not required.

c. As described in this Modified Initial Study, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local, County and State regulations. In addition, as discussed in the Air Quality, Geology and Soils, Hazards and Hazardous Materials, and Noise sections of this Modified Initial Study, the proposed project would not cause substantial adverse effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise, beyond the effects previously analyzed as part of the General Plan EIR. Therefore, further CEQA review is not required.

APPENDIX A

BIOLOGICAL RESOURCES ASSESSMENT

APPENDIX B

GEOTECHNICAL ENGINEERING STUDY

APPENDIX C

PHASE I ENVIRONMENTAL SITE ASSESSMENT

APPENDIX D

PHASE II ENVIRONMENTAL SITE ASSESSMENT

APPENDIX E

FIRE MANAGEMENT PLAN

APPENDIX F

PRELIMINARY HYDROLOGIC AND HYDRAULIC STUDY

APPENDIX G

TRAFFIC EVALUATION ANALYSIS