

CHAPTER 1

EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The Village at Loomis (proposed project) site is located in the Town of Loomis (Town) northwest of the Interstate 80 (I-80)/Horseshoe Bar Road interchange and is bounded by Laird Street and the Silver Ranch neighborhood on the north, the Sun Knoll and Day Avenue neighborhoods on the east, I-80 on the south, and Horseshoe Bar Road on the west.

Figures 3-2 and 3-3 in Chapter 3, Project Description, show the location of the project site and an aerial photograph of the site. The project site is composed of ~~11~~13 parcels, identified as Placer County Assessor's Parcel Numbers (APNs) 043-080-007, 043-080-008, ~~054~~043-080-015, 043-080-044, 043-100-025, 043-100-027, [043-092-036](#), [043-092-037](#), 044-094-001, 044-094-004, 044-094-005, 044-094-006, and 044-094-010, as shown in Figure 3-4 in Chapter 3, Project Description.

No roads currently provide access through the project site. The project proposes extension of Doc Barnes Drive and Library Drive through the site.

1.2 PROJECT SITE CHARACTERISTICS

The ±66-acre project site is mostly undeveloped land. Currently, six single-family dwelling units and one commercial building are on site. All of these buildings are currently occupied. The project site historically supported cattle grazing and a fruit orchard.

Topography and Soils

Site elevation ranges from approximately 390 to 410 feet above mean sea level. The majority of the site slopes down to the southwest towards an unnamed perennial stream that runs from north to south through the central portion of the project site.

Vegetation

Vegetation includes ~~foothill woodland~~ [valley oak and interior live oak woodland](#), annual grasslands, and riparian habitat. The habitats on site provide wildlife habitat and may support federally and state-designated special-status species. Habitat was identified on site that could support four special-status species listed as threatened or endangered, including valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), Chinook salmon (*Oncorhynchus tshawytscha*), [and](#) Central Valley steelhead (*O. mykiss*), ~~and California red-legged frog (*Rana draytonii*)~~. Four elderberry plants (*Sambucus* sp.) were found on the site. An arborist's report prepared for the property ~~indicates surveyed there are~~ [1,921,767](#) trees ~~on~~ [within the portions of](#) the [proposed for development](#) (~~outside of the riparian corridor in the center of the project site~~).

Waters of the United States

Approximately ~~5.99~~6.04 acres of waters identified on site were determined to be wetland resources under the jurisdiction of the U.S. Army Corps of Engineers (Corps). These wetland areas include wildlife habitat areas, which may include federally and state-designated special-status wildlife and plant species.

Surrounding Land Uses

Land uses surrounding the site include residential developments to the north and to the east as well as a commercial center, the Town’s library, and other commercial uses to the west and south. I-80 forms the southeastern project site boundary.

1.3 PROJECT OBJECTIVES

The project applicant has set forth the following objectives for the proposed project:

1. To use this infill location and its proximity to the Loomis Town Center for the construction of a residential mixed-use development, thereby improving the jobs/housing balance and reducing vehicle miles traveled within the Town of Loomis.
2. To create a pedestrian-friendly, walkable neighborhood that includes varied streetscapes, well-designed and safe alleys, abundant tree canopy, and sensitive transitions from the existing surrounding neighborhoods.
3. To connect the existing street network by extending existing street patterns and selectively introducing new street connections that improve vehicular and pedestrian connectivity.
4. To maintain an overall residential density that respects and responds to the surrounding neighborhood and is appropriate for the site’s physical and environmental conditions.
5. To provide unique, varied, high-quality housing opportunities consistent with and complementary to the overall character of the adjacent neighborhoods in design.
6. To provide a diverse mixture of open space areas and parks that are easily accessible to pedestrians and provide multi-generational recreational opportunities.
7. Provide a mix of land uses that integrate housing, office, and neighborhood-serving retail on a single project site with public open space, naturalized environments, and park land. Implement “smart growth” principles of concentrating growth in a compact walkable urban center to avoid sprawl, providing a mix of uses that are pedestrian- and bicycle-friendly, are close to neighborhood schools and shopping, and offer a range of housing choices.

8. Provide for increased residential densities on a site within the Town currently planned for urban growth with accessible infrastructure, in furtherance of the vision identified in the Loomis Town Center Implementation Plan.
9. Provide for the construction of the Boyington Road Extension (Doc Barnes Drive) from Horseshoe Bar Road to King Road consistent with the Transportation System Improvements identified in the Town's General Plan.
10. Provide for implementation of applicable portions of the Town's Trails Master Plan and the Bicycle Transportation Plan.

1.4 DESCRIPTION OF PROPOSED PROJECT CHARACTERISTICS

The proposed project consists of a village-themed retail center, commercial and professional uses, detached single-family residential units and multiple-family residential units, parks, and open space. ~~A total of~~ The project proposal evaluated in the Draft EIR included 426 residential units ~~are proposed~~ along with 56,000 square feet in commercial uses and 25,000 square feet in office uses. After public review of the Draft EIR, the project applicant proposed to implement measures to further reduce impacts to biological resources by omitting 8 dwelling units from the project design, thus proposing a total of 418 dwelling units. The applicant also proposed to implement measures to reduce project impacts under the Transportation Alternative that was evaluated in the Draft EIR. The Modified Transportation Alternative proposes 418 total dwelling units, 49,000 square feet of commercial space, and 25,000 square feet of office space.

Approximately 10 acres of open space is proposed surrounding the drainage/riparian corridor in the central portion of the project site. ~~The~~ Both the proposed project and the Modified Transportation Alternative would ~~also include~~ three-two passive parks on 1.25 acres, and two active parks on 0.596 acre, 0.49 acres of parcourse trails, and 0.74 acres of multi-use trail.

1.5 AREAS OF KNOWN CONTROVERSY AND ISSUES RAISED

Section 15123 (b)(2) of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) requires the executive summary of an environmental impact report (EIR) to disclose areas of controversy known to the lead agency that have been raised by the agencies and the public. The Town received 13 letters in response to the Notice of Preparation (NOP) that was circulated to solicit agency and public comments on the scope and environmental analysis to be included in the EIR. The NOP and the comments received by the Town are included in Appendix A of this Draft EIR. The following concerns were raised in the responses to the NOP and at the public scoping meeting for this EIR:

- Development standards for proposed homes adjacent to existing homes;

- The percentage of property renters to owner-occupants for residences within the project site, particularly in the multiple-family residences;
- Improvements to sewage collection and conveyance infrastructure necessary to ensure adequate capacity;
- Effects on downstream flooding and water quality;
- Compliance with applicable Water Efficient Landscape Ordinance requirements;
- Potential for the site to support mosquito habitat;
- Effects of traffic generated by the project and compatibility with Neighborhood Electric Vehicles;
- Increases in noise levels for existing residents, particularly as a result of the loss of on-site trees and loss of the attenuation of noise from I-80 that those trees currently provide; and
- Effects on area schools, police services, fire protection, water supply, and other public services.

1.6 PROJECT ALTERNATIVES

The alternatives chapter of the EIR (Chapter 6, Project Alternatives) was prepared in accordance with Section 15126.6 of the CEQA Guidelines. The alternatives analyzed in this EIR in addition to the proposed project are:

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

Alternative 1b: No Project/Existing Designations Alternative. This alternative assumes that development would occur under the existing General Plan and Zoning designations for the project site. The existing General Plan designations for the site provide for 23.6 acres of residential – medium density, 29.7 acres of general commercial, 5.3 acres of town center commercial, and 7.8 acres of office professional.

Alternative 2: Transportation Alternative. This alternative contemplates realigning Webb Street through the project site and constructing roundabouts instead of traditional intersections, consistent with the road network described in the Town’s draft General Plan Circulation Element update. The project would be developed as proposed except for the alterations to the road network on the western portion of the project site. [The EIR includes a detailed analysis of the impacts of the Modified Transportation Alternative; the analysis of the original Transportation Alternative has been retained in Chapter 5 for informational purposes.](#)

Alternative 3a: Reduced Density. This alternative assumes development of 371 residences— with 246 single-family units and up to 125 multiple-family units—50,000 square feet of

commercial space, and 22,500 square feet of office uses. This alternative reduces the proposed development by approximately 10%. This alternative assumes development within generally the same footprint as the proposed project, resulting in lower development densities for most of the proposed land uses. This alternative also assumes generally the same roadway alignments (with slight modifications to reflect the reduced density).

Alternative 3b: Reduced Density/Transportation. This alternative combines the Webb Street alignment considered under Alternative 2 with the reduced density alternative. It evaluates the same land uses as the reduced density alternative and includes the Webb Street alignment and roundabouts reflected in the Town’s draft General Plan Circulation Element.

Alternative 4a: Reduced Footprint. This alternative assumes a reduced development footprint and increased amounts of open space while keeping development densities generally the same as the proposed project. This alternative contemplates development of 366 residential units (including 125 multi-family units), 45,000 square feet of commercial space, 10,000 square feet of office uses, 5.2 acres of active parkland, and 10.13 acres of open space.

Alternative 4b: Reduced Footprint/Transportation. This alternative combines the Webb Street alignment considered under Alternative 2 with the reduced footprint alternative. It evaluates the same land uses as the reduced footprint alternative and includes the Webb Street alignment and roundabouts reflected in the Town’s draft General Plan Circulation Element.

1.7 INTENDED USES OF THE VILLAGE AT LOOMIS EIR

The ~~Draft~~-EIR has been prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 CCR 15000 et seq.) and the Town’s Environmental Review Ordinance (Loomis Municipal Code Chapter 15.04). The ~~Draft~~-EIR is an informational document prepared to provide public disclosure of potential impacts of the project and is not intended to serve as a recommendation of either approval or denial of the project. As lead agency, the Town “is responsible for the adequacy and objectivity of the draft EIR” (14 CCR 15084(e)). Section 15121(a) of the CEQA Guidelines states:

An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This ~~draft~~-EIR is a “project EIR” pursuant to CEQA Guidelines Section 15161. A Project EIR examines the environmental impacts of a specific project. This type of EIR focuses on the changes in the environment that would result from implementation of the project, including construction and operation. As the lead agency for this project, the Town is required to consider the information in the EIR along with any other available information in deciding whether to

approve the project entitlements requested. The basic requirements for an EIR include providing information that establishes the environmental setting (or project baseline), and identifying environmental impacts, mitigation measures, project alternatives, growth-inducing impacts, and cumulative impacts. In a practical sense, an EIR functions as a method of fact-finding, allowing an applicant, the public, other public agencies, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure. Additionally, this EIR provides the primary source of environmental information for the lead agency to consider when exercising any permitting authority or approval power directly related to implementation of this project.

Required Permits and Approvals

Table 1-1 lists the entitlements and approvals required from the Town and from other responsible agencies for the proposed project. Following the table is a discussion of each of the entitlements and approvals required from the Town and the approvals and permits required from other agencies.

Table 1-1
Required Approvals/Permits for the Village at Loomis

| Required Permit/Approval | Permitting Agency |
|---|--|
| Certify the EIR | Town of Loomis |
| General Plan Amendment | Town of Loomis |
| Zoning Code Ordinance Amendment | Town of Loomis |
| Parcel Merger Adoption of the Village Preliminary Development Plan and Village Development Standards | Town of Loomis |
| Lot Line Adjustment Adoption of the Village at Loomis Design Guidelines | Town of Loomis |
| Approval of the Specific Development Plans (SDP) for Village Plan Areas 1, 2, and 3 | Town of Loomis |
| Tentative Subdivision Map | Town of Loomis |
| Design Standards | Town of Loomis |
| Development Agreement | Town of Loomis |
| Grading Permit(s)* | Town of Loomis |
| Building Permit(s)* | Town of Loomis |
| Tree Removal Permit(s)* | Town of Loomis |
| Section 404 Nationwide Individual Permit | U.S. Army Corps of Engineers |
| Section 401 Certification | Regional Water Quality Control Board–Central Valley Region |
| Section 402 National Pollutant Discharge Elimination System Permit Compliance | Regional Water Quality Control Board–Central Valley Region |
| Section 1602 Streambed Alteration Agreement | California Department of Fish and Wildlife |
| Section 7 Consultation | U.S. Fish and Wildlife Service |
| Sewer Will-Serve Letter* | South Placer Municipal Utility District |
| Easement/pipeline relocation approval | Placer County Water Agency |

**Table 1-1
Required Approvals/Permits for the Village at Loomis**

| Required Permit/Approval | Permitting Agency |
|---------------------------|---------------------------------|
| Water hook-ups* | Placer County Water Agency |
| Building permit sign-off* | Loomis Fire Protection District |

* Ministerial permits.

Town of Loomis Required Permits and Approvals

EIR Certification. The project would require the certification of the Final EIR pursuant to Section 15090 of the CEQA Guidelines. Certification of the Final EIR includes certifying that the EIR was completed in compliance with CEQA, the EIR was presented to the decision-making body who reviewed and considered the information contained in the Final EIR prior to project approval and that the Final EIR reflects the Town’s independent judgement and analysis.

General Plan Amendment. The project would require an amendment to the General Plan to redesignate land throughout the project site and modify General Plan text, as listed in Chapter 3, Project Description.

~~**Zoning Code Amendment**~~**Rezone.** The project proposes to rezone the entire project site to the Planned Development zone district.~~Zoning Code would need to be amended to add six new zone districts. Concurrent with the change in land use designation the project would require a zoning amendment to change zoning designations throughout the project site.~~

Village at Loomis Preliminary Development Plan. The project would require the Town Council’s approval of the Village at Loomis Preliminary Development Plan for the 66.5 acre project site. This includes development standards applicable to all development on-site.

Design Guidelines. The project would require that the Town adopt project-specific design guidelines that would work in combination with Preliminary Development Plan development standards to govern development on-site.

Specific Development Plans for PD Areas 1, 2, 3, and 8. The project would require the Town Council’s approval of the specific development plans for PD Areas 1, 2, 3 and 8. The specific development plans consist of tentative subdivision maps for each of these PD Areas that must be consistent with the Preliminary Development Plan.

~~**Merger of Contiguous Parcels.** APNs 044-094-001, 044-094-004, 044-094-005, 044-094-006, and 044-094-010 with Gates (043-080-044) would be merged into one parcel of 29.7± acres.~~

~~**Lot Line Adjustment.** The lot line between APN 043-080-015 (Kimm) and 043-080-044 (Gates) would be reconfigured.~~

Tentative Subdivision Map. The project would require approval of a tentative map to subdivide and/or merge the existing 11 parcels into lots for development.

~~**Design Standards.** The project would require that the Town adopt project-specific design standards.~~

Development Agreement. The applicant would be required to enter into a Development Agreement with the Town.

Other Agencies Using the EIR and Consultation Requirements

Section 404 Permit. The Corps regulates the placement of fill or dredged material that affects waters of the United States, which include streams and wetlands. The Corps regulates these activities under authority granted through Section 404 of the Clean Water Act. The project site includes ~~+5.99~~approximately 6.04 acres of wetland resources under the jurisdiction of the Corps and the proposed project would result in that may be-impacts to 0.97 acres. Any discharge of dredged or fill materials to wetlands would require permitting pursuant to Sections 401 and 404 of the federal Clean Water Act.

Water Quality Certification (Section 401). The approval and implementation of the proposed project has the potential to affect wetlands or other waters of the United States. Therefore, the Central Valley Regional Water Quality Control Board (RWQCB) would need to provide water quality certification of the project per Section 401 of the Clean Water Act. Section 401 water quality certification entails the review of the Corps permit conditions of approval and may also include additional water quality protection measures deemed necessary by the RWQCB during their review.

Section 402 National Pollutant Discharge Elimination System Permit. Construction of the proposed project would result in clearing, excavation, and grading activities throughout the 66-acre project site. Compliance with the existing statewide permit for stormwater discharge, administered by the Central Valley RWQCB, is required for any project that results in clearing, excavation, and grading activities on more than 1 acre of land. Permit compliance requires the preparation of a stormwater pollution prevention plan (SWPPP) that contains measures, also called best management practices, to decrease stormwater runoff impacts during construction.

Section 1602 Streambed Alteration Agreement. The California Department of Fish and Wildlife requires a Streambed Alteration Agreement for any project that would alter the bed and banks of a stream or other water of the state.

Section 7 Consultation. Under the federal Endangered Species Act, the issuance of Clean Water Act Section 404 permit by the Corps would require that the Corps first consult with the U.S. Fish and Wildlife Service under Section 7 of the Endangered Species Act to evaluate the project's impacts to threatened and endangered species.

Sewer Will-Serve Letter. Prior to ~~issuance of any building permits~~ [recordation of the final map](#) for the project site, the Town of Loomis will verify that the project applicant has received a will-serve letter from South Placer Municipal Utility District confirming there is adequate capacity in the sewage collection and conveyance infrastructure to serve the project.

Pipeline/Easement Relocation Approval and Water Hook-ups. The project applicant must obtain agreement with and approval from Placer County Water Agency to relocate the existing easement and piped Eastside Canal onsite. Additionally the project applicant must pay for water hook-ups for each dwelling unit and commercial property developed onsite.

Building Permit Sign-off. The Loomis Fire Protection District will review building plans and must sign-off on building permits to confirm that the plans meet the District's requirements. Further, the project applicant will be required to pay development impact fees to the Loomis Fire Protection District at the time that building permits are issued.

1.8 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1-2 lists all of the impacts associated with the proposed project, as evaluated in this EIR. The table identifies the level of significance of each impact and presents the mitigation measures (MMs) necessary to reduce impacts to a less than significant level.

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|---|---|---|
| <i>Land Use</i> | | | |
| 4.1-1 “Conflict with land use plans, policies, or regulations” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | MMs Implement MMs 4.3b, 4.4a, 4.6a through 4.6g, 4.7b through 4.7d, 4.8a, 4.8c, and 4.12a, (See below) as presented in the applicable Draft EIR chapters | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.1-2 “Conflict with surrounding land uses, current and planned, or physically divide an existing community” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| <i>Population and Housing</i> | | | |
| 4.2-1 “Induce substantial population growth in an area” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.2-2 “Displace substantial numbers of existing housing and/or people, necessitating the construction of replacement housing elsewhere” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.2-3 “Reduce the affordable housing supply, impair the Town’s ability to meet its RHNA obligations, or create a substantial increase in demand for affordable housing” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.2-4 “Contribute to cumulative impacts associated with population and housing” | Proposed Project: No impact Modified Transportation Alternative: No impact | — | Proposed Project: No impact Modified Transportation Alternative: No impact |
| <i>Biological Resources</i> | | | |
| 4.3-1 “Substantial disturbance to natural vegetation or reduction in habitat for plants and animals” | Proposed Project: Potentially significant Modified Transportation Alternative: | MM 4.3a: The project applicant shall obtain a conservation easement on 2 acres of valley oak woodland habitat within 10 miles of the project site to compensate for the proposed project’s | Proposed Project: Less than significant Modified Transportation Alternative: |

Table 1-2
Impact Summary Table

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--|---|--|
| | Alternative: Potentially significant | <p>direct impacts to 1.5 acres of valley oak woodland habitat and 0.5 acres of indirect impacts. The conservation easement shall prohibit any grading, vegetation removal (other than as required for fuel management under an approved fire safe plan), and/or any construction activities within the easement area. Any portion of the easement area that is within 100 feet of a habitable structure shall not be counted toward the required acreage (as such an area would be subject to vegetation removal for defensible space requirements). The easement shall be recorded in perpetuity in favor of the Town of Loomis (Town) or a land conservation organization approved by the Town. Evidence of the recordation of the conservation easement shall be provided to the Town prior to issuance of any grading permits for the project site.</p> <p>MM 4.3b: Should construction activities occur during the breeding season (February 15 through August 31), a pre-construction survey for nesting birds protected under the Migratory Bird Treaty Act shall be conducted by a qualified biologist to identify the location of nests in active use that were established prior to the start of project implementation activities. The pre-construction survey shall take place no more than 14 days prior to initiation of construction. All trees and shrubs within 500 feet of the area of disturbance shall be surveyed, with particular attention to any trees or shrubs that would be removed or directly disturbed. Further, the project applicant shall retain a qualified biologist to perform additional nesting bird surveys within 500 feet of the area of disturbance at least every 2 weeks during all phases of construction that occur during the nesting season. If an active nest of a protected bird is found on site or in the vicinity of off-site improvements at any time, the biologist shall, in consultation with the California Department of Fish and Wildlife (CDFW), determine whether construction work would affect the active nest or disrupt reproductive behavior. Criteria used for this evaluation shall</p> | Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|---|-------------------------------|
| | | <p>include presence of visual screening between the nest and construction activities, and behavior of adult raptors in response to the surveyors or other ambient human activity. If construction could affect the nest or disrupt reproductive behavior, the biologist shall, in consultation with CDFW, determine an appropriate construction-free buffer zone around the nest to remain in place until the young have fledged or other appropriate protective measures to ensure no take of protected species occurs.</p> <p><u>MM 4.3c: The project applicant shall implement the following measures to provide protection for the drainage complex in the central open space:</u></p> <ol style="list-style-type: none"> <u>1. Standard BMPs such as silt fencing, straw wattles, etc. shall be employed during construction to ensure that the water quality of the drainage is protected;</u> <u>2. Encroachment into, and construction activities within the Town’s mandated 100-foot setback zone shall not occur during the months of March, April, and May as biological activity is heightened during this period.</u> <u>3. All residential properties constructed adjacent to the drainage shall have wrought iron fencing or other barrier to prevent encroachment into the drainage;</u> <u>4. Building pads adjacent to the drainage shall be designed to divert runoff water away from the drainage and into the stormwater system to prevent unfiltered water from flowing directly into the drainage complex;</u> <u>5. A designated trail shall be installed along the edge of the open space to direct pedestrians away from the drainage complex, thereby reducing impacts to the wetland habitat;</u> <u>6. Signs shall be installed along all potential access points that state it is a biologically sensitive area and that no access is allowed.</u> <u>4.7. Visually-pleasing obstacles shall be installed to</u> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|--|--|
| | | discourage people from entering the sensitive area. This may be accomplished by using sharp grade changes, installing boulders or fencing, and/or planting dense, prickly vegetation. | |
| 4.3-2 “Impacts to riparian habitat and waters of the United States” | Proposed Project: Significant Modified Transportation Alternative: Significant | MM 4.3de: The project applicant shall provide compensation for the loss of wetlands and waters of the United States sufficient to meet the Town of Loomis’s requirement that there be no net loss of wetland communities. To achieve this, the project applicant shall obtain a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers (Corps) to authorize impacts to wetlands and define the specific requirements for replacement or compensation for the loss and the project applicant shall carry out on-site replacement or off-site banking to mitigate for impacts to wetlands. Minimum replacement ratios shall be 1:1 for wetland habitat. If off-site mitigation is chosen, the project applicant shall provide written evidence that compensatory habitat has been established through the purchase of mitigation credits at an approved wetlands mitigation bank. The amount of money required to purchase these credits shall be equal to the amount necessary to replace wetland or habitat acreage and value, including compensation for temporal loss. Evidence of payment, which describes the amount and type of habitat purchased at the bank site, shall be provided to the Town prior to the issuance of grading permits. | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.3-3 “Impacts to special-status species, including critical habitat” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | MM 4.3b (see above) MM 4.3de: (see above) MM 4.3ed: If construction begins in 2017 or later, the elderberry shrub survey completed by Salix Consulting Inc. (2014) shall be updated by a qualified biologist experienced with valley elderberry longhorn beetle. The location of the elderberry shrubs on site shall be confirmed and all stems at least 1 inch or greater at ground level shall be recorded for calculating conservation ratios in accordance with Table 1 of the Conservation Guidelines for the | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|--|-------------------------------|
| | | <p><u>Valley Elderberry Longhorn Beetle (USFWS 1999). Each elderberry stem at least 1 inch in diameter removed during construction shall be compensated for by the planting of elderberry seedlings at a the ratios of 2:1 (planted:removed) identified in the Biological Opinion issued by the USFWS (Appendix J). Based on the elderberry stem counts performed by Salix Consulting (2014), 90 elderberry seedlings shall be planted at an appropriate off-site conservation area approved by the U.S. Fish and Wildlife Service (USFWS) and the Corps. The total amount of required beetle conservation credits shall be adjusted consistent with the result of an updated elderberry shrub survey. The applicant shall purchase the appropriate number of beetle conservation credits at an off-site mitigation bank approved by the USFWS and the Corps with a service area that includes the project site.</u></p> <p><u>In addition, the four elderberry shrubs removed as part of the project activities shall be transplanted to an appropriate off-site conservation area approved by USFWS and the Corps. The applicant shall purchase appropriate credits at an off-site mitigation bank approved by USFWS and the Corps to facilitate transplanting the elderberry shrubs.</u></p> <p><u>USFWS has determined that the four elderberry shrubs with 27 ground-level branches 1 inch in diameter or greater shall be transplanted or the applicant shall compensate for the loss of 27 1-inch-diameter branches. It has also determined that during this the process of transplanting the elderberry shrubs, it is likely that some of the beetle larvae will die but that such a take will not adversely impact the overall survival of the species.</u></p> <p>MM 4.3fe: At least 14 days prior to the start of construction and preferably during the breeding season (generally February through July), surveys for California black rail shall be conducted by a biologist experienced with this species. Surveys shall be conducted during peak calling times (within 2 hours of dawn or</p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|--|--|
| | | <p>dusk) using playback of taped breeding calls. The surveys shall cover all areas of suitable nesting habitat within 500 feet of the project area (shallow water or muddy areas with dense emergent vegetation). Surveys shall be repeated at least three times (including at least one evening and one morning survey) or until black rail is detected.</p> <p>If California black rail is not detected after three site visits, then no further mitigation is required provided construction begins within 14 days of the final survey. If this species is detected, no work in potential habitat will occur until appropriate avoidance measures and/or buffers are established in cooperation with CDFW. No work shall take place within buffer areas until the qualified biologist has confirmed that the species has evacuated the area.</p> | |
| 4.3-4 “Interfere with resident or migratory wildlife movement” | <p>Proposed Project: Less than significant Modified Transportation Alternative: Less than significant</p> | — | <p>Proposed Project: Less than significant Modified Transportation Alternative: Less than significant</p> |
| 4.3-5 “Conflict with the Town Tree Preservation and Protection Ordinance” | <p>Proposed Project: Significant Modified Transportation Alternative: Significant</p> | <p>MM 4.3g: <u>Prior to issuance of any grading or building permits that would result in tree removal or impacts within the dripline of any tree, the project applicant shall submit to the Town of Loomis a Tree Plan as required under the Town's Tree Conservation Ordinance.</u> To mitigate for the loss of oak trees from the project site, the applicant shall complete the following actions:</p> <ol style="list-style-type: none"> 1. Upon issuance of the first building permit, the applicant shall conduct one public education program regarding trees annually for four years, which is the expected build-out period for the project. The public education programs must support the purposes of the Town's Tree Conservation ordinance (e.g., workshops on proper pruning and oak tree care and maintenance that will help residents preserve the existing tree canopy within the Town). All public education programs shall be taught by a certified arborist or other qualified professional as | <p>Proposed Project: Less than significant Modified Transportation Alternative: Less than significant</p> |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|---|-------------------------------|
| | | <p>determined by the Town Manager and shall last a minimum of one hour. Each individual that attends a public education program shall reduce the project applicant's tree mitigation requirement by one fifteen-gallon tree or two five-gallon trees. This is because the education of a member of the public on proper tree maintenance will prevent or reduce tree loss.</p> <ol style="list-style-type: none"> <li data-bbox="957 613 1572 943">2. Conduct two oak tree planting community events annually for four years. The tree planting community events may occur at any public or private property within the Town limits, subject to a recommendation by a certified arborist and approval by the Town Manager. Each tree planted during these events shall count towards the project applicant's tree mitigation requirement. The project applicant shall be responsible for annual monitoring of the health and survival of trees planted at these community events, for a period of five years. <li data-bbox="957 954 1572 1403">3. At the end of the four years of education and tree planting events, the project applicant shall acquire a conservation easement over property or acquire property that shall be dedicated to the Town <u>and/or shall pay the Town's in-lieu fee.</u> Such-Any property <u>acquired or subject to a conservation easement</u> must contain blue oaks, valley oaks, and/or interior live oaks. <u>These trees shall be inventoried to demonstrate the species and size classes of the trees to demonstrate the amount of sufficient to meet the project's</u> tree mitigation <u>achieved with the conserved property in accordance with the requirements</u> under-of the Town's Tree Conservation ordinance. <u>The amount of any in-lieu fee paid shall be sufficient to meet the tree replacement requirements of the Town's Tree Conservation ordinance for any amount</u> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|---|---|---|
| | | <p>of tree removal not mitigated through mitigation options 1 and 2 and any property conservation completed under option 3.</p> <p>Implementation of these measures will reduce impacts associated with tree loss to a less-than-significant level because trees will either be replanted at the ratios required by the Tree Conservation ordinance and kept within the Town limits when provided to eligible residents. To be eligible to receive a tree, a person will have to demonstrated proof of residency, read the care instructions and sign an acknowledgment, or attend a tree planting workshop. The care instruction and/or workshop will help ensure the long-term viability and health of the planted tree. Moreover, it is reasonable to assume that a person who is actively seeking a tree to plant will also care for it to ensure that it does not die. In the event the tree fails or dies within one year of planting, the resident will be able to obtain a replacement tree at the project applicant's expense. The replacement tree will not count towards the total mitigation requirement. Additionally, the conservation of two acres of oak woodland habitat as required under Mitigation Measure 4.3a to compensate for the proposed project's effects on one acre of this habitat type would preserve additional off-site trees. To the extent that the offsite conservation area meets the location requirements in the Tree Conservation ordinance, trees within the conservation area may be applied to the project applicant's tree mitigation requirements.</p> | |
| 4.3-6 "Contribute to a cumulative loss of habitat for common and special-status wildlife species" | Proposed Project: Significant Modified Transportation Alternative: Significant | MM 4.3a (see above), MM 4.3b (see above), MM 4.3c (see above), MM 4.3d (see above), MM 4.3e (see above), MM 4.3f (see above), MM 4.3fg (see above) | Proposed Project: Significant and unavoidable Modified Transportation Alternative: Significant and unavoidable |
| <i>Cultural Resources</i> | | | |
| 4.4-1 "Project construction could cause a substantial adverse change | Proposed Project: Potentially significant | MM 4.4a: Prior to issuance of a demolition permit, the Town of Loomis shall verify that the project applicant has documented the | Proposed Project: Significant and unavoidable |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|---|---|---|
| in historical resources.” | Modified Transportation Alternative: Potentially significant | <p>existing residences at 3616 Laird Street and 5901 Horseshoe Bar Road and their setting and has provided this documentation to applicable repositories as identified herein. Generally, this documentation shall be in accordance with Historic American Building Survey Level II, which includes the following:</p> <ol style="list-style-type: none"> 1. Drawings: Select existing drawings, where available; should be photographed with large-format negatives or photographically reproduced on Mylar. 2. Photographs: Photographs with large-format negatives of exterior and interior views, or historic views, where available. 3. Written data: History and description in narrative or outline format. <p>Historic American Building Survey material standards regarding reproducibility, durability, and size shall be met. Copies of the photographs and report shall be presented to repositories such as the North Central Information Center of the California Historical Resources Information System at California State University, Sacramento, and/or the California State Library. Copies of the photographs and report shall also be made available to the Loomis Basin Historical Society and for photographs to be made available to the Blue Goose Events Center and High Hand Nursery.</p> | Modified Transportation Alternative: Significant and unavoidable |
| 4.4-2 “Project construction could cause a substantial adverse change in unidentified subsurface archaeological resources” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | <p>MM 4.4b: Prior to issuance of any grading permits, the Town of Loomis shall verify that project construction documents include the following note: “If any cultural resources, such as structural features, unusual amounts of bone or shell artifacts, or architectural remains are encountered during any construction activities, the contractor shall implement measures deemed necessary and feasible to avoid or minimize significant effects to the cultural resources including the following:</p> <ul style="list-style-type: none"> • Suspend work within 100 feet of the find; • Immediately notify the Town’s Planning Department Director and coordinate any necessary investigation of the site with a | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|---|--|---|
| | | <p>qualified archaeologist as needed to assess the resources (i.e., whether it is a “historical resource” or a “unique archaeological resource”);</p> <ul style="list-style-type: none"> • Provide management recommendations should potential impacts to the resources be found to be significant (possible management recommendations for historical or unique archaeological resources could include resource avoidance or data recovery excavations, where avoidance is infeasible in light of project design or layout, or is unnecessary to avoid significant effects); and • As warranted by any cultural resources found on site, prepare reports for resources identified as potentially eligible for listing in the California Register of Historical Resources in consultation with the State Historic Preservation Officer, and if applicable, tribal representatives. | |
| <p>4.4-3 “Project construction could disturb human remains, including those interred outside of formal cemeteries.”</p> | <p>Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant</p> | <p>MM 4.4c: Prior to issuance of any grading permits, the Town of Loomis shall verify that project construction documents include the following note: “If human remains are discovered during any phase of construction, all ground-disturbing activity within 100 feet of the remains shall be halted immediately, and the Town’s Planning Department and the county coroner shall be notified immediately. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission shall be notified within 24 hours of the determination that the remains are Native American, and the guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. The Planning Department staff shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in California Environmental Quality Act Guidelines, Section 15064.5(e), and Public Resources Code, Section 5097.98. The project applicant shall implement approved mitigation, to be verified by the</p> | <p>Proposed Project: Less than significant Modified Transportation Alternative: Less than significant</p> |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|--|--|
| | | Planning Department, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.” | |
| 4.4-4 “Project construction could contribute to a cumulative loss of cultural resources” | Proposed Project : No impact Modified Transportation Alternative : No impact | — | Proposed Project : No impact Modified Transportation Alternative : No impact |
| <i>Visual Resources</i> | | | |
| 4.5-1 “Substantial damage to scenic resources” | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.5-2 “Substantially degrade the existing visual character or quality of the project area and its surroundings” | Proposed Project : Potentially significant Modified Transportation Alternative : Potentially significant | No feasible mitigation identified | Proposed Project : Significant and unavoidable Modified Transportation Alternative : Significant and unavoidable |
| 4.5-3 “Create a new source of substantial light or glare” | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.5-4 “Contribute to cumulative impacts to the visual character of the region” | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| <i>Transportation</i> | | | |
| 4.6-1 “Result in an increase in traffic that is substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system, including consideration of LOS and ADT” | Proposed Project : Potentially significant Modified Transportation Alternative : Potentially significant | MM 4.6a : The project applicant shall contribute a fair share amount to the installation of a traffic signal at the Horseshoe Bar Road/Laird Road and Horseshoe Bar Road/EB I-80 Ramps intersections prior to issuance of building permits. MM 4.6b : The project applicant shall install the following roadway and intersection improvements: <ul style="list-style-type: none"> Widen King Road to provide separate eastbound and | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|--|-------------------------------|
| | | <p>westbound left-turn lanes</p> <ul style="list-style-type: none"> • Install a traffic signal • Install pedestrian landings and school crosswalks <p>The Village at Loomis project applicant shall install this traffic signal at the time that Doc Barnes Drive is constructed.</p> <p>MM 4.6c: The project applicant shall install signage prohibiting left turns from Laird Street onto Horseshoe Bar Road during peak periods. The signs shall be installed prior to issuance of occupancy permits for any new building constructed on site.</p> <p>MM 4.6d: The project applicant shall install signage prohibiting left turns from Library Drive onto Horseshoe Bar Road during peak periods. The signs shall be installed prior to issuance of occupancy permits for any new building constructed on site.</p> <p>MM 4.6e: The project applicant shall construct intersection bulb-outs at all public street intersections on Doc Barnes Drive. The bulb-outs shall be shown on grading and improvement plans prior to issuance of grading and building permits.</p> <p>MM 4.6f: The project applicant shall provide funding sufficient to allow Town of Loomis staff to complete updates necessary to modify the Loomis Town Center Implementation Plan to omit the planned elimination of the eastbound right-turn lane from the Horseshoe Bar Road/Taylor Road intersection from the Downtown Implementation Plan prior to issuance of building permits for the project site.</p> <p>MM 4.6g: Prior to issuance of building permits for the project site, the project applicant shall provide funding sufficient to allow Town of Loomis staff to complete updates necessary to modify the Town's traffic impact fee program Items 2-5 and 2-9 to include a separate eastbound right-turn lane at the intersection of Horseshoe Bar Road/Laird Road and ensure that signal timing allows overlapped phasing. The project applicant shall provide a fair-share contribution toward construction of the additional intersection improvements at this location.</p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|--|--|---|
| 4.6-2 “Increase impacts to vehicle safety due to roadway design features or incompatible uses” | Proposed Project : No impact Modified Transportation Alternative : No impact | — | Proposed Project : No impact Modified Transportation Alternative : No impact |
| 4.6-3 “Result in inadequate emergency access or access to nearby uses” | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.6-4 “Create hazards or barriers for pedestrians or bicyclists” | Proposed Project : Potentially significant Modified Transportation Alternative : Potentially significant | MM 4.6b (See above) MM 4.6e (See above) | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.6-5 “Conflict with adopted policies, plans, or programs supporting alternative transportation or otherwise decrease the performance or safety of such facilities” | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.6-6 “Cause a change in air traffic patterns, including either an increase in traffic levels or a change in location resulting in substantial safety risks” | Proposed Project : No impact Modified Transportation Alternative : No impact | — | Proposed Project : No impact Modified Transportation Alternative : No impact |
| 4.6-7 “Result in increased vehicle circulation or congestion due to a lack of sufficient parking capacity on site or off site” | Proposed Project : No impact Modified Transportation Alternative : No impact | — | Proposed Project : No impact Modified Transportation Alternative : No impact |
| 4.6-8 “Contribute to a cumulative increase in traffic that conflicts with adopted policies and plans related to intersection and roadway segment function, including consideration of LOS and ADT” | Proposed Project : Potentially significant Modified Transportation Alternative : Potentially significant | MM 4.6a : (See above) MM 4.6b : (See above) MM 4.6c : (See above) MM 4.6d : (See above) MM 4.6e : (See above) | Proposed Project : Significant and unavoidable at the Horseshoe Bar Road/Taylor Road intersection due to the uncertainty that the Loomis Town Center Implementation |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|---|--|---|
| | | MM 4.6f: (See above) MM 4.6g: (See above) | Plan would be modified to retain the eastbound right-turn lane at this intersection and on the segment of I-80 between Sierra College Boulevard and Horseshoe Bar Road; Less than significant elsewhere Modified Transportation Alternative: Significant and unavoidable on the segment of I-80 between Sierra College Boulevard and Horseshoe Bar Road; Less than significant elsewhere |
| <i>Noise</i> | | | |
| 4.7-1 “Generation of construction noise exceeding established noise standards or that causes a substantial temporary or periodic increase in ambient noise levels” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | MM 4.7a: The project applicant shall ensure that all contractors implement the following measures during construction of the proposed project: <ul style="list-style-type: none"> • Project construction activities shall be limited to daytime hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 7:00 p.m. on Saturdays unless conditions warrant that certain construction activities occur during evening or early morning hours (e.g., extreme heat). • All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed “package” equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise-control features that are readily available for that type of equipment. • All mobile or fixed noise-producing equipment used on the | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|---|--|---|
| | | <p>project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.</p> <ul style="list-style-type: none"> • Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible. • Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors. Material stockpiles and staging areas shall be indicated on project plans prior to issuance of grading and building permits. • Construction site and access road speed limits shall be established and enforced during the construction period. Speed limits shall be noted on project plans prior to issuance of grading and building permits. • The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. This prohibition shall be noted on project plans prior to issuance of grading and building permits. • No project-related public address or music system shall be audible at any adjacent receptor. This prohibition shall be noted on project plans prior to issuance of grading and building permits. | |
| 4.7-2 “Exposure of people within the project site to traffic noise levels that exceed established noise standards” | Proposed Project: Significant Modified Transportation Alternative: Significant | MM 4.7b: To ensure compliance with the Town of Loomis’s (Town) 65 dBA L _{dn} exterior noise level standard, the project applicant shall install 6-foot-high solid noise barriers adjacent to the proposed residential uses along the eastern boundary of the project site, as shown in Figure 4.7-2, Project Site Plan and Recommended Noise Barrier Locations, to reduce traffic noise levels from Interstate 80. The noise barriers shall be constructed of concrete or other solid material that is rigid and sufficiently dense (at least 20 kilograms/square meter) (FHWA 2015). The Town of Loomis shall ensure that the noise barriers are shown on | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|---|---|---|
| | | <p>construction plans prior to issuance of grading permits and shall verify the barriers have been constructed as required prior to issuance of certificates of occupancy.</p> <p>MM 4.7c: The project applicant shall install air conditioning in all residences constructed within the proposed project to allow occupants to close doors and windows as desired for additional acoustical isolation. The Town of Loomis shall ensure that building plans include the required air conditioning equipment prior to issuance of building permits.</p> <p>MM 4.7d: To ensure compliance with the Town's 45 dBA Ldn interior noise level standard, all second-floor bedroom windows of the lots adjacent to Doc Barnes Drive from which Interstate 80 is visible shall have a minimum Sound Transmission Class (STC) rating of 32. The locations requiring window upgrades are shown in Figure 4.7-2. The Town of Loomis shall ensure that building plans include STC 32 windows on second-floor bedroom windows of the lots adjacent to Doc Barnes Drive from which Interstate 80 is visible prior to issuance of building permits.</p> <p>MM 4.7e: At the time specific site development plans are developed for the proposed high-density residential component of the project, those plans shall be reviewed by an acoustical consultant to ensure that adequate shielding of outdoor activity areas and adequate interior sound isolation have been incorporated into the design and construction details to ensure compliance with the Town's 45 dBA Ldn interior and 65 dBA Ldn exterior noise standards.</p> | |
| 4.7-3 "Excessive groundborne vibration/noise" | Proposed Project: No impact Modified Transportation Alternative: No impact | — | Proposed Project: No impact Modified Transportation Alternative: No impact |
| 4.7-4 "Traffic noise levels causing a substantial permanent increase in ambient noise levels" | Proposed Project: No impact Modified Transportation Alternative: No impact | — | Proposed Project: No impact Modified Transportation Alternative: No impact |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|--|--|--|
| 4.7-5 “Traffic noise levels causing a substantial permanent increase in cumulative noise levels” | Proposed Project : No impact Modified Transportation Alternative : No impact | — | Proposed Project : No impact Modified Transportation Alternative : No impact |
| <i>Air Quality</i> | | | |
| 4.8-1 “Generate air pollutant emissions that would cause or contribute to a localized exceedance of any ambient air quality standard or exceed PCAPCD’s emission thresholds” | Proposed Project : Significant Modified Transportation Alternative : Significant | <p>MM 4.8a: For each construction phase the project applicant shall implement the following standard construction emission reduction measures:</p> <p>a. Prior to issuance of Grading or Building permits (as applicable), the applicant shall submit a Construction Emission/Dust Control Plan to PCAPCD. If the PCAPCD does not respond within 20 days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by the PCAPCD, to the Town of Loomis that the plan has been submitted to the PCAPCD. It is the responsibility of the applicant to deliver the approved plan to the Town. The applicant shall not break ground prior to receiving PCAPCD approval of the Construction Emission / Dust Control Plan, and delivering that approval to the Town.</p> <p>b. Include the following standard note on the Grading Plan and/or Building Plans, or as an attached form: The prime contractor shall submit to PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact PCAPCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.</p> | Proposed Project : Significant and unavoidable for construction emissions, Less than significant for operational emissions Modified Transportation Alternative : Significant and unavoidable for construction emissions, Less than significant for operational emissions |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|---|-------------------------------|
| | | <p>c. Include the following standard note on the Grading Plan and/or Building Plans, or as an attached form: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.</p> <p>d. Include the following standard note on the Grading Plan and/or Building Plans, or as an attached form: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.</p> <p>e. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.</p> <p>f. Idling of construction related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor. Material and equipment storage areas shall be located as far from sensitive receptors as feasible.</p> <p>MM 4.8b: Prior to issuance of Grading or Building permits, the applicant shall provide a written calculation to PCAPCD for approval demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20% oxides of nitrogen (NOx) reduction and 45% diesel particulate matter reduction as compared to the California Air Resources Board statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emissions diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Construction Mitigation Calculator available at the following link shall be used to calculate compliance with this condition: http://www.airquality.org/ceqa/mitigation.shtml. The completed</p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|---|--|
| | | <p>calculator worksheet shall be submitted to PCAPCD prior to the start of construction.</p> <p>MM 4.8c: No wood-burning devices shall be installed in residences or non-residential structures within the project site.</p> | |
| <p>4.8-2 “Implementation of the proposed project would conflict with the policies identified in the Air Quality Element of the Town of Loomis General Plan or the goals of the PCAPCD”</p> | <p>Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant</p> | <p>MM 4.8a: (see above)</p> | <p>Proposed Project: Less than significant Modified Transportation Alternative: Less than significant</p> |
| <p>4.8-3 “The proposed project could result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in nonattainment under an applicable federal or state ambient air quality standard (including the release of emissions that exceed quantitative thresholds for ozone precursors)”</p> | <p>Proposed Project: Significant Modified Transportation Alternative: Significant</p> | <p>MM 4.8d: Prior to issuance of building permits, the project applicant shall pay its fair-share of the off-site mitigation fee through the PCAPCD Offsite Mitigation Program. The fee payment shall be sufficient to offset the project’s reactive organic gas (ROG) and NOx operational emissions in excess of 10 pounds per day. Using PCAPCD’s fee calculation spreadsheet and the current fee rate of \$18,030 per ton, the fee is estimated to be approximately \$133,422. PCACPD shall use the fee for projects such as providing incentives to retrofit, repower, or replace heavy-duty diesel vehicles and construction equipment; lawn mower swap-outs; wood stove replacements; re-powering heavy-duty diesel with alternative fueled vehicles; and removing, replacing, retiring, or rebuilding older, heavy-duty diesel engines with newer, lower emitting engines</p> <p align="center">Or</p> <p>Prior to issuance of building permits, the project applicant shall develop an off-site mitigation project (equivalent to the emissions reductions required for the proposed project to meet PCAPCD thresholds of significance), subject to review and approval by the Town of Loomis after consultation with PCAPCD. Examples include participation in a “biomass” program that provides emissions benefits; retrofitting, repowering, or replacing heavy-duty engines from mobile sources (e.g., buses, construction</p> | <p>Proposed Project: Less than significant Modified Transportation Alternative: Less than significant</p> |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|--|--|
| | | equipment, on-road haulers); and other programs that the project proponent may propose to reduce emissions. The applicant must provide proof that the off-site mitigation project would reduce emissions at an equivalent amount as would be required of the proposed project under the PCAPCD fee program, which is estimated based on the CalEEMod modeling completed for this environmental impact report to be 7.40 tons. | |
| <i>Greenhouse Gas Emissions</i> | | | |
| 4.9-1 “Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment” | Proposed Project: Significant Modified Transportation Alternative: Significant | MM 4.9: The project shall incorporate the following requirements for all residences within the project site: a. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application for each residence within the approved subdivision shall show that each residence includes a whole house ceiling fan. b. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application for each residence within the approved subdivision shall show that each residence includes energy-efficient lighting (both indoor and outdoor). c. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application for each residence within the approved subdivision shall show that each residence includes Energy Star appliances (e.g., stoves, dishwashers, and any other appliances typically included with the initial installation by the builder). d. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application for each residence within the approved subdivision shall show that each residence includes an energy-efficient air-conditioning unit that exceeds the Seasonal Energy Efficiency Ratio by a minimum of two points | Proposed Project: Significant and unavoidable Modified Transportation Alternative: Significant and unavoidable |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|---|-------------------------------|
| | | <p>at the time of building permit issuance.</p> <p>e. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application for each residence within the approved subdivision shall show that each residence includes heating, ventilation, and air conditioning duct sealing and that the ductwork shall be pressure balanced prior to the issuance of a certificate of occupancy.</p> <p>f. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application for each residence within the approved subdivision shall show that each residence shall only use programmable thermostat timers.</p> <p>g. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application for each residence within the approved subdivision shall show that each residence shall only use low-flow water fixtures, such as low-flow toilets, faucets, showers, and others.</p> <p>h. Prior to approval of Improvement Plans, the applicant shall only show energy-efficient lighting for all street, parking, and area lighting associated with the project, including all on-site and off-site lighting.</p> <p>Additionally, the project shall incorporate the following requirements for all nonresidential buildings within the project site:</p> <p>i. Prior to the issuance of a Building Permit, the floor plans and/or exterior elevations submitted in conjunction with the Building Permit application for each residence within the approved subdivision shall show that each residence includes an instant hot, pilotless hot water heating system.</p> <p>j. Prior to the issuance of a Building Permit, the floor plans and/or exterior elevations submitted in conjunction with the Building</p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|--|-------------------------------|
| | | <p><u>Permit application for each residence within the approved subdivision shall show that each residence includes a rooftop solar array capable of generating at least 1.5 kilowatts of power.</u></p> <p><u>k. Prior to the issuance of a Building Permit, the floor plans and/or exterior elevations submitted in conjunction with the Building Permit application for each residence within the approved subdivision shall show that each residence includes “Energy Star” rated (or greater) roofing materials.</u></p> <p><u>l. Prior to the issuance of a Building Permit, the floor plans and/or exterior elevations submitted in conjunction with the Building Permit application for each residence within the approved subdivision shall show that each residence shall include an energy efficient heating system. Furnaces are to be low NOX with an AFUE of 94 percent.</u></p> <p><u>m. The applicant shall insure all residential development to meet the “Energy Star” standards. All building plans submitted to the Town for plan check shall include evidence of their compliance.</u></p> <p><u>Additionally, the project shall incorporate the following requirements for all nonresidential buildings within the project site:</u></p> <p><u>n.i. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application shall show that each structure within the project includes “Energy Star” rated (or greater) roofing materials.</u></p> <p><u>o.j. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application shall show that each structure within the project includes energy-efficient lighting (both indoor and outdoor).</u></p> <p><u>p.k. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application shall show that each structure</u></p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|---|-------------------------------|
| | | <p>within the project includes an energy-efficient air-conditioning unit that exceeds the minimum required Seasonal Energy Efficiency Ratio, as determined by the Federal Regional Standards for air conditioners, by at least of two points at the time of building permit issuance.</p> <p>g. Prior to the issuance of a building permit, the plans submitted in conjunction with the building permit application shall show that each structure within the project includes heating, ventilation, and air conditioning duct sealing, and that the ductwork shall be pressure balanced prior to the issuance of a certificate of occupancy.</p> <p>m. Prior to the issuance of a building permit, the floor plans and/or exterior elevations submitted in conjunction with the building permit application shall show that each structure within the project shall include an energy-efficient heating system.</p> <p>sa. Prior to the issuance of a building permit, the plans submitted in conjunction with the building permit application shall show that each structure within the project shall only use programmable thermostat timers.</p> <p>te. Prior to the issuance of a building permit, the plans submitted in conjunction with the building permit application shall show that each structure shall only use low-flow water fixtures, such as low-flow toilets, faucets, showers, and others.</p> <p>up. Prior to approval of Improvement Plans, the applicant shall only show energy-efficient lighting for all street, parking, and area lighting associated with the project, including all on-site and off-site lighting.</p> <p>v. <u>The applicant shall provide bicycle racks within all commercial and retail areas at the ratio of at least one bike rack space per 20 vehicle parking spaces. Each apartment complex shall include one bicycle parking space (i.e., a bicycle rack within the complex) for each unit without a garage.</u></p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|---|--|---|
| | | <p>w. The design of commercial parking lots shall include clearly marked and shaded pedestrian pathways between parking areas and building entrances, and between transit facilities and building entrances, if applicable. Shade trees installed within the project shall be selected from those species identified as "water-wise trees" on the Master Tree List in the Town's Landscape Development Guidelines. Parking lot design shall be in compliance with the Town's Strategic Energy Resources Report.</p> | |
| <p>4.9-2 "Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases"</p> | <p>Proposed Project: Significant Modified Transportation Alternative: Significant</p> | <p>MM 4.9: (See above)</p> | <p>Proposed Project: Significant and unavoidable Modified Transportation Alternative: Significant and unavoidable</p> |
| <i>Geology, Soils, and Seismicity</i> | | | |
| <p>4.10-1 "Project implementation could expose people or structures to substantial seismic risk."</p> | <p>Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant</p> | <p>MM 4.10a: The applicant shall retain a qualified geotechnical engineer to prepare a geotechnical investigation in compliance with Section 14.20.040 and Section 12.04.310 of the Municipal Code. The geotechnical investigation shall address any area within the existing 100-year floodplain and that is proposed for development. The report shall detail the geologic conditions of the project site, and identify any potential hazards related to geology, seismic conditions, or soil conditions that could lead to structural defects in future buildings or pose a risk to the health or safety of future occupants. A grading permit shall not be issued prior to approval of the final site grading plan by the Town Engineer and the qualified geotechnical engineer. Specifically, the final grading plan shall incorporate all recommendations by the geotechnical engineer necessary to ensure that the proposed project does not locate facilities on areas vulnerable to landslide, lateral spreading, excessive expansion, subsidence, liquefaction, or collapse, as provided in the geotechnical report. Recommendations provided by the geotechnical engineer shall include one or more of the</p> | <p>Proposed Project: Less than significant Modified Transportation Alternative: Less than significant</p> |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|---|--|---|
| | | following: best management practices, mitigation, design parameters, performance standards, or siting requirements to ensure that the proposed project does not expose people or property to significant risk related to unstable geologic conditions or soil. | |
| 4.10-2 “The project site could be located on an unstable geologic unit or soil, which could expose people to hazardous conditions” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | MM 4.10a: (see above) | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.10-3 “Project construction could result in substantial soil erosion or the loss of topsoil” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | MM 4.10b: All proposed grading shall conform to the Town of Loomis (Town) Grading, Erosion, and Sediment Control Ordinance (Municipal Code, Chapter 12.04). No grading, clearing, or tree disturbance shall occur until a Grading Permit has been issued, unless the Town permits otherwise (i.e., clearing and grubbing or tree removal prior to issuance of a grading permit). All cut/fill slopes shall be at a maximum slope of 2:1 (horizontal:vertical) unless a soils report supports a steeper slope and the Public Works Department concurs with said recommendation. A grading erosion and sediment control plan shall be submitted with each grading permit application. The erosion and sediment control plan shall comply with the Town’s Stormwater Management Plan, the California Stormwater Quality Association Best Management Practice (BMP) Handbook, and requirements of other responsible agencies. BMPs in the erosion and sediment control plan shall include use of soil stabilizers on exposed soils, covering of soil and gravel stockpiles, revegetation of exposed soil areas, and use of fiber rolls or hay bales to prevent eroded soil from entering waterways or leaving the project site. The applicant shall revegetate all disturbed areas in accordance with the improvement plans. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project grading | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|---|-------------------------------|
| | | <p>plans. It is the applicant’s responsibility to ensure proper installation and maintenance of erosion control/winterization during project construction. Where soil stockpiling or borrow areas are to remain for more than one construction season, proper erosion control measures shall be applied as specified in the grading plans.</p> <p>The applicant shall submit to the Town a letter of credit or cash deposit in the amount of 110% of an approved engineer’s estimate for winterization and permanent erosion control work prior to issuance of grading permits to guarantee protection against erosion and improper grading practices. Upon the Town’s acceptance of improvements and satisfactory completion of a 1-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.</p> <p>Town personnel shall conduct periodic site visits during construction to review field conditions. Field reviews shall be conducted a minimum of once every 6 weeks. If, at any time during construction, a field review by Town personnel indicates a significant deviation from the proposed grading shown on the grading plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations (a significant deviation would occur if field conditions show greater than 5% difference from grading plans where applicable, or if any components of temporary construction BMPs or avoidance measures have not been implemented in accordance with the performance criteria identified in the Mitigation Monitoring and Reporting Program), the plans shall be reviewed by the Town for a determination of substantial conformance to the project approvals (demonstrating that environmental effects are no greater than those evaluated in this environmental impact report) prior to any further work proceeding. If the Town cannot make a determination of substantial conformance, this may serve as grounds for the</p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|---|--|---|
| | | revocation/modification of project approval by the Town Planning Commission or Town Council. | |
| 4.10-4 “Project construction could result in substantial alterations to existing landforms” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.10-5 “Project construction could directly or indirectly affect unknown paleontological resources” | Proposed Project: No impact Modified Transportation Alternative: No impact | — | Proposed Project: No impact Modified Transportation Alternative: No impact |
| 4.10-6 “Project construction could make a considerable contribution to cumulative soil erosion impacts” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| <i>Hydrology and Water Quality</i> | | | |
| 4.11-1 “Project construction or operation could contribute to a substantial degradation of surface or groundwater quality” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.11-2 “Project implementation could result in flooding as a result of increased stormwater runoff volumes or rates that would exceed the capacity of existing or planned stormwater infrastructure” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | MM 4.11a: Prior to issuance of a grading permit, the project applicant shall submit a final drainage report for approval to the Town of Loomis (Town) that includes the necessary design parameters for each proposed detention basin to ensure that the post-development stormwater runoff rate at each point of discharge from the project site is reduced to 90% or less of the pre-development runoff rate and that relies upon the peak flow factors specified in the 2011 Dry Creek Watershed Flood Control Plan. The project applicant shall also submit the Conditional Letter of Map Revision application. | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.11-3 “Placement of fill or structures in the 100-year floodplain could result in on- or off-site flooding hazards” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | MM 4.11b: Prior to issuance of a grading permit, the project applicant shall submit to the Town of Loomis a completed application to the Federal Emergency Management Agency (FEMA) requesting a Conditional Letter of Map Revision. The | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|---|--|
| | significant | hydrology and hydraulic modeling included with the Conditional Letter of Map Revision application shall be based on the 2011 Dry Creek Watershed Flood Control Plan peak flow factors. At completion of construction of the components of the project within the existing FEMA-designated 100-year floodplain, the project applicant shall submit to the Town of Loomis as-built engineering plans for the project site. The Letter of Map Revision shall be issued by FEMA prior to issuance of a certificate of occupancy for any lot within the FEMA-designated 100-year floodplain. | Alternative: Less than significant |
| 4.11-4 "Project implementation could deplete groundwater supply" | Proposed Project: No impact Modified Transportation Alternative: No impact | — | Proposed Project: No impact Modified Transportation Alternative: No impact |
| 4.11-5 "Project construction and operation could contribute to cumulative violations of water quality standards and/or waste discharge requirements" | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.11-6 "Project construction and operation could result in increased numbers of residents and structures exposed to a regional 100-year flood event in the cumulative scenario" | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| <i>Public Services and Utilities</i> | | | |
| 4.12-1 "Inadequate water supply and distribution infrastructure requiring construction of new facilities." | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12-2 "Inadequate water supply and distribution infrastructure requiring construction of new facilities in the cumulative scenario" | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | = | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12-32 "Exceed existing treatment, | Proposed Project: Potentially | MM 4-12a: Prior to recording of the final map issuance of any | Proposed Project: Less than |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|--|--|
| collection, and disposal facilities, resulting in the need for expansion or new wastewater infrastructure” | significant Modified Transportation Alternative: Potentially significant | building permits for the project site, the project applicant shall submit to the Town of Loomis a will-serve letter from South Placer Municipal Utility District that confirms the project would receive sufficient wastewater service. | significant Modified Transportation Alternative: Less than significant |
| 4.12-4 “Exceed existing treatment, collection, and disposal facilities, resulting in the need for expansion or new wastewater infrastructure in the cumulative condition” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | = | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12- 5 3 “Increased demand for gas or electricity requiring new production facilities” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12-6 “Increased demand for gas or electricity requiring new production facilities in the cumulative condition” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | = | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12- 7 4 “Extension of dry utility infrastructure to the site that could cause significant environmental impacts.” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12-8 “Extension of dry utility infrastructure to the site that could cause significant environmental impacts in the cumulative condition” | Proposed Project: No impact Modified Transportation Alternative: No impact | = | Proposed Project: No impact Modified Transportation Alternative: No impact |
| 4.12- 9 5 “Conflict with school district ability to provide educational services or create a substantial increase in school population” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12-10 “Conflict with school district ability to provide educational services or create a substantial | Proposed Project: Less than significant Modified Transportation | = | Proposed Project: Less than significant Modified Transportation |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|---|------------|---|
| increase in school population in the cumulative condition | Alternative: Less than significant | | Alternative: Less than significant |
| 4.12-116 "Increase demand for library services." | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.12-12 "Increase demand for library services in the cumulative condition" | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | = | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

Table 1-2
Impact Summary Table

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|---|---|---|
| 4.12- 7 13 “Need to construct new or expand existing parks and facilities” | <u>Proposed Project:</u> Significant <u>Modified Transportation Alternative:</u> Significant | MM 4.12b: <u>To ensure that the project provides on-site active recreation facilities and meets the Town of Loomis Municipal Code requirements for active parkland, the following performance standards shall be met:</u> <ol style="list-style-type: none"> <u>1. Prior to issuance of any grading permits for the portions of the site that include or are adjacent to either of the active parks or the fitness trail, the Town shall ensure that the proposed grading includes the grading necessary to prepare these sites for construction.</u> <u>2. Prior to issuance of any building permits for the portions of the site that include or are adjacent to either of the active parks or the fitness trail, the Town shall ensure that the building plans include the construction and site improvements necessary to provide these facilities as described in this EIR.</u> <u>3. Prior to issuance of any building permits for the project site, the project applicant shall pay the Town of Loomis parkland in-lieu fees sufficient to comply with Chapter 12.24 of the Loomis Municipal Code.</u> 4. <u>Prior to issuance of occupancy permits for any structures within the same construction phase as one of the active recreation facilities, the Town shall ensure that construction of the recreation facilities has been completed and landscaping is installed.</u> | <u>Proposed Project:</u> Less than significant <u>Modified Transportation Alternative:</u> Less than significant |
| 4.12-14 “Need to construct new or expand existing parks and facilities in the cumulative condition” | <u>Proposed Project:</u> Less than significant <u>Modified Transportation Alternative:</u> Less than significant | = | <u>Proposed Project:</u> Less than significant <u>Modified Transportation Alternative:</u> Less than significant |
| 4.12- 15 8 “Prevention of emergency access or evacuation plans or inadequacy of water supply for firefighting” | <u>Proposed Project:</u> Less than significant <u>Modified Transportation Alternative:</u> Less than significant | — | <u>Proposed Project:</u> Less than significant <u>Modified Transportation Alternative:</u> Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|--|-------------------|--|
| 4.12- 9 16 "Increased demand for fire protection and emergency services requiring new facilities or reducing overall fire protection" | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.12-17 "Interference with emergency response or evacuation or increased demand for fire protection and emergency services requiring new facilities or reducing overall fire protection in the cumulative condition" | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | = | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.12- 10 8 "Require new law enforcement facilities" | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.12- 14 9 "Interfere with ability to provide law enforcement services" | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.12-20 "Require new law enforcement facilities or interfere with law enforcement response in the cumulative condition" | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | = | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.12- 21 13 "Generate waste of a daily volume that cannot be accommodated by the Recology Auburn Placer, the Western Regional Sanitary Landfill, or the materials recovery facility" | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant | — | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |
| 4.12-22 "Generate waste of a daily volume that cannot be accommodated by the Recology" | Proposed Project : Less than significant Modified Transportation | = | Proposed Project : Less than significant Modified Transportation |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|---|--|---|
| Auburn Placer, the Western Regional Sanitary Landfill, or the materials recovery facility in the cumulative condition” | Alternative: Less than significant | | Alternative: Less than significant |
| <i>Hazards and Hazardous Materials</i> | | | |
| 4.13-1 “Expose construction workers and/or the environment to hazardous materials due to an accidental release during construction” | Proposed Project: Potentially significant Modified Transportation Alternative: Potentially significant | <p>MM 4.13a: The following best management practices (BMPs) shall be implemented during all site preparation and construction activity within the project site to control pollutant sources associated with the handling and storage of construction materials and equipment, as well as with waste management and disposal:</p> <ul style="list-style-type: none"> A. Store construction raw materials (e.g., dry materials such as plaster and cement, pesticides and herbicides, paints, petroleum products, treated lumber) in designated areas that are located away from storm drain inlets, drainageways, and canals and are surrounded by earthen berms. Train the construction employees working on the site in proper materials handling practices to ensure that, to the maximum extent practicable, those materials that are spread throughout the site are covered with impervious tarps or stored inside buildings. B. Whenever possible, wash out concrete trucks off site in designated areas. When the trucks are washed on site, contain the wash water in a temporary pit adjacent to the construction activity where waste concrete can harden for later removal. Avoid washing fresh concrete from the trucks, unless the runoff is drained to a berm or level area, away from site waterways and storm drain inlets. C. Collect non-hazardous waste construction materials (e.g., wood, paper, plastic, cleared trees and shrubs, building rubble, scrap metal, rubber, glass) and deposit in covered dumpsters at a designated waste storage area on the site. Store recyclable construction materials separately for recycling. Transport all solid waste and recyclable material to | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|--|--|
| | | <p>the Western Regional Sanitary Landfill and Materials Recovery Facility.</p> <p>D. Store hazardous materials in portable metal sheds with secondary containment. The quantities of these materials stored on site shall reflect the quantities needed for site construction. Apply all fertilizers, herbicides, and pesticides following the methods and amounts recommended by the manufacturer. Do not mix hazardous waste with other waste produced on site. Contract with a Certified Waste Collection contractor to collect hazardous wastes for disposal at an approved hazardous waste facility.</p> <p>E. Dispose of waste oil and other equipment maintenance waste in compliance with federal, state, and local laws, regulations, and ordinances.</p> | |
| 4.13-2 “Expose people and/or the environment to hazardous materials due to the routine storage or transport of hazardous materials during operation of the project” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.13-3 “Expose school students and staff to hazardous emissions or hazardous or acutely hazardous materials” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.13-4 “Exposure of people to existing hazardous conditions or materials on site.” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |
| 4.13-5 “Impair implementation of an adopted emergency response plan” | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant | — | Proposed Project: Less than significant Modified Transportation Alternative: Less than significant |

Table 1-2
Impact Summary Table

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|---|--|--|--|
| 4.13-6 "Exposure to risks associated with wildland fires" | Proposed Project : No impact Modified Transportation Alternative : No impact | — | Proposed Project : No impact Modified Transportation Alternative : No impact |
| 4.13-7 "Creation of or exposure to health hazards" | Proposed Project : Significant Modified Transportation Alternative : Significant | <p>MM 4.13b: In constructing the stormwater detention basins and installing stormwater conveyance infrastructure, the project applicant shall implement the following BMPs or other similar and equally effective practices in accordance with the recommendations of the Best Management Practices for Mosquito Control in California: Recommendations of the California Department of Public Health and Mosquito and Vector Control Association of California (Mosquito BMPs Handbook; CDPH and MVCAC 2010).</p> <ul style="list-style-type: none"> A. Consider mosquito production during the design, construction, and maintenance of stormwater infrastructure. B. Ensure that all underground drain pipes are laid to grade to avoid low areas that may hold water for longer than 72 hours. C. Provide proper grades along conveyance structures to ensure that water flows freely. D. Design and maintain systems to fully discharge captured water in 72 hours or less. E. Avoid the use of loose rock riprap that may hold standing water; use concrete or liners in shallow areas to discourage plant growth where vegetation is not necessary. F. Design containment basins with adequate slopes to drain fully. The design slope should take into consideration buildup of sediment between maintenance periods. G. Design accessible shorelines of detention basins to allow for periodic maintenance and/or control of emergent and shoreline vegetation, and routine monitoring and control of mosquitoes. H. Whenever possible, design deep zones in excess of 4 feet to limit the spread of invasive emergent vegetation such as cattails. The edges below the water surface should be as | Proposed Project : Less than significant Modified Transportation Alternative : Less than significant |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--------|--------------------------------|--|-------------------------------|
| | | <p>steep as practicable and uniform to discourage dense plant growth that may provide immature mosquitoes with refuge from predators and increased nutrient availability.</p> <p>I. Whenever possible, provide a means for easy dewatering if needed.</p> <p>MM 4.13c: The applicant shall prepare a Mosquito Control Plan for administration by the Homeowner’s Association (HOA). This plan shall describe various methods of managing the stormwater detention basins, stormwater conveyance infrastructure, and any commonly owned landscape irrigation systems to reduce mosquito breeding. The management plan shall be reviewed and approved by the Placer Mosquito and Vector Control District prior to issuance of a grading permit. The Placer County Mosquito Vector Control District shall inspect the project site periodically and notify the HOA of any needed maintenance or repairs to minimize the potential for mosquito breeding onsite. Evidence of required maintenance and/or repairs shall be provided to the Placer Mosquito and Vector Control District upon request. The following measures shall be the responsibility of the HOA for all commonly held property within the project site. The HOA shall also distribute the management plan or similar recommendations to all homeowners within the project site at least once every year to ensure that homeowners have appropriate information regarding how to minimize the potential for mosquito breeding within their individual property. The management plan shall include the following BMPs or other similar and equally effective practices in accordance with the recommendations of the Mosquito BMPs Handbook::</p> <p>A. Avoid over-irrigating to prevent excess pooling and runoff.</p> <p>B. Routinely inspect, maintain, and repair irrigation system components; check and repair leaky outdoor faucets.</p> <p>C. Manage sprinkler and irrigation systems to minimize runoff entering stormwater infrastructure.</p> <p>D. Avoid intentionally running water into stormwater systems by</p> | |

**Table 1-2
Impact Summary Table**

| Impact | Significance Before Mitigation | Mitigation | Significance After Mitigation |
|--|--|--|--|
| | | <p>not washing sidewalks and driveways; prohibit washing cars on streets or driveways.</p> <p>E. Inspect facilities weekly during warm weather for the presence of standing water or immature mosquitoes.</p> <p>F. Remove emergent vegetation and debris from gutters and channels that accumulate water.</p> <p>G. Keep inlets free of accumulations of sediment, trash, and debris to prevent standing water from backing up on roadways and gutters.</p> <p>H. Maintain accessible shorelines to allow for periodic maintenance and/or control of emergent and shoreline vegetation, and routine monitoring and control of mosquitoes. Emergent plant density should be routinely managed so mosquito predators can move throughout the vegetated areas and are not excluded from pond edges.</p> <p>I. If applicable, maintain deep zones in excess of 4 feet to limit the spread of invasive emergent vegetation such as cattails.</p> <p>J. Manage the spread and density of floating and submerged vegetation that encourages mosquito production (i.e., water hyacinth, water primrose, parrot's feather, duckweed, and filamentous algal mats).</p> <p>MM 4.13d: If siltation devices are installed with catch basins and other road drainage features, the developer and/or Homeowners' Association shall provide periodic treatment, inspection, and vegetation removal when proscribed by the Placer Mosquito and Vector Control District to prevent development of mosquito habitat. Evidence of treatment shall be provided to the Placer Mosquito and Vector Control District upon request.</p> | |
| 4.13-8 "Contribute to cumulative increases in exposure to hazards and hazardous materials" | <p>Proposed Project: Less than significant</p> <p>Modified Transportation Alternative: Less than significant</p> | — | <p>Proposed Project: Less than significant</p> <p>Modified Transportation Alternative: Less than significant</p> |

CHAPTER 2 INTRODUCTION

2.1 PROJECT BACKGROUND

This environmental impact report (EIR) examines the potentially significant effects on the environment resulting from The Village at Loomis (proposed project). The [analysis in the Draft EIR considered the](#) proposed project [as consisting](#)s of the following components:

- 56,000 square feet of commercial uses
- 25,000 square feet of office uses
- Up to 426 dwelling units
- Two passive parks totaling 1.25 acres, two active parks totaling 0.6 acre, and open space totaling 10.13 acres

[Subsequent to circulation of the Draft EIR for public review, the project applicant proposed to implement measures to increase avoidance of impacts to sensitive biological resources by removing 8 dwelling units from the project, thus reducing the unit count from the 426 dwelling units that were evaluated in the Draft EIR, and omitting the southern portion of the trail along the eastern side of the open space. The reduction in dwelling units and shortening of the trail increases the amount of open space in the center of the project compared to the project designs evaluated in the Draft EIR. As modified with these proposed measures to reduce impacts to biological resources, the proposed project includes 418 dwelling units, 56,000 square feet of commercial space, 25,000 square feet of office space, 0.59 acres of active parkland, 1.25 of passive parkland, 0.49 acres of parcourse trails, 0.74 acres of multi-use trail, and 9.97 acres of open space.](#)

[This EIR also evaluates the environmental effects of a project alternative at the same level of detail as the analysis of the proposed project. The Modified Transportation Alternative consists of the following components:](#)

- [49,000 square feet of commercial uses](#)
- [25,000 square feet of office uses](#)
- [418 dwelling units](#)
- [Two passive parks totaling 1.25 acres, two active parks totaling 0.59 acre, a central open space totaling 9.97 acres, 0.49 acres of parcourse trails, and 0.74 acres of multi-use trail.](#)

[In addition, after circulation of the draft EIR, the Town adopted a Planned Development ordinance that provides a mechanism by which project applicants can propose unique](#)

development standards for a given site. The Village at Loomis project applicant proposed to utilize the Planned Development ordinance through the adoption of the Village at Loomis Planned Development Preliminary Development Plan rather than create new General Plan designations and zoning districts specific to the project site. Both the proposed project and the Modified Transportation Alternative would be developed under the Village at Loomis Planned Development Preliminary Development Plan. This planning document defines the land use districts within the plan area and development standards specific to each district. The planning document also incorporates site-specific design guidelines that govern future development in the project site. As required under the Town’s Planned Development ordinance, individual development phases within the project site must be reflected in Specific Development Plans, which typically include tentative subdivision maps. These Specific Development Plans must be consistent with the Preliminary Development Plan and are subject to approval by the Town.

2.2 PURPOSE AND INTENDED USE OF THIS EIR

The Town of Loomis (Town) prepared this EIR in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations (CCR) 15000 et seq.), and Title 15 of the Town of Loomis Municipal Code. As provided under CEQA, an EIR is a tool for disclosing to the general public, the local community, responsible agencies, trustee agencies and other interested public agencies, and the Town’s decision-making bodies (Planning Commission and Town Council) the potential significant environmental effects resulting from implementation of the proposed project, as well as possible measures to mitigate those significant effects and alternatives to the proposed project that could avoid impacts.

This EIR is intended to provide Town decision makers, other agencies, and the public with information that enables them to consider the environmental consequences of the proposed project. The document identifies significant or potentially significant environmental effects (“impacts”) and ways in which those impacts can be reduced to less-than-significant levels, whether through implementation of mitigation measures adopted by the lead agency or through implementation of an alternative to the project. In a practical sense, an EIR functions as a method of fact-finding, allowing a project applicant, the public, other public agencies, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure. Additionally, this EIR provides the primary source of environmental information for the lead agency to consider when exercising any permitting authority or approval power directly related to implementation of this project.

2.3 TYPE OF EIR

This EIR provides a project-level analysis for the proposed project that focuses primarily on the changes in the environment that would result from construction or operation of the project (14 CCR 15168).

2.4 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

As required by CEQA, this EIR defines lead, responsible, and trustee agencies. The Town is the lead agency for the project because it holds principal responsibility for approving the project. A responsible agency is a public agency other than the lead agency that has discretionary approval over the project. The Central Valley Regional Water Quality Control Board is a responsible agency for this project. A trustee agency is defined as a state agency that has jurisdiction by law over natural resources that are held in trust for the people of the state. For example, the California Department of Fish and Wildlife is a trustee agency with respect to this project and its potential effects on resources regulated under the California Fish and Game Code.

2.5 SCOPE OF THE EIR

The scope of this EIR includes analysis of environmental issues identified as potentially significant in the Notice of Preparation (NOP) and submitted as comments on the NOP (see Appendix A for the NOP and comment letters in response to the NOP). All of the following environmental resource areas are evaluated in this EIR:

- Land Use
- Population and Housing
- Biological Resources
- Cultural Resources
- Visual Resources
- Transportation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Geology, Soils, and Seismicity
- Hydrology and Water Quality
- Public Services and Utilities (including recreational facilities)
- Hazards and Hazardous Materials

No impacts related to mineral resources would occur, and thus, this topic is not addressed in this EIR. There are no known mineral resources located on site; the site is not zoned for mineral extraction (Town of Loomis 2001).

This EIR evaluates the direct impacts, reasonably foreseeable indirect impacts, and cumulative impacts resulting from planning, construction, and operation of the proposed project using the most current information available and in accordance with the provisions set forth in the CEQA Guidelines. In addition, the EIR recommends potentially feasible mitigation measures, where possible, and project alternatives that would reduce or eliminate significant adverse environmental effects.

The alternatives chapter of the EIR (Chapter 5, Project Alternatives) was prepared in accordance with Section 15126.6 of the CEQA Guidelines. The alternatives analyzed in this EIR in addition to the proposed project are as follows:

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

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

Alternative 2: Transportation Alternative. This alternative [was included in the Draft EIR to evaluate a project design that would ~~contemplates~~ realigning Webb Street through the project site and constructing roundabouts instead of traditional intersections, consistent with the road network described in the Town’s draft General Plan Circulation Element update. \[The Modified Transportation Alternative described in this Final EIR is consistent with the Circulation Element and reflects implementation of measures proposed by the applicant to reduce impacts to biological resources. Alternative 2 has been retained in the Final EIR for informational purposes. This alternative assumes development of 426 dwelling units, 56,000 square feet of commercial land uses, 25,000 square feet of office space, two passive parks totaling 1.25 acres, two active parks totaling 0.6 acre and trails, and retention of 10.13 acres of open space primarily in the central portion of the site\]\(#\)~~The project would be developed as proposed except for the alterations to the road network on the western portion of the project site.~~](#)

Alternative 3a: Reduced Density. This alternative assumes development of 371 residences (246 single-family units and up to 125 multiple-family units), 50,000 square feet of commercial space, and 22,500 square feet of office uses. The commercial and office space omitted under this alternative and some of the residences omitted under this alternative would

be replaced with passive and active park space. This alternative would reduce the proposed commercial and office development by approximately 10% [compared to the proposed project evaluated in the Draft EIR](#) and reduce the average single-family residential land use density to seven dwelling units per acre (compared to the proposed project's average single-family density of 7.7 dwelling units per acre) while also meeting the requirements for park space identified in the Town of Loomis General Plan and under the Quimby Act. This alternative would provide for 35.14 acres of residential development and 5.36 acres of active and passive park space on site. Development would occur within the same general footprint as the proposed project and with the same road alignment as proposed.

Alternative 3b: Reduced Density/Transportation. This alternative combines the Webb Street alignment considered under Alternative 2 with the reduced density alternative. It evaluates the same land uses as the reduced density alternative and includes the Webb Street alignment and roundabouts reflected in the Town's draft General Plan Circulation Element.

Alternative 4a: Reduced Footprint. This alternative assumes a reduced development footprint and increased amounts of parks and open space while keeping development densities generally the same as the proposed project. This alternative contemplates development of 366 residential units (including 125 multiple-family units), 45,000 square feet of commercial space, 10,000 square feet of office uses, and 5.2 acres of active park land.

Alternative 4b: Reduced Footprint/Transportation. This alternative combines the Webb Street alignment considered under Alternative 2 with the reduced footprint alternative. It evaluates the same land uses as the reduced footprint alternative and includes the Webb Street alignment and roundabouts reflected in the Town's draft General Plan Circulation Element.

2.6 ENVIRONMENTAL REVIEW PROCESS

This EIR has been prepared to meet all of the substantive and procedural requirements of CEQA. As the lead agency, the Town has primary responsibility for conducting the environmental review and approving or denying the project. The Town may use this EIR to approve the proposed project, make findings regarding identified impacts, and, if necessary, adopt a statement of overriding considerations regarding these impacts.

Notice of Preparation

To initiate the EIR process, the Town circulated an NOP to solicit agency and public comments on the scope of the environmental analysis to be included in the EIR. The public review period for the NOP began on November 13, 2014, and comments were received through December 16, 2014. The NOP was submitted to the County Clerk and the Governor's Office of Planning and Research State Clearinghouse and posted on the Town's website for a 30-day public review period.

A public scoping session was held by the Town on December 2, 2014. The purposes of this scoping session were to provide the public and governmental agencies with information on the proposed project and the CEQA process and to give attendees an opportunity to identify environmental issues that should be considered in the EIR. Verbal comments were received from four members of the public at this meeting. Attendees were also invited to mail or email their comment letters to the Town during the NOP public review period.

The Town received 13 comment letters, which included comments from the Office of Planning and Research, Native American Heritage Commission, Central Valley Regional Water Quality Control Board, California Department of Transportation, Placer County Water Agency, Rocklin Unified School District, City of Rocklin, Pacific Gas & Electric, Placer Mosquito & Vector Control District, Placer County Air Pollution Control District, South Placer Municipal Utility District, Kurt Sandhoff, and Don Ross.

Draft EIR

The Draft EIR is subject to a 45-day public review period. In accordance with Section 15087 of the CEQA Guidelines, the Town published a Notice of Availability of the Draft EIR at the same time it submitted a Notice of Completion and copies of the Draft EIR to the State Clearinghouse to initiate the public review period. Comments on the adequacy of the Draft EIR and the Town's compliance with CEQA ~~may be~~ were submitted in writing to the Town, as lead agency, prior to the end of the public review period. During the public review period, the Town's Planning Commission ~~will hold~~ held a public workshop to receive public comments on the Draft EIR.

Final EIR

Following the close of the public review period for ~~this the~~ Draft EIR, the Town ~~will~~ has prepared a this Final EIR, which ~~will include~~ s written responses to all comments received during the Draft EIR public review period. The Final EIR ~~will consist~~ s of the revised Draft EIR, comments received during the public review period, and responses to those comments. Revisions to the Draft EIR include those necessary to reflect implementation of measures proposed by the applicant to reduce impacts to biological resources, changes in the project processing and entitlement process, and ~~any revisions to the Draft EIR as a result of to address~~ to address agency ~~comments~~ and public comments. The Final EIR must be certified before it can be used as the basis for decision making.

Findings and Statement of Overriding Considerations

Pursuant to CEQA Guidelines, Section 15091, no public agency shall approve or carry out a project for which a certified EIR identifies one or more significant effects of that project unless

the public agency makes one or more of the following findings, which must be supported by substantial evidence in the record:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations make the mitigation measures or project alternatives identified in the Final EIR unfeasible.

CEQA requires that the Town Council first certify the Final EIR before considering whether to approve the proposed project and make the required findings to approve the proposed project if the EIR finds that the project would result in a significant environmental impact.

Mitigation Monitoring and Reporting Program

Pursuant to Section 15097 of the CEQA Guidelines, if the Town Council approves the proposed project and the EIR identifies significant impacts and mitigation measures, the Town must adopt a mitigation monitoring and reporting program (MMRP). The purpose of the MMRP is to ensure compliance with required mitigation during implementation of the project. An MMRP defines the requirements for monitoring and reporting on the implementation of revisions to the project or compliance with conditions of approval that the lead agency has required as mitigation measures to lessen or avoid significant environmental effects. The MMRP will be prepared concurrently with the Final EIR.

EIR Adequacy

The level of detail contained in this EIR is consistent with Section 15151 of the CEQA Guidelines, which states the following:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of the environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

2.7 DOCUMENT ORGANIZATION

This EIR was designed for easy use and reference. To help the reader locate information of particular interest, a brief summary of the contents of each section of the EIR is provided:

- **Executive Summary (Chapter 1)** – Includes a summary of impacts and mitigation measures proposed by the project in a table format.
- **Introduction (Chapter 2)** – Provides a brief background description for the project and description of the EIR, including its purpose, intended use, type, scope, and standards for adequacy; and identification of lead, responsible, and trustee agencies; a description of the environmental review process; and a summary of how the document is organized.
- **Project Description (Chapter 3)** – Includes a discussion of the project site; a statement of project objectives; a general description of the project site’s environmental characteristics, including proposed plans for development; and required agency approvals.
- **Environmental Analysis (Chapter 4)** – Includes a topic-by-topic analysis of baseline environmental conditions without the project and impacts that would or could result from development of the project. It also identifies potentially feasible mitigation measures that, if adopted, would reduce the level of significance of environmental impacts. The results of field visits, and data collection, and the findings of technical reports are included in the analysis.
- **Project Alternatives (Chapter 5)** – Includes an assessment of alternative methods for accomplishing most of the basic objectives of the proposed project while avoiding or substantially lessening at least one significant impact of the project. This assessment provides information for decision makers to make a reasoned choice among potentially feasible alternatives based on comparing the impacts of the alternatives to the impacts of the proposed project.
- **CEQA-Required Sections (Chapter 6)** – Includes a discussion of additional issues required by CEQA, including significant unavoidable adverse impacts, irreversible environmental changes, growth inducement, and energy consumption. The analysis of cumulative impacts is included in the technical analysis contained in Chapter 4.
- [Introduction to the Responses to Comments \(Chapter 7\)](#) – Describes the CEQA requirements for a Final EIR and provides a summary of all the text changes in the Revised Draft EIR.
- [Master Responses \(Chapter 8\)](#) – Provides Master Responses that address common topics and themes raised in the comments on the Draft EIR.
- [Responses to Comments \(Chapter 9\)](#) – Provides direct responses to each individual comment received on the Draft EIR.

- **References (Chapter [710](#))** – Provides the complete citations for documents cited in the EIR.
- **EIR Preparation (Chapter [811](#))** – Lists the organizations and individuals involved in the preparation of the EIR.
- **Appendices** – Contain reference items and reports providing support and documentation of the analysis performed in the EIR.

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