

Comment Letter 50

TOWN OF LOOMIS
3665 TAYLOR ROAD, LOOMIS
916-652-1840 FAX 916-652-1847
www.loomis.ca.gov
COMMENT CARD

Village at Loomis – Draft Environmental Impact Report


RECEIVED
JUN 01 2016

TOWN OF LOOMIS

Name JEFF & CANDACE PINTER Email _____
Address 3576 LAIRD ST. Phone 660-9532

Comment: PLEASE DO NOT ALLOW THIS PROJECT TO
BE BUILT. HAVE BEEN IN LOOMIS SINCE 1978
AND LOVE THIS SMALL TOWN VIBE. INCREASING
THE POPULATION ~~BY 20%~~ BY 20% WILL HAVE
A HUGE EFFECT ON THE TRAFFIC, SCHOOLS,
CRIME AND MORE.

KEEP LOOMIS SMALL !!



50-1

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Response to Comment Letter 50

Jeff and Candace Painter

June 1, 2016

50-1 This comment states that increasing the population by 20% will impact traffic, schools, and crime.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density and reflecting the residential population it could support. This includes the environmental effects related to traffic, schools, and law enforcement associated with the potential residential population. Refer to Master Response 6 and response 8-8 and regarding the EIR analysis of potential traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. The comment does not identify any deficiencies in the Draft EIR analysis of traffic impacts.

Refer to Master Response 9 and response 10-5 Master Response 9 regarding the proposed project's and Modified Transportation Alternative's impact on schools. Consistent with the requirements of Government Code Section 65996, the EIR finds that payment of school impact fees at the time building permits are issued would ensure impacts associated with the addition of students to the elementary and high schools due to the increased population at the project site would be less than significant.

As discussed in response 26-2, an increase in population can reasonably be expected to produce a net increase in crime simply due to an increase in the number of people in the area. The EIR evaluates the proposed project's and the Modified Transportation Alternative's effect on law enforcement and concludes that impacts would be less than significant. The comment does not provide any evidence that suggests there would be an increase in the per-capita level of crime in the project area, and it would be speculative to assume otherwise. The comment does not identify any deficiencies or inaccuracies in the Draft EIR.

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Comment Letter 51

Untitled - Village

Page 1 of 1

Untitled

rubyslippers <rubyslippers@wavecable.com>

Tue 6/14/2016 8:18 PM

To:Village <Village@loomis.ca.gov>;

I am against this building proposal. It has no benefits for Loomis residents. It will bring overcrowding to our streets as well as our schools and change the rural community we have strived to keep. This only benefits the builders pockets and has no benefits for the town. Many more reasons:

I 51-1

Impact 4.3-6: Cumulative loss of habitat for wildlife species

I 51-2

Impact 4.4-1: Adverse change in historical resources

I 51-3

Impact 4.5-2: Degradation of existing visual character

I 51-4

Impact 4.6-8: Contribute to a cumulative increase in traffic (Horseshoe Bar Road/Taylor Road intersection and I-80 between Sierra College Boulevard and Horseshoe Bar Road)

I 51-5

Impact 4.8-1: Construction-related air pollutant emissions exceedance of PCAPCD emission thresholds

I 51-6

Impact 4.9-1: Generation of greenhouse gas emissions

I 51-7

Impact 4.9-2: Conflict with applicable greenhouse gas emission policies

I 51-8

With this much impact crime is sure to increase and our quiet rural little town will be destroyed.

I 51-9

Bigger ISN'T always better!

KEEP LOOMIS SMALL

Rosemary Parker

Loomis Resident

<https://outlook.office.com/owa/?viewmodel=ReadMessageItem&ItemID=AAMkADlmYzI...> 6/16/2016

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Response to Comment Letter 51

Rosemary Parker

June 14, 2016

- 51-1** This comment expresses that there will be no benefit to the Town, stresses the potential for overcrowding in the streets and schools, and states that the project will change the rural community of Loomis.

Refer to Master Response 6 and response 8-8 regarding the EIR analysis of potential traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. The comment does not identify any deficiencies in the Draft EIR analysis of traffic impacts.

Refer to Master Response 9 and response 10-5 regarding the proposed project's and Modified Transportation Alternative's impact on schools. Consistent with the requirements of Government Code Section 65996, the EIR finds that payment of school impact fees at the time building permits are issued would ensure impacts associated with the addition of students to the elementary and high schools would be less than significant. The comment does not identify any deficiencies in the Draft EIR analysis of impacts related to school capacity.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. The comment does not identify any deficiencies in the Draft EIR analysis of impacts to visual resources and visual character.

- 51-2** This comment expresses that the commenter believes that the project should be rejected due to Impact 4.3-6.

This comment raises an objection to the project due to its impacts to biological resources but does not identify any deficiencies or inaccuracies in the Draft EIR analysis. This impact is evaluated in Section 4.3.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact.

- 51-3** This comment expresses that the commenter believes that the project should be rejected due to Impact 4.4-1.

This comment raises an objection to the project due to its impacts to historic structures but does not identify any deficiencies or inaccuracies in the Draft EIR analysis. This impact is evaluated in Section 4.4.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact.

- 51-4** This comment expresses that the commenter believes that the project should be rejected due to Impact 4.5-5.

This comment raises an objection to the project due to its visual impacts but does not identify any deficiencies or inaccuracies in the Draft EIR analysis. This impact is evaluated in Section 4.5.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact.

- 51-5** This comment expresses that the commenter believes that the project should be rejected due to Impact 4.6-8.

This comment raises an objection to the project due to the impacts related to traffic impacts but does not identify any deficiencies or inaccuracies in the Draft EIR analysis. This impact is evaluated in Section 4.6.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact.

- 51-6** This comment expresses that the commenter believes that the project should be rejected due to Impact 4.8-1.

This comment raises an objection to the project due to the impacts related to air quality but does not identify any deficiencies or inaccuracies in the Draft EIR analysis. This impact is evaluated in Section 4.8.3 of the EIR, and the commenter is correct that the EIR concludes that it would be significant and unavoidable.

- 51-7** This comment expresses that the commenter believes that the project should be rejected due to Impact 4.9-1.

This comment raises an objection to the project due to the impacts related to greenhouse gas emissions but does not identify any deficiencies or inaccuracies

in the Draft EIR analysis. This impact is evaluated in Section 4.9.3 of the EIR, and the commenter is correct that the EIR concludes that it would be significant and unavoidable.

- 51-8** This comment expresses that the commenter believes that the project should be rejected due to Impact 4.9-2.

This comment raises an objection to the project due to the impacts related to greenhouse gas emissions but does not identify any deficiencies or inaccuracies in the Draft EIR analysis. This impact is evaluated in Section 4.9.3 of the EIR, and the commenter is correct that the EIR concludes that it would be significant and unavoidable.

- 51-9** This comment states that, with this much impact, crime will increase.

Project-related impacts to law enforcement are evaluated in EIR Section 4.12.3 under Impact 4.12-10 and found to be less than significant. Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably be expected to lead to a net increase in crime simply due to an increase in the number of people in the area. The comment does not provide any evidence to suggest that the average per-capita level of crime is likely to increase and does not identify any deficiencies or inaccuracies in the Draft EIR analysis.

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Comment Letter 52

Village development - Village

Page 1 of 1

Village development

haparrish .<haparrish@yahoo.com >

Thu 6/16/2016 11:00 AM

Village <Village@loomis.ca.gov>;

Good morning, I would respectfully like to submit the following concerns about the proposed Village development We are longtime residents and live in Clover Valley immediately off of Sierra College Boulevard.

52-1

We originally moved to Loomis because I had fond childhood memories of sitting in peach orchards and fishing in friends stocked ponds. In the last handful of years, we have seen the massive scale development at both sides of the Sierra College Boulevard intersection. This has not only removed valuable habitat but has significantly increased the traffic and eroded the overall aesthetic of our little town. Additionally, the traffic coming from Lincoln, coupled with all of this new development has left our access from our home on Sierra College Boulevard extremely dangerous. It sometimes takes us up to 10 minutes before we can safely enter onto the road. Also, the sound impact (currently) leads us to feel as though we live immediately off of a major freeway.

52-2

52-3
52-4

I am entirely against the currently proposed development as it will significantly increase the same concerns above that we already are contending with.

52-5

Please do not allow Loomis to lose any more of the charming attributes that brought the bulk of here in the first place. The density of this development does not tie with the general plan for our community. The cumulative loss of habitat will further affect the wildlife in our area. The proposed development will not tie in with the rural country goals for our community and will degrade the existing visual character.

52-6

52-7
52-8

My largest concern, however, is the contribution that this development will have to the cumulative increase in traffic (Horseshoe Bar Road/Taylor Road intersection and I-80 between Sierra College Boulevard and Horseshoe Bar Road). driving Sierra College is already and safe from our perspective.

52-9

Sincerely,
Holly Parrish Bezner
916.717.5779

Sent from my Sprint Samsung Galaxy S8.

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Response to Comment Letter 52

Holly Parrish Bezner

June 16, 2016

52-1 This comment provides introductory remarks.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

52-2 This comment identifies concerns about development in general and past impacts to the general area, stating that development in the area has already destroyed habitat, increased traffic, and eroded the visual character of the area.

The proposed project's and the Modified Transportation Alternative's contribution to cumulative impacts, which includes consideration of the effects of past projects in the area, is thoroughly evaluated throughout Chapter 4 of the EIR. The comment does not identify any deficiencies in the Draft EIR analysis of cumulative impacts.

52-3 This comment notes that the traffic from Lincoln and recent new developments in the area have impacted both access to Sierra College Boulevard from the commenter's home and the noise levels in the vicinity.

The Traffic Impacts Analysis prepared for the proposed project evaluates the project's effects on the intersections and roadways that would be used by the residents and visitors to the project site. The commenter expresses concern for increasing traffic volumes on Sierra College Boulevard near Clover Valley, which is located west of the Town of Loomis (Town). The Traffic Impact Analysis does not evaluate traffic volumes on Sierra College Boulevard because the trip generation, distribution, and assignment analysis does not indicate that the project would generate significant new volumes of traffic on that roadway. Further, due to the distance between the project site and Clover Valley, traffic from the proposed project is not expected to make a noticeable contribution to traffic volumes, and associated noise levels, in the Clover Valley area. Refer to response 8-8 and Master Response 6 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's traffic impacts. Refer to response 8-6 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's noise impacts. In Impact 4.7-4, the EIR finds that the noise generated by project-generated traffic on roadways throughout the Town would not substantially increase noise levels associated with each roadway.

52-4 This comment addresses the noise impacts that the commenter is currently experiencing in her home due to recent development.

Under CEQA, a project is not required to remediate existing conditions. Rather CEQA requires that the impacts of the proposed project be analyzed and mitigated where feasible. As discussed in comment 8-6, impacts associated with noise are evaluated in Section 4.7. The analysis finds that the proposed project and Modified Transportation Alternative would not substantially increase noise levels in the project area outside of the construction period. In Impact 4.7-1, the EIR finds that noise generated by project construction could exceed the Town's standards for short-duration events near residential areas and requires implementation of Mitigation Measure 4.7a to reduce this effect to less than significant. As the commenter resides in Clover Valley, which is approximately 1.5 miles or more from the project site, the construction noise generated at the project site would not cause a noticeable increase in noise levels at the commenter's residence. In Impact 4.7-4, the EIR finds that the noise generated by project-generated traffic on roadways throughout the Town would not substantially increase noise levels associated with each roadway. This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

52-5 This comment reiterates that the commenter is opposed to the project.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no further response is required.

52-6 This comment notes that the project will erode the visual character of Loomis.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on visual character but does not identify any deficiencies or inaccuracies in the Draft EIR.

52-7 This comment expresses concern that the cumulative loss of habitat will impact wildlife.

The comment is correct that the EIR concludes that the project would contribute to cumulative loss of habitat, which would adversely affect the wildlife that relies upon

the affected habitat. The comment does not identify any deficiencies in the Draft EIR analysis of this impact, and no further response is required.

- 52-8** This comment states that the density of the proposed project does not comply with the Loomis General Plan.

The Draft EIR evaluated the project at the size and density proposed. The consistency of the project with the General Plan is evaluated in Impact 4.1-2. Refer to Master Response 2 for a discussion of the EIR analysis of the proposed project's and Modified Transportation Alternative's consistency with the General Plan.

- 52-9** This comment states that the commenter's largest concern is the cumulative increase in traffic.

Refer to Master Response 6 and response 8-8 regarding the EIR analysis of potential traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Due to the project site location, it is reasonable to expect that any development on this site would generate traffic on the segment of Interstate 80 west of Horseshoe Bar Road, thus it would not be feasible to avoid this impact through mitigation measures or project alternatives. The comment does not identify any deficiencies in the Draft EIR analysis of traffic impacts.

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Comment Letter 53

Draft EIR - Village

Page 1 of 1

Draft EIR

Kathleen Pedersen <kathaped@yahoo.com>

Thu 6/16/2016 1:21 PM

Inbox

To:Village <Village@loomis.ca.gov>

We are extremely concerned about the proposed Village at Loomis Development. We moved to this community for the small town, rural atmosphere. Though we live in town and believe there could be appropriate development of the land in question, we are firmly against the proposal to change the zoning to allow the number and type of residences the developer wants to build. We do not want high density zoning in Loomis. The homes that are proposed do not fit the look of Loomis. They seem much more appropriate for a city such as Sacramento.

53-1

The traffic we have currently driving through town at peak times, especially on school days, is terrible. Adding the proposed number of residences is going to severely impact our traffic situation, and not in a good way. The proposed road from Horseshoe Bar to King near Boyington may alleviate some traffic and we would like to see this road put in, but with residences that have traditional streets and yards.

53-2

With little to no yards, where are the youth going to hang out from these high density homes? Downtown, skate park, your street, your house...?

53-3

Very little open space is left on the proposed plan and it doesn't appear that recreational parks, other than tot parks, are included in the plan. Aren't there regulations as to how much actual park space is to be provided for a town of our size? We believe there is and that Loomis doesn't even meet the minimum requirement for our current residents.

53-4

Loomis is not Rocklin or Roseville and we believe that most residents live here for the quaint, small town atmosphere we are known for. We are in favor of slow growth that is in keeping with the character of the town as long as it represents the desires of the community. We do not believe this proposed development does this. We know it doesn't represent our desires for keeping Loomis "like a big family".

53-5

Marvin and Kathleen Pedersen
[6070 Thornwood Drive](mailto:kathaped@yahoo.com)
[Loomis, CA 95650](mailto:kathaped@yahoo.com)

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Response to Comment Letter 53

Marvin and Kathleen Pedersen

June 16, 2016

- 53-1** This comment expresses that the proposed high-density residences are not in keeping with the small town, rural atmosphere of Loomis.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

- 53-2** This comment states that traffic is already terrible, and adding more housing will greatly impact it.

Refer to Master Response 6 and response 8-8 regarding the EIR analysis of potential traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. The comment does not identify any deficiencies in the Draft EIR analysis of traffic impacts.

- 53-3** This comment expresses concern for where children will spend their time.

The proposed project's and Modified Transportation Alternative impacts to parks and recreational facilities are evaluated in Section 4.12.3 of the EIR under Impact 4.12-7. The EIR concludes the proposed project and Modified Transportation Alternative would have a less-than-significant impact on existing parks, park facilities, and open space within the Town. Refer to Master Response 9 for additional discussion of the project's impacts and mitigation requirements related to parks.

- 53-4** This comment describes a lack of recreational parks in the proposed project, and questions if Loomis currently meets the minimum requirements for parks, let alone the proposed development.

Refer to Master Response 12 and response 8-7 regarding the proposed project's and Modified Transportation Alternative's impacts related to parks. The EIR concludes that, with implementation of Mitigation Measure 4.12b, which stipulates that the active recreation facilities described in the project applications be constructed as described and requires payment of a parkland dedication fee and a park facilities fee, the project would have a less-than-significant impact on parks. The project would require dedication of an additional 4.96 acres of active parks to meet the Town's parkland requirements. Mitigation Measure 4.12b requires the project applicant to pay the Town's in-lieu fees, sufficient to comply with Chapter 12.24 of the Town's Municipal Code. As noted in Master Response 12, the Town's in-lieu fee for parkland dedication was determined by the Town of Loomis Mitigation Fee Analysis Final Report (Sinclair and Associates 2005). Table 7-1 of that report provides an inventory of the existing active park and recreational facilities within the Town, finding that in 2005 there were 5.1 acres of active park facilities for every 1,000 people in the Town. Thus, the Town was in compliance with the General Plan and Quimby Act requirements for active parkland in 2005.

- 53-5** This comment suggests that slow growth is what is right for the Town of Loomis.

As discussed in response 26-1, the EIR finds that although the proposed project and the Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

Comment Letter 54

Fw: Public Comment on Draft IER, Villages at Loomis - Village

Page 1 of 2

Fw: Public Comment on Draft IER, Villages at Loomis

Amanda

Wed 6/1/2016 9:04 AM

To: Village <Village@loomis.ca.gov>;

From: Cricket Strock
Sent: Wednesday, June 01, 2016 8:08 AM
To: Amanda; Rick Angelocci
Subject: FW: Public Comment on Draft IER, Villages at Loomis

Another comment emailed to me.

From: Craig Sanborn [mailto:c.sanborn@yahoo.com]
Sent: Tuesday, May 31, 2016 9:57 PM
To: Cricket Strock
Subject: Fwd: Public Comment on Draft IER, Villages at Loomis

Sorry, I thought there was a dot after c. Trying again...

Begin forwarded message:

Dear Mrs. Strock,
Per our conversation after the meeting tonight, here is a digital copy.
Best wishes,
Craig

The environmental impact of this project would be far more Costly than Beneficial to the town of Loomis. We need slow, sustainable growth, not 426 units of high-density in-fill development. We need to focus on our historic down-town core, not build another new retail development that would take business away from our down-town core. Our schools are great, and they're full – how would we handle another 426 families? We've heard our downtown businesses are struggling; how would they fare with five years of heavy construction traffic and roadwork? What impact would that have on our town?

This project would have multiple negative impacts on our small town, growing far too fast, and beyond the appropriate slow-growth plan of the Council. Our traffic

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issues would become far worse -- during the five year construction project -- and after with the increase of 1,200 new residents. Crime would increase -- undoubtedly. And our schools and youth sports would be further impacted. For what? Are we asking for this kind of high-density development?

At the core of every decision here should be the question: "Is this in the best interest of the town of Loomis?"

In a short period of time roughly 800 residents signed a petition to stop this kind of development, believing that it is Not in the best interest of our town. I believe there are far more who feel the same way.

The cost-benefit analysis on this project weighs too heavily on Cost, and falls short on Benefit. I along with many others implore the Council to stand by the slow-growth plan adopted by the Town of Loomis. Thank you.

Craig Sanborn

54-5
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Cont.
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54-8

<https://outlook.office.com/owa/?viewmodel=ReadMessageItem&ItemID=AAMkADImYzIx...> 6/8/2016

Response to Comment Letter 54

Craig Sanborn
May 31, 2016

54-1 This comment states that Loomis needs slow sustainable growth.

As discussed in response 26-1, the EIR finds that although the proposed project and the Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

54-2 This comment asserts that the Town should focus resources toward revamping historic downtown, not building new retail.

The Town's Loomis Town Center Implementation Plan – Phase 1 report found that the Town is subject to a higher amount of "sales leakage" than other cities in the region. Sales leakage is when Town residents accomplish their shopping outside of the Town and, therefore, limit the amount of sales tax collected by the Town. When a jurisdiction has a higher amount of sales leakage than other communities, it indicates that there is unmet demand within the jurisdiction for retail space. Additionally, the Town of Loomis Chamber of Commerce submitted a comment letter in response to the Draft EIR stating that there is a lack of available space for new (see comment 9-3). Based on the sales leakage and Chamber of Commerce comment about a lack of space for new businesses, it is not expected that the creation of new office and retail space within the proposed project or the Modified Transportation Alternative would lead to urban decay, which is when long-term vacancies in existing commercial space leads to visual blight conditions.

54-3 This comment notes that schools are already at capacity, and questions how they would handle another 426 families.

As stated in EIR section 1.4 and discussed throughout this Final EIR, subsequent to public circulation of the Draft EIR, the project applicant proposed to implement measures to reduce the impacts to biological resources by removing eight dwelling units from the project. Thus, the project could house 418 families rather than the 426 noted in this comment. Refer to Master Response 9 and response 8-6 regarding the

proposed project's and Modified Transportation Alternative's impacts to schools. In Section 4.12.3 under Impacts 4.12-9 and 4.12-10, the EIR finds that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed, the students would be housed at other schools within the Loomis Union School District. The EIR concludes that, consistent with the requirements of Government Code Section 65996, payment of school impact fees at the time building permits are issued would ensure impacts associated with the addition of students to the over-capacity elementary and high schools would be less than significant.

- 54-4** This comment expresses concern that years of construction traffic would negatively impact Loomis downtown businesses.

As discussed in response 37-3, construction traffic is not expected to adversely affect any businesses because the traffic volumes during construction would be substantially lower than the traffic volumes that would result from full buildout of the proposed project and Modified Transportation Alternative. Further, it is typical that construction equipment be staged at the project site rather than be driven to and from the site daily. Thus, the majority of daily construction traffic is associated with construction workers commuting to and from the site in passenger vehicles.

- 54-5** This comment states that the project would have multiple negative impacts on Loomis, and highlights the potential effects on traffic during the construction period.

As discussed in response 37-3, construction traffic is not expected to adversely affect any businesses because the traffic volumes during construction would be substantially lower than the traffic volumes that would result from full buildout of the proposed project and Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative.

- 54-6** This comment asserts that an increase in population will result in an increase in crime.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably be expected to lead to a net increase in crime simply due to an increase in the number of people in the area. The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts to law enforcement and concludes they would remain less than significant. The comment does not provide any evidence to suggest that the average per-capita level of crime is likely to increase.

- 54-7** This comment asserts that Loomis's schools and youth sports would be further impacted by the increase in residents.

The EIR evaluates impacts to schools and parks and recreation associated with the anticipated population that could be supported by the proposed project. Refer to Master Response 9 and response 8-6 regarding the proposed project's and Modified Transportation Alternative's impacts to schools. Also refer to response 37-7, which discusses that the project's required payment of park fees to the Town would satisfy the Town's General Plan and Municipal Code requirements, as well as Quimby Act requirements for parkland and provide the Town with resources that could be used to develop additional parks and recreation facilities within the Town, which could provide facilities needed to support youth sports.

- 54-8** This comment states that more than 800 people have signed a petition in opposition of the project, that project decisions should focus on what is in the best interest of Loomis, and that the proposed project costs too much and benefits too little.

This comment does not question the adequacy or accuracy of the content of the Draft EIR. The petition referenced in this comment is included in this Final EIR as Comment Letter 73.

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Comment Letter 55

Comment [KW1]: Change this page to landscape orientation or resize comment letter image

TOWN OF LOOMIS
3665 TAYLOR ROAD, LOOMIS
916-652-1840 FAX 916-652-1847
www.loomis.ca.gov

COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name JOHN SHEARER Email JNS@SBKGLOBAL.NET
Address 5844 MARCTA LN LOOMIS Phone 652-8232

Comment: This type of development is a game changer. I'm not sure of the intent, but it looks like you're trying to see how many homes you can cram into one area. This type of development is destructive to the community. You're talking about 20-25% growth. Taylor Rd is a mess at times with impatient freeway travelers. How did this plan ever get past the planning commission?
John Shearer

55-1
55-2
55-3

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Response to Comment Letter 55

John Shearer
No Date

55-1 This comment expresses the concern that the project seems to prefer high-density housing.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density. This comment raises a concern about the density proposed for the project but does not identify any deficiencies or inaccuracies in the Draft EIR. The existing General Plan and zoning designations for the project site include a high-density overlay.

55-2 This comment states that the proposed level of development – which would represent 20% to 25% growth - is destructive to the current community.

As discussed in response 26-1, the EIR finds that although the proposed project and the Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

55-3 This comment states that Taylor Road already suffers from large traffic volumes, and the project will only increase the number of people using Taylor Road.

Refer to Master Response 6 and response 11-18 for a discussion of the proposed project's and Modified Transportation Alternative's effects on traffic volumes on Taylor Road and Horseshoe Bar Road. The EIR finds that traffic volumes on Taylor Road would be reduced compared to current conditions as a result of the project because some of the traffic currently using Taylor Road would be diverted to the extension of Doc Barnes Drive through the project site under the proposed project and additional traffic currently using the segment of Taylor Road between Horseshoe Bar Road and Webb Street would be diverted to the Webb Street extension through the project site under the Modified Transportation Alternative.

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Comment Letter 56

The Village at Loomis Draft EIR - my Comments - Village

Page 1 of 1

The Village at Loomis Draft EIR - my Comments

Roger Smith <rsmith2009@gmail.com>

Tue 6/14/2016 9:46 AM

To:Village <Village@loomis.ca.gov>;

Below are my comments on the Draft EIR for the **Village at Loomis** development project:

4.3 BIOLOGICAL RESOURCES

The Loomis General Plan, Policy 5., states:
Native tree protection. Individual heritage trees and significant stands of heritage trees shall be preserved.
and
Proposed development shall be designed, constructed, and maintained to preserve individual heritage trees and significant stands of heritage trees...

But no effort was made in the EIR to identify potential heritage trees (HT). Even though the Town does not have an standard definition of a HT (it's left to the Town Council), the DEIR and Arborists Report should note the potential for destruction of 'likely' HT's. For instance, if a HT is defined as DBH >24", there would be over 100 HT's that should be preserved within the Village's development area. (i.e., the project should be designed and constructed so as to preserve a high percentage these special trees.)
The potential impact of removing any HT should be noted in the EIR as "significant".

56-1

4.6 TRANSPORTATION (TRAFFIC)

It appears that traffic impact predictions in the Draft EIR were based on traffic counts of "existing" traffic done in March 2014 - over 2 years ago. It's important to note that these older traffic counts would not have captured traffic generated from the two very large commercial developments in Rocklin:at Sierra College Boulevard and I-80 (i.e., Rocklin Commons and Rocklin Crossings - which include Walmart, Bass Pro, Target, etc.).
Therefore, new traffic counts should be made to more accurately capture the actual existing 2016 traffic levels. This more accurate traffic analysis is essential, given that some major roads in Loomis are already operating at D, E and F "Levels of Service" (LOS), and the proposed Village project would generate over 5000 new vehicle trips per day, to make matters even worse.
Accurate predictions of future LOS can only be realistic if they are based on accurate counts of existing traffic today, 2016, not on projections from counts done in 2014.

56-2

Roger D. Smith
6755 Wells Ave.
Loomis, CA 95650
(916)652-5685

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Roger D. Smith
(916)652-5685

https://outlook.office.com/owa/?viewmodel=ReadMessageItem&ItemID=AAMkADlmYzI... 6/16/2016

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Response to Comment Letter 56

Roger Smith
June 14, 2016

- 56-1** The comment states that the EIR did not identify any heritage trees, and their removal should be considered significant.

Although the Town's Tree Conservation Ordinance identifies requirements for protection of heritage trees, the ordinance also states that heritage trees must be first identified and designated by the Town Council. At this time, the Town Council has not identified or designated any heritage trees within the Town; thus, there is no requirement for the EIR to evaluate impacts to such trees. Please refer to Master Response 10 and Master Response 11 for additional discussion of the proposed project's and Modified Transportation Alternative's impacts to trees and oak woodland habitat and the requirements of Mitigation Measures 4.3a and 4.3g to compensate for these impacts.

- 56-2** This comment states that new traffic counts should be conducted to accurately capture existing 2016 traffic levels, asserting that two commercial developments have opened since 2014 and therefore are not reflected in the traffic counts.

Refer to response 12-2 regarding the use of traffic counts from March 2014 to define the baseline conditions from which project effects are evaluated. The data used for the traffic analysis includes the traffic generated by the two large retail projects constructed at the Sierra College Boulevard/Interstate 80 interchange (Rocklin Commons and Rocklin Crossing). Furthermore, the cumulative traffic analysis used the Town of Loomis's and the City of Rocklin's traffic models to forecast future traffic conditions. These included additional planned commercial development in the City of Rocklin.

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Comment Letter 57

NAME Mark Steelman Item # _____
STREET ADDRESS 6213 Horseshoe Bar Rd Loomis
TOWN/CITY (IF OTHER THAN LOOMIS) _____

57-1

WHEN COMPLETED, PLEASE GIVE TO CLERK.

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Response to Comment Letter 57

Mark Steelman

No Date

57-1 The commenter did not include a statement on the comment card.

No response is required.

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Comment Letter 58

TOWN OF LOOMIS
3665 TAYLOR ROAD, LOOMIS
916-652-1840 FAX 916-652-1847
www.loomis.ca.gov

RECEIVED

MAY 26 2016

TOWN OF LOOMIS

COMMENT CARD

Village at Loomis - Draft Environmental Impact Report

Name Betty Succo Email bsucco@pacbell.net
Address 5794 Mareta Lane Phone 916 660-9861

Comment: The main purpose of zoning is to use the land for the common good of the town. Zoning is also used to maintain the unique characteristics of the town, to protect and conserve the value of buildings and life within our town and to prevent new development from meddling with the existing uses. I don't see how rezoning for "The Village" benefits anyone but the builders/developers. The way of life in Loomis will be forever changed. Horrified traffic, overcrowded schools, more demands on police & fire, increased air pollution but to name a few things that will happen should this

→

Development be allowed. I don't advocate no growth but I do believe the existing zoning is appropriate and there is no reason to change it! Homebuilding that doesn't harm the unique character of Loomis is the only type of development that should be considered and "The Village" is not that.

58-1

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Response to Comment Letter 58

Betty Succo

May 26, 2016

58-1 The comment addresses several concerns about the proposal to rezone the project site. The comment states that the purpose of zoning is to make sure land is used “for the common good of the town.” The comment also states that zoning protects the character of a community, preserves the value of buildings and life within the town, and prevents new development from meddling with existing uses. The comment asserts that the proposed rezoning will not benefit anyone but the developer.

In general, zoning is a tool used by cities and counties to minimize conflicts between neighboring land uses. It also serves to help a jurisdiction implement its General Plan by providing land-owners with guidance as to which land uses may be suitable for a site, providing definitions of the types of land uses allowed that are more specific than the General Plan land use designation, and defining development standards such as minimum lot sizes, setbacks, maximum height, and maximum lot coverage. To the extent that minimizing conflicts between neighboring land uses promotes a land use pattern that benefits the local jurisdiction, it can be a tool for maximizing the common good, but that is not typically the express purpose of zoning.

As stated in the text added to Section 2.1 of this Final EIR and discussed in Master Response 3, subsequent to public review 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 zoning districts specific to the project site. Refer to Master Response 3 and Section 4.1 of the EIR for a discussion of the proposed development standards.

In consideration of potential impacts associated with the proposed project-specific development standards, the EIR evaluates the proposed project’s and Modified Transportation Alternative’s potential inconsistency with the General Plan (refer to Master Response 2) and changes the project would make to the visual character of the project site and its surroundings (refer to response 15-4). In addition, Impact 4.1-2 in the EIR evaluates the proposed project’s and Modified Transportation Alternative’s compatibility with surrounding land uses. This analysis notes that zoning designations for property surrounding the project site are Central Commercial,

Public/Institutional, Single-Family Residential, and Medium-Density Residential, with Residential Estate parcels located on the north side of King Road. The EIR finds that the proposed residential densities are similar to the range of densities surrounding the project site and that the commercial component of the project would be consistent with surrounding commercial development and the Town's plans to foster a Town Center around Horseshoe Bar and Taylor Roads. The EIR concludes that the proposed project and Modified Transportation Alternative would have a less-than-significant effect related to compatibility with surrounding land uses.

This comment raises an objection to the project based on concern over the proposed rezoning but does not identify any deficiencies or inaccuracies in the Draft EIR. Refer to Master Response 3, for additional discussion regarding the project's proposed development under the Town's Planned Development zoning requirements.

58-2 The comment states that the proposed rezoning would cause horrific traffic, crowded schools, more demands on police and fire, and increased air pollution.

Refer to Master Response 6 and response 8-8 regarding the EIR analysis of potential traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative.

Refer to Master Response 9 and response 10-5 regarding the proposed project's and Modified Transportation Alternative's impact on schools. Consistent with the requirements of Government Code Section 65996, the EIR finds that payment of school impact fees at the time building permits are issued would ensure impacts associated with the addition of students to the over-capacity elementary and high schools would be less than significant.

Impacts to law enforcement are evaluated in EIR Section 4.12 under Impacts 4.12-18 through 4.12-20 while impacts to fire protection are evaluated under Impacts 4.12-16 and 4.12-17. The law enforcement analysis demonstrates that the population increase associated with the proposed project and Modified Transportation Alternative would increase demands for law enforcement services in the Town, but would not require expansion of existing Sheriff's facilities and would not introduce any physical

barriers to provision of law enforcement services. Impacts to law enforcement were determined to be less than significant. The analysis of impacts to fire protection services was similar, finding that continued development in the area could warrant improvements to the Loomis FPD facilities and/or acquisition of new equipment and new staff. As the call volume increases over time as projects are constructed and occupied, the development fees and additional parcel taxes generated by the development would provide funding to Loomis FPD to fund additional Loomis FPD staff and equipment to handle the cumulative increase in calls. The EIR finds these impacts to be less than significant. In addition, the Development Agreement between the Town and the developer includes provisions requiring the developer to establish a funding mechanism, which could include a special tax pursuant to the Mello Roos Community Facilities Act of 1982, for the purpose of providing a permanent source of funding to cover increased costs incurred by the Town for providing public safety services.

Impacts to air quality are evaluated in Section 4.8. The EIR concludes (under Impact 4.8-1) that impacts associated with air pollutant emissions during construction would be significant and unavoidable, but that impacts from project operation would be less than significant. The EIR also finds that, with implementation of Mitigation Measures 4.8a through 4.8c, the proposed project and Modified Transportation Alternative would have a less-than-significant impact related to conflicts with the Air Quality Element of the Town of Loomis General Plan and the goals of the Placer County Air Pollution Control District, and with implementation of Mitigation Measure 4.8d, the proposed project and Modified Transportation Alternative would have a less-than-significant contribution to cumulative air quality impacts. The full text of Mitigation Measures 4.8a through 4.8d are provided in Section 4.8.4 of the EIR and in the Mitigation Monitoring and Reporting Program provided in Appendix J.

- 58-3** The comment states that the proposed rezoning should not be allowed because the current zoning is appropriate, homebuilding that does not harm the Town's character is the only type of development that should be allowed, and the proposed project does not meet this suggested requirement.

As stated in the text added to Section 2.1 of this Final EIR and discussed in Master Response 3, subsequent to public review 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 zoning districts specific to the project site.

Refer to Master Response 3 and Section 4.1 of the EIR for a discussion of the proposed development standards.

This change in the proposed zoning does not alter the type, location, density, and amount of land uses proposed by the project. The EIR evaluates the proposed project and the Modified Transportation Alternative under the proposed Village at Loomis Planned Development Preliminary Development Plan zoning. The EIR also considers development of the site under the existing General Plan and zoning designations as Alternative 1b. Thus the EIR provides the Town Council and members of the public with the information needed to understand the environmental impacts of the proposed project, including the proposed rezoning. As stated on pages 5-11 and 5-12 of the EIR, development of the site under the existing zoning would result in a similar mixed-use project but would have fewer residential units and more commercial and office space. The existing zoning would direct that medium density residential development be placed in the central portion of the project site, commercial uses be placed in the western portion of the site, and office uses be placed in the eastern portion nearest to King Road. Alternative 1b would place commercial and office uses adjacent to existing residences while the proposed project would place residential land uses adjacent to most of the existing residences that surround the project site. The EIR concludes that “the No Project/Existing Designations Alternative could increase the potential for land use incompatibilities (such as noise and visual impacts) to arise between existing residences and the new commercial and office uses at the project site. Impacts related to land use would be similar for the proposed project and this alternative but could be slightly increased under the No Project/Existing Designations Alternative.”

Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town’s character and response 15-4 regarding the EIR analysis of the proposed project’s and Modified Transportation Alternative’s significant and unavoidable impacts on the visual character of the project site and its surroundings. The EIR finds that the No Project/Existing Designations Alternative would result in a similar impact to the visual character of the project site and its surroundings because it would develop the currently vacant parcels with urban land uses.

Comment Letter 59

The Village - Village

Page 1 of 1

The Village

Troy Sullivan <irishluck29@att.net>

Tue 6/14/2016 9:02 AM

To:Village <Village@loomis.ca.gov>;

This new Construction project will not be good for Loomis in any way. There will be approximately 2000 new citizens added to this small town and about 1500 more vehicles. Look how crowded are small two lane roads are now. This is just about more money for the developer and new taxes for the City. We don't need high density building here. Let this developer build in some other community. No matter how they color coat this project its about money. The developer builds and then they are gone. I hope our planning commission has some common sense and says no to this project. Smaller is better. I know my neighbors feel the same as I do. NO NO NO

59-1

Troy Sullivan
[6854 White Lane](#)
[Loomis, Ca 95650](#)

<https://outlook.office.com/owa/?viewmodel=ReadMessageItem&ItemID=AAMkADImYzL...> 6/16/2016

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Response to Comment Letter 59

Troy Sullivan
June 14, 2016

59-1 This comment states that the increase in the number of citizens and vehicles will not be good for Loomis. The comment states that the two-lane roads are already crowded and that high-density buildings are not needed in Loomis.

Refer to response 10-6 regarding congestion on King Road and response 10-5 regarding congestion at the intersection of Horseshoe Bar Road and Taylor Road. Further, refer to response 8-8 and Master Response 6 regarding the proposed project's and Modified Transportation Alternative's traffic impacts.

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Comment Letter 60

TOWN OF LOOMIS
3665 TAYLOR ROAD, LOOMIS
916-652-1840 FAX 916-652-1847
www.loomis.ca.gov

COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name Mike Terzich Email m.terzich@yahoo.com
Address 3586 Rocky Hill CT Phone 408-464-9796

Comment: What is the councils objective and how
does this improve the life of Loomis Residents

60-1

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Response to Comment Letter 60

Mike Tevzich

No Date

- 60-1** This comment requests an explanation of the council's objective for this project and how the project will improve the lives of residents.

CEQA requires an analysis of the impacts of a proposed project on the environment. CEQA also requires that the objectives of the project be defined in the EIR and for these objectives to be used in defining potential project alternatives and evaluating the feasibility of both alternatives and mitigation measures. Accordingly, the objectives of the proposed Village at Loomis project are identified in Section 3.3 of the EIR. CEQA does not require an EIR to identify the benefits of a project. When the Town Council considers whether to approve or disapprove the proposed project, the Council will weigh the benefits against the proposed project's significant and unavoidable environmental impacts.

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Comment Letter 61

TOWN OF LOOMIS
 3665 TAYLOR ROAD, LOOMIS
 916-652-1840 FAX 916-652-1847
www.loomis.ca.gov

COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name Bob and Sheila Tipton Email skt49er@sbcglobal.net
 Address 3108 Swetzer Rd., Loomis Phone 916 652 4672

Comment: We have lived in Loomis for 15 years, moving up here from the once beautiful Bay area where we were raised. Loomis is our sanctuary, our retreat from the noisy, hectic, congested cities that are increasingly taking over this once beautiful state. With the encroachment of the new cookie-cutter shopping centers at I-80 and Sierra College, we are now fearful the developers are looking to confiscate the remaining woodlands, ranches, etc. and pave their way to more millions, adding more strip malls, endless retail, congested housing to our small town! Please, we pray the developers will not have their way this time! We pay high property taxes to support our schools, fire department and other town and county necessities, and it is done willingly, our price to pay to keep our lovely, small town the way it is. If Loomis needs more revenue, we suggest improvements to our already existing downtown with the addition of new businesses. A small number of new homes, more park land, and some new retail might be doable, but once the door opens to new development on this proposed scale, there will be no going back and our wonderful small town will become just a memory. We can't let that happen! Remember me →

61-1

61-2

still have 'Bickford Ranch' to contend with. Why must we destroy what we have for more profit? When is enough enough?!

61-3

Response to Comment Letter 61

Bob and Sheila Tipton
May 31, 2016

61-1 This comment states that adding a large development and shopping conflicts with the small town/ranch style of the Town. This comment also suggests that revitalizing the downtown area is a better way to generate more revenue for the Town than a large development project.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on the Town's character but does not identify any deficiencies or inaccuracies in the Draft EIR.

61-2 This comment expresses that an alternative with a small number of homes, large amount of parkland, and a few stores is much preferred to a large development project. This comment also states that this project will open the doors to more large projects in the future.

Refer to response 8-8 and Master Response 13 for a discussion of the EIR consideration of alternatives to the project. This comment does not specify the amount of development that would be included under the suggested alternative. The EIR evaluates a No Project/Existing Designations Alternative (Alternative 1b) which provides an analysis of developing the project site under existing General Plan and Zoning designations. The Draft EIR also evaluates a Reduced Density Alternative (Alternative 3a and 3b) which reduces the amount of residential and commercial development, consistent with the commenter's suggestion. The Reduced Footprint Alternative (Alternative 4a and 4b) increases the amount of open space and parkland on the project site as compared to the proposed project. These alternatives allow the public and decision-makers to meaningfully consider the environmental benefits of the alternative configurations suggested by the comment. The EIR evaluates the contribution of the project to cumulative impacts for all resource areas evaluated throughout Chapter 4. This analysis of cumulative impacts is included under the Impact heading of each technical section of the EIR. Section 2.7 of the EIR notes that the cumulative impact analysis is included in the technical analysis contained in

Chapter 4. In addition, Chapter 6 of the EIR evaluates the degree to which the project could induce additional growth in the area.

61-3 This comment suggests that the impacts will be compounded with the Bickford Ranch development.

As stated above, the EIR evaluates the contribution of the proposed project and the Modified Transportation Alternative to cumulative impacts for all resource areas evaluated throughout Chapter 4, including consideration of the contribution of the Bickford Ranch development to cumulative impacts. This analysis of cumulative impacts is included under the Impact heading of each technical section of this EIR. Section 2.7 of the EIR also notes that the cumulative impact analysis is included in the technical analysis contained in Chapter 4.

Comment Letter 62

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JUN 02 2016

TOWN OF LOOMIS

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3665 TAYLOR ROAD, LOOMIS
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www.loomis.ca.gov

COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name Amy Roth Email amyroth5@gmail.com
Address 5985 Barton Rd Phone (916) 835 4266

Comment: The Village at Loomis project exemplifies the exact opposite
of what the town of Loomis is: a small town. Besides the
obvious negative impacts on air quality + traffic, nobody
has addressed the water issue. 300+ new homes will be a
huge impact on our already low supply. It is irresponsible
to add so many new homes without taking into account
that there may not be enough water for them. and
I am strongly opposed to this project. Build 10 new homes,
that is in line with Loomis - slow, steady, appropriate,
+ responsible.

62-1

62-2

62-3

Response to Comment Letter 62

Amy Toth
June 2, 2016

62-1 This comment states that the type of development conflicts with the current community and will impact air quality and traffic.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the project's significant and unavoidable impacts on the visual character of the project site and its surroundings.

As discussed in responses 8-6 and 10-5, the proposed project and the Modified Transportation Alternative's potential impacts related to air quality were evaluated in Section 4.8. The EIR concludes that impacts associated with air pollutant emissions during construction would be significant and unavoidable, but that other air quality impacts would be less than significant. The EIR also finds that, with implementation of Mitigation Measures 4.8a, 4.8b and 4.8c, the project would have a less-than-significant impact related to conflicts with the Air Quality Element of the Town of Loomis General Plan and the goals of the Placer County Air Pollution Control District, and, with implementation of Mitigation Measure 4.8d, the project would have a less-than-significant contribution to cumulative air quality impacts.

As discussed in response 8-8, the proposed project's and the Modified Transportation Alternative's potential impacts on traffic and the circulation system are thoroughly analyzed in Section 4.6. The EIR examines eight potential impacts to traffic and circulation, and, of those impacts, five would be less than significant or no impact, and two would be reduced to less than significant with incorporation of mitigation. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative.

- 62-2** This comment asserts that it is irresponsible to add 300+ homes without a guaranteed water source. The comment notes that region already struggles with water shortages, and the project will impact water security.

As discussed in response 10-5 regarding the EIR analysis of impacts associated with water supply are evaluated under Impacts 4.12-1 and 4.12-2. The analysis finds that the PCWA Urban Water Management Plan was prepared based on the existing Town of Loomis General Plan designations for the project site, which are more intensive than what is being proposed. The proposed project and the Modified Transportation Alternative would demand approximately 15% less water than was assumed to be required for the project site under the PCWA Urban Water Management Plan. Based on this analysis, the EIR concludes that the project would have a less-than-significant impact on water supply.

- 62-3** This comment states that building 10 homes in a low-density fashion is more in line with the “slow growth” desired by the Town.

Refer to response 8-8 and Master Response 13 for a discussion of the EIR consideration of alternatives to the project. Master Response 13 discusses CEQA requirements that project alternatives must be capable of achieving most of the basic project objectives and that a substantially smaller project alternative (such as the alternative suggested in this comment to construct only 10 homes) would not meet this criteria.

Comment Letter 63

Responses to Loomis Town Center EIR

By Miguel Ucovich

5911 Craig Court

Loomis

There are several points that I would like to comment on.

Parks

The Loomis park standard calls for 5 acres of Town owned parks per 1,000 of population. At that standard Loomis needs 30 acres of active parks but currently on has 6 acres.

This development needs to provide the 6 acres of neighborhood parks within the development.

Parks provide for the recreational needs of the residents in the development. To just pay the fees does not resolve the lack of park space but greatly add to it. The quality of life will greatly be affected if the parks are not provided within the development.

Zoning Change

By increasing the units per acre this plan changes the nature,look,and feel of Loomis

Small (2,200 sq ft) lots are contrary to the Town General Plan. See 4.1-1 is incorrect as the effect the zone changes will have on the Town.

The sound issue was not properly addressed. Providing air conditioning so people can stay in their homes because the sound is to high outside is not an allowable mitigation measure. Other measures must be taken or the houses moved out of that sound zone an a different use be placed next to the freeway. I don't think people want to be prisoner's in their homes

Transportation and Circulation

It states that the proposed project has less traffic than the alternative because of the additional commercial. This is true but it does not point out that the commercial is necessary to bring in the necessary sales tax revenues to the town. The proposed project has too little commercial.

Public Services

The proposed project would have significant impacts on public services. As stated on 5-52 an 5-53

Only the Reduced Density plan calls for actual parks in the development. The proposed plan does not meet the Quimby Act or the Town General Plan(5-53).

Currently the Del Oro High school is impacted an when Ranch sends students there the impact will be greater. This development will add to that problem. This would also be true with the elementary school.

63-1

63-2

63-3

63-4

63-5

63-6

Tree mitigation program. There is no proof that a person attending a tree workshop will prevent tree loss. There are many factors that affect trees that the owner has no control over such as dry water years.

63-7

Some proof of the success of this type of program needs to be shown. Currently the Town has over 800 trees still needed to be planted. Not sue they can plant another 700.

63-8

With most homes only be accessed by dead end alleys fire and police services will be greatly impacted because access will be hard. None of the services agencies anticipated servicing the area only by alleys. Loomis has no areas that are serviced by narrow dead end alleys.

63-9

Response to Comment Letter 63

Miguel Ucovich
No Date

63-1 This comment states that Loomis’s standard requires 5 acres of Town-owned parks per 1,000 people, and that Loomis currently needs 30 acres of parks. This comment asserts that the project should include development of 6 acres of parks within the project site, and that payment of mitigation fees would not adequately address the needs of the residents because there would continue to be a lack of adequate park space.

As discussed in Master Response 12, the Town of Loomis Mitigation Fee Analysis Final Report (Sinclair and Associates 2005) was used to determine the appropriate level for the Town’s in-lieu fee for parkland dedication. Table 7-1 of that report provides an inventory of the existing active park and recreational facilities within the Town, which includes 60% of public school recreational facilities because these facilities are used by the schools 40% of the year and are available for public use 60% of the year. The Mitigation Fee Analysis report concludes that there are a total of 32 acres of parks and recreation facilities within the Town and an additional 172 acres of parks and recreational facilities beyond the Town boundaries but close enough to provide Town residents with recreational opportunities. Based on this inventory, the Mitigation Fee Analysis report found that in 2005 there were 5.1 acres of active park facilities for every 1,000 people in the Town. Thus, the Town had met the General Plan and Quimby Act requirements for active parkland at that time.

Additional population growth has occurred since 2005 and no new parks or recreation facilities have been developed. Thus the comment is correct that the parkland standard identified in the General Plan is not currently met in the Town. The Draft EIR identifies the population of the Town in 2013 was estimated to be 6,688 people. This would require 33.44 acres of active parks and 33.44 acres of passive parks and/or open space. The Mitigation Fee Analysis report found a total of 32 acres of parks and recreation facilities, thus the Town has a need for approximately 1.5 acres of new active parks and recreation facilities. Under CEQA, a project cannot be required to rectify existing deficiencies. Rather, mitigation measures must be roughly proportional to the impact of the proposed project.

As discussed in Master Response 12 and response 8-7, in Section 4.12.3, under Impact 4.12-13, the EIR discusses that the proposed project and the Modified Transportation Alternative would not meet the standard for providing active parkland,

and would be required to pay the Town's in-lieu fees sufficient to comply with Chapter 12.24 of the Municipal Code under Mitigation Measure 4.12b. The EIR concludes that, with provision of the proposed on-site parks, trails, and open space and payment of the Town's required parkland dedication fee, the project's impacts would be less than significant under both the existing and cumulative conditions. CEQA Guidelines Section 15130(3) provides that a project's contribution to a cumulative impact, such as the Town's lack of adequate parkland, "is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. Payment of a fair-share contribution." Payment of the Town's parkland dedication fee represents the project's fair-share contribution to the Town's development of parks and recreation facilities and services consistent with the Quimby Act.

On page 48 the General Plan notes that recreational facilities used by Town residents include Loomis Unified School District campuses, Del Oro High School, Placer County's Loomis Basin Community Park, Sierra Community College recreational facilities that are available for limited use by nonstudents, and bikeways, hiking and equestrian trails. These and other regional facilities meet some of the recreational needs of the Town's residents, as demonstrated in the Mitigation Fee Analysis Final Report (Sinclair and Associates 2005).

- 63-2** This comment suggests that by allowing a zone change that increases the number of units per acre, the project would change the look and feel of the Town. This comment also states that small (2,200-square-foot) lots conflict with the General Plan, and Impact 4.1-1 underestimates the impact of zone changes.

As stated in the text added to Section 2.1 of this Final EIR and discussed in Master Response 3, subsequent to public review 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 zoning districts specific to the project site. Refer to Master Response 3 and Section 4.1 of the EIR for a discussion of the proposed development standards. As noted in response 58-3, the change in the proposed zoning does not alter the type, location, density, and amount of land uses proposed by the project. The EIR evaluates the proposed project and the Modified Transportation Alternative under the proposed Village at Loomis Planned Development Preliminary Development Plan zoning and the proposed development standards.

The proposed Planned Development overlay and project-specific development standards would apply only to the project site and would not alter planned land uses or development standards for other properties in the Town. The lot sizes in the Modified Transportation Alternative project are slightly different than those in the proposed project. The smallest lot size in the proposed project is 2,160 square feet and the smallest lot size in the Modified Transportation Alternative is 2,250 square feet. The differences in lot sizes are not substantial and do not affect the impact analysis or conclusions in the Draft EIR. The analysis throughout the EIR considers the impacts of the project under the proposed development standards, including lot sizes and density.

The EIR addresses the proposed project and the Modified Transportation Alternative's potential conflict with land use plans, policies, and regulations in Section 4.1.3 under Impact 4.1-1. The EIR concludes that, with applicable mitigation measures as discussed in other technical sections of the EIR, impacts would be less than significant. A summary of the proposed project's and Modified Transportation Alternative's potential to be inconsistent with the General Plan is provided in Appendix B of the EIR. Additionally, General Plan regulations specific to the project site are defined in Section 4.1.2 under the subheading Local Regulations. Refer to Master Response 2 for a discussion of consistency with the General Plan and response 15-4 regarding the EIR analysis of the project's significant and unavoidable impacts on the visual character of the project site and its surroundings. Also refer to Master Response 3 regarding the proposed Village at Loomis Planned Development Preliminary Development Plan.

- 63-3** This comment states that noise impacts were improperly addressed. The comment also asserts that the mitigation measures outlined are not sufficient, specifically Mitigation Measure 4.7c. Furthermore, it states that the addition of air conditioning units is not a realistic mitigation for road noise; this comment states that other mitigation measures are still necessary.

The analysis of noise impacts is presented in Section 4.7 of the Draft EIR. This analysis relies on industry-standard data collection and modeling techniques and tools, including the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108). The analysis uses the Town's adopted noise level standards and industry-standard thresholds for defining a significant increase in noise levels. The comment does not state specifically what was improper about the noise analysis.

Impact 4.7-2 examines if the proposed project and the Modified Transportation Alternative would expose people within the project site to traffic noise that exceed the established noise standards. As shown in Table 4.7-9, traffic noise levels from internal roadways are predicted to be well within compliance with the Town of Loomis 65 dBA L_{dn} exterior noise standard at future residences constructed adjacent to these roadways. However, the future noise level modeling predicts that proposed residences nearest to Interstate (I) 80 would be exposed to noise levels of approximately 71 dBA L_{dn} , which exceeds the Town's 65 dBA L_{dn} exterior standard. The EIR concludes that this would be a significant impact that would be reduced with construction of a sound wall along Doc Barnes Drive, as required by Mitigation Measure 4.7b. This would provide the necessary amount of noise attenuation to achieve compliance with the Town's exterior noise level standards. The EIR recognizes that the Town's General Plan discourages construction of sound walls to mitigate noise impacts unless it is the only feasible alternative. The EIR identifies the design considerations that have been incorporated in the project to reduce noise levels to the extent feasible, including setbacks from I-80 and use of topographic shielding, which provides a conservative 4 dB reduction in noise levels. The EIR concludes that "use of 6-foot-tall noise barriers would provide the final degree of noise reduction required to achieve satisfaction with the Town's noise standards."

Although the noise barrier would be sufficient to ensure compliance with exterior noise level standards, the EIR identified that interior noise level standards could still be exceeded. This would affect only the homes adjacent to Doc Barnes Drive where windows face I-80. For those homes, the noise level at first-story windows would be 65 dB. When windows are closed, standard construction practices result in a noise reduction of approximately 25 dB, which would provide an interior noise level of 40 dB. When windows are open, the noise reduction is approximately 15 dB, which would result in an interior noise level of 50 dB which exceeds the Town's interior noise standard of 45 dBA. Thus, the EIR requires, under Mitigation Measure 4.7c, that homes be provided with air conditioning units so that residents would have the option of leaving doors and windows closed. For second story windows facing I-80, the topographic shielding and noise barrier would not reduce noise exposure, resulting in an exterior noise level of 75 dB at these windows. With the standard 25 dB reduction, the interior noise level for these locations would be 50 dB. Thus Mitigation Measure 4.7d requires higher sound transmission class ratings on second-floor windows with a view of I-80 to ensure that additional noise reduction is provided and the Town's interior noise level standard is met.

The noise impact analysis relies on the dBA measurement, which indicates the level of environmental noise at any instant in time. However, actual community noise

levels vary continuously. During periods when traffic volumes on I-80 are lower, such as mid-day, the noise levels experienced by project site residents would be lower, and the Town's interior noise standard could be met while windows are open. The requirement to provide air conditioning units would ensure that residents can avoid excessive noise during peak noise periods. As discussed above, the EIR recognizes that the project incorporates design considerations to reduce noise levels to the extent feasible and that with implementation of mitigation measures identified in the EIR, the noise impacts of the proposed project and the Modified Transportation Alternative would be less than significant.

- 63-4** This comment acknowledges that the proposed project has reduced traffic because of commercial uses, but states that the Draft EIR does not acknowledge an increase in tax revenue and suggests that the proposed project has too little commercial.

The Town is not required by CEQA to analyze economic issues as these are not physical effects on the environment.

- 63-5** This comment states that the project would have significant impacts on public utilities and services as stated on pages 5-52 and 5-53 of the Draft EIR. This comment asserts that the proposed project does not meet the Quimby Act or the General Plan in terms of park requirements, but acknowledges that the reduced density alternative does.

Refer to Master Response 12 and responses 28-19 and 63-1, which discuss the amount of parkland required for the project and the park and recreational facilities included in the project design. As stated in Section 1.4 and discussed throughout this EIR, subsequent to public review of the Draft EIR, the project applicant proposed to implement measures to reduce the project's impacts on biological resources by removing eight dwelling units from the project and to reduce the project's impacts related to active parkland by converting the multi-use trails on the eastern and western borders of the open space to active use trails by incorporating parcourse stations along these routes. The project would include 418 dwelling units and could support a population of 1,208 people. The Municipal Code requires the project to provide 6.04 acres of active park facilities while the project proposes to provide 1.08 acres of active parks and trails. Mitigation Measure 4.12b requires the project applicant to pay the Town's parkland dedication fee sufficient to provide an additional 4.96 acres of active parks.

- 63-6** This comment outlines impacts to the school system due to both the project and Bickford Ranch, and states that the Draft EIR underestimates the impact.

The EIR evaluates the contribution of the project to schools based on the student generation rates established by the local school districts. Additionally, the Draft EIR evaluated cumulative impacts to schools under Impact 4.12-10. This analysis identified the cumulative context for impacts to schools as the district boundaries for the Loomis Union School District and the Placer Union School District attendance area for Del Oro High School, and noted that local schools would be over capacity “with the expected growth in and surrounding Loomis as discussed in Section 4.1, Land Use, including the Bickford Ranch project.”

Further, as discussed in Master Response 9, since the release of the Draft EIR, the Placer Unified School District has indicated that the high school students that would reside within the Village at Loomis project would not exceed Del Oro High School’s capacity. Specifically, the Placer Unified School District has adopted a policy (BP/AR 5116.1) regarding students attending the high school within their attendance area and the District anticipates that this policy will alter existing enrollment patterns and reduce future intra-district transfers. The District estimates that there will be available capacity for approximately 350 new students within the Loomis/Del Oro attendance boundary. Therefore, the District has requested that the EIR be updated to state that the addition of students generated by the project will not result in an impact due to exceeding Del Oro High School’s 1760-student capacity (Placer Unified School District 2016).

The EIR concludes, consistent with Senate Bill 50 and CEQA Guidelines Section CEQA Guidelines Section 15130(3), that with payment of the required development impact fees, the project’s impacts on schools under both the existing and cumulative conditions would be reduced to a less than significant level.

63-7 This comment states that the tree mitigation program does not account for loss during dry weather. This comment states that there is no guarantee that attending a tree loss prevention workshop will prevent tree loss, as it has not in the past.

The proposed project and the Modified Transportation Alternative’s impacts and mitigation requirements related to tree loss are discussed in detail in Master Response 10. Mitigation Measure 4.3g has been revised to ensure full consistency with the Town’s Tree Conservation Ordinance. The measure no longer includes tree education programs. The measure requires the project applicant to provide a Tree Plan that documents which trees would be removed and what actions would be taken to mitigate the impact of tree loss, including through replanting oak trees on-site and in other locations within the Town subject to approval from the Town Manager. The Tree Conservation Ordinance requires the project applicant to replace any trees that

are planted as mitigation for project impacts but do not survive for a period of five years following initial planting. This would ensure tree loss that may occur during dry weather would be remedied.

- 63-8** This comment questions whether the Town has the ability to plant another 700 mitigation trees when there are already 800 backlogged trees waiting to be planted as mitigation measures.

Mitigation Measure 4.3g requires that the project applicant be responsible for tree planting on-site and in other locations, as one component of the mitigation strategy. Further, payment of the Town’s in-lieu fee does not mandate that the Town undertake any amount of tree planting. Thus any existing backlog of trees to be planted would not impede implementation of this mitigation measure. Rather, the measure allows the Town Manager to determine the most appropriate use of any in-lieu fees collected from the project to reduce or compensate for impacts within the requirements of the Tree Conservation Ordinance. As noted in response 11-16, section 13.54.100 of the ordinance provides that uses of the in-lieu fee may include “planting or propagation, purchasing, maintenance, preservation programs (including, but not limited to, land purchase and/or conservation easements), public education programs regarding trees which support the purposes of this chapter (e.g., workshops on proper pruning), and activities in support of the administration” of the Tree Conservation ordinance.

- 63-9** This comment states that dead-end alleyways impact fire and police protection, especially since Loomis does not have narrow, dead-end alleys and that service agencies have not anticipated serving areas with only alleys.

Please refer to Master Response 4. Project plans have been reviewed by fire, police, and emergency services as a part of the analysis done for Section 4.12.3, Public Services, of the EIR and modifications to the proposed road network were made to ensure that emergency services can be provided to all portions of the proposed project and the Modified Transportation Alternative. The Loomis Fire Protection District has determined that the modified road network would not present any physical barriers to provision of emergency response services (Bettencourt 2015).

Comment Letter 64

JUST SAY NO to Village at Loomis

Lisa Ward <lrwlaw1@yahoo.com>

Thu 6/16/2016 10:32 AM

To:Village <Village@loomis.ca.gov>;

We do NOT support the planned development for numerous reasons, including:

I 64-1

Impact 4.3-6: Cumulative loss of habitat for wildlife species

I 64-2

Impact 4.4-1: Adverse change in historical resources

I 64-3

Impact 4.5-2: Degradation of existing visual character

I 64-4

Impact 4.6-8: Contribute to a cumulative increase in traffic (Horseshoe Bar Road/Taylor Road intersection and I-80 between Sierra College Boulevard and Horseshoe Bar Road)

I 64-5

Impact 4.8-1: Construction-related air pollutant emissions exceedance of PCAPCD emission thresholds

I 64-6

Impact 4.9-1: Generation of greenhouse gas emissions

I 64-7

Impact 4.9-2: Conflict with applicable greenhouse gas emission policies

I 64-8

We need to keep Loomis "A small town is like a big family', we do NOT need another Sacramento, Roseville, Rocklin, Auburn, etc.

Do not be sell outs to developers who have no interest in our community except to line their pockets at the expense of our quaint rural little town. Do you really think they care about any of the detrimental impact they would cause? Increased traffic, further impact to schools, increased crime, potentially lower property values, etc.

64-9

Council members, show you care about small town life and do not support this planned development. Stop thinking about money and thinking about the true values that really matter.

Lisa Ward

Larry Ward

<https://outlook.office.com/owa/?viewmodel=ReadMessageItem&ItemID=AAMkADlmYzI...> 6/16/2016

Response to Comment Letter 64

Lisa and Larry Ward

June 16, 2016

- 64-1** This comment expresses the commenter’s opposition to the project.
- This comment does not address the adequacy or accuracy of the content of the Draft EIR or raise any environmental issues, and no response is required.
- 64-2** The commenters state that they cannot support the project due to Impact 4.3-6, cumulative loss of habitat for wildlife species.
- This comment raises an objection to the project due to the significant contribution to the cumulative loss of wildlife habitat but does not identify any deficiencies or inaccuracies in the Draft EIR. This impact is evaluated in Section 4.4.3 of the EIR. As stated on page 4.3-43, “Although implementation of Mitigation Measures 4.3a through 4.3g would reduce and/or provide compensation for the project’s direct impacts to sensitive habitats and special-status species, the project would result in the permanent loss of most of the natural habitat on site.”
- 64-3** The commenters state that they cannot support the project due to Impact 4.4-1, adverse change in historical resources.
- This comment raises an objection to the project due to the loss of historical resources but does not identify any deficiencies or inaccuracies in the Draft EIR. This impact is evaluated in Section 4.4.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact.
- 64-4** The commenters state that they cannot support the project due to Impact 4.5-2, degradation of existing visual character.
- This comment raises an objection to the project due to the project’s degradation of visual character but does not identify any deficiencies or inaccuracies in the Draft EIR. This impact is evaluated in Section 4.5.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact.
- 64-5** The commenters state that they cannot support the project due to Impact 4.6-8, contribute to a cumulative increase in traffic.

This comment raises an objection to the project due to the project's contribution to cumulative increases in traffic and traffic congestion but does not identify any deficiencies or inaccuracies in the Draft EIR. Refer to response 8-8 and Master Response 6 regarding the EIR analysis of potential traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. This impact is evaluated in Section 4.6.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative.

- 64-6** The commenters state that they cannot support the project due to Impact 4.8-1, construction related air pollutant emissions in excess of the Placer County Air Pollution Control District standards.

This comment raises an objection to the project due to the level of air pollutant emissions that would be generated during project construction but does not identify any deficiencies or inaccuracies in the Draft EIR. This impact is evaluated in Section 4.8.3 of the EIR, and the commenter is correct that the EIR concludes that it would be significant and unavoidable.

- 64-7** The commenters state that they cannot support the project due to Impact 4.9-1, generation of greenhouse gas emissions.

This comment raises an objection to the project due to the amount of greenhouse gas emissions that would be generated by the project but does not identify any deficiencies or inaccuracies in the Draft EIR. This impact was evaluated in Section 4.9.3 of the EIR, and the commenter is correct that the EIR concludes that it would be significant and unavoidable. Refer to Master Response 14 for additional discussion of the project's greenhouse gas emissions and additional reduction measures added to Mitigation Measure 4.9. Although additional reduction measures have been added to the mitigation measure, including requirement to provide solar panels on all single-family dwelling units, the proposed project's and Modified Transportation Alternative's greenhouse gas emissions would remain significant and unavoidable.

The full text of revised Mitigation Measure 4.9 is provided in Section 4.9.4 and the Mitigation Monitoring and Reporting Program in Appendix J of this Final EIR.

- 64-8** The commenters state that they cannot support the project due to Impact 4.9-2, conflict with greenhouse gas emissions policies.

This comment raises an objection to the project due to the project's conflict with greenhouse gas emissions policies but does not identify any deficiencies or inaccuracies in the Draft EIR. This impact was evaluated in Section 4.9.3 of the EIR, and the commenter is correct that the EIR concludes that it would be significant and unavoidable. Refer to Master Response 14 for additional discussion of the proposed project's and Modified Transportation Alternative's greenhouse gas emissions and additional reduction measures added to Mitigation Measure 4.9 as noted above. Although additional reduction measures have been added to the mitigation measure, both the proposed project's and Modified Transportation Alternative's greenhouse gas emissions would remain significant and unavoidable.

- 64-9** This comment states that Loomis should stay a small town and not sell out to developers. The comment also expresses concerns about increased traffic, impact to schools, increased crime, and lower property values.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project and the Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on the Town's character but does not identify any deficiencies or inaccuracies in the Draft EIR.

The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative. This impact is evaluated in Section 4.6.3 of the EIR, and the commenter

is correct that the EIR concludes that this would be a significant and unavoidable impact. The comment does not identify any deficiencies in the Draft EIR analysis of traffic impacts.

The EIR evaluates the proposed project and the Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The proposed project's and Modified Transportation Alternative's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact for both. Refer to Master Response 9 related to school capacity and mitigation.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably be expected to produce a net increase in crime simply due to an increase in the number of people in the area. The EIR evaluates the proposed project and the Modified Transportation Alternative's effect on law enforcement and concludes that impacts would be less than significant. The comment does not provide any evidence that suggests there would be an increase in the per-capita level of crime in the project area, and it would be speculative to assume otherwise. The comment does not identify any deficiencies or inaccuracies in the Draft EIR.

Comment Letter 65

TOWN OF LOOMIS
3665 TAYLOR ROAD, LOOMIS
916-652-1840 FAX 916-652-1847
www.loomis.ca.gov

COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name Catherine Webster Email dmnyw@msicloud.com
Address 3444 Sherwood Ct. Phone 916 660 0131

Comment: I'm concerned with the env. & mental impact concerning traffic, as well as safety associated with the increase of traffic. There are also limited resources for this new development. There is also the increase of noise in these areas due to the increase of vehicles in and around this area. Barking on surface streets would increase, affecting the town's visual aesthetics. High schools impacted, as are the other schools in the area, I don't think it was considered.

65-1
65-2
65-3
65-4
65-5

Response to Comment Letter 65

Catherine Webster

No Date

- 65-1** This comment states that the project will impact traffic, and an increase in traffic will increase safety hazards.

Refer to response 8-8 and Master Response 6 regarding the proposed project and the Modified Transportation Alternative's traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative. This impact is evaluated in Section 4.6.3 of the EIR, and the commenter is correct that the EIR concludes that this would be a significant and unavoidable impact. The comment does not identify any deficiencies in the Draft EIR analysis of traffic impacts.

- 65-2** This comment states that there are limited resources for the development. The commenter does not specify which resources will be affected.

Impacts to environmental resources in the area have been identified, analyzed, and mitigated as needed throughout Chapter 4. Please refer to specific sections and impacts for additional analysis.

- 65-3** This project states that more traffic means more noise.

Refer to response 8-6 regarding the proposed project and the Modified Transportation Alternative's impacts related to noise. The EIR finds that the proposed project and the Modified Transportation Alternative would not substantially increase noise levels in the project vicinity, including noise levels associated with vehicle traffic.

- 65-4** This comment expresses the viewpoint that more people means more cars parked on surface streets, which will impact the look of the Town.

It is anticipated that most parking associated with the proposed project and the Modified Transportation Alternative would occur internal to the project site and thus parked cars would not substantially alter views of the Town from offsite locations. Please also refer to Master Response 5.

65-5 This comment states that there will be impacts to schools and suggests that these impacts were not considered.

The EIR evaluates the proposed project and the Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. Refer to response 8-6 and Master Response 9 for additional discussion of the proposed project's and Modified Transportation Alternative's anticipated impact to schools. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant.

Comment Letter 66

Draft EIR Comments: The Village at Loomis

To: Amanda Rose, Town of Loomis Planning
From: Jean Wilson, Loomis Resident and Planning Commissioner

General Comments:

1. Objection to incomplete Draft. Council, Planning Commissioners, and the public (Library copy) were given printed copies of the Draft without the Appendices. We should all have gotten the full copies; if it was too much to include in the main version, it should have been given separately. I later learned that we should all have gotten discs but we did not, nor did the library copy have the disc. I was referred to the town website for the appendices instead, but the public using the library copy had no way to know this or to access it if their only access was the print form. Appendix B, consistency with the General Plan, is particularly important when so many General Plan changes are proposed.

66-1

2. This project proposes many General Plan changes and the DEIR is generally written under the assumption that these will be approved, even though it has been the Town’s policy and practice not to make General Plan changes. (An exception was made for State–required affordable housing.) Doing an extensive DEIR before getting Town feedback on proposed revisions is obviously the applicant’s choice, but also risk, as such changes may or may not be forthcoming.

66-2

Comments by Section and Page

p.1-2. Objective 1. Improving jobs/housing balance and reducing vehicle miles. As shown in the figures on employment for commercial and office, the project as proposed will yield about 199 jobs, for a new population of over 1200 from 436 households. If only half the new population seeks work locally, that would be 600 jobs needed, not counting other Loomis residents who might want to work locally. (Even if only 300or 400 of the new residents would like tot work locally, there is still an imbalance.) Yes, some new jobs are created, but there will be far more residents who can’t find work here and must travel, increasing, not decreasing the imbalance between jobs and housing. One purpose of a walkable community is not just to walk to shop but also to work, which means more jobs needed to improve the housing/jobs balance.

66-3

p. 1-2 Obj. 4. Residential density that respects and responds to the surrounding neighborhood.

Numerous public meetings over the years in regard to this property have made it clear that neighbors do not want this level of density, hence the eventual settling on RS-7 for single family residential. Even if more density may be desirable for parts of the project, lots of 2000 and 2500 sq. ft. would never have been seen by the neighbors as acceptable.

66-4

p. 1-9 Impacts Table 1-2. 4.2-3. Impair the Town’s ability to meet it RHNA obligations. (See also under affordable housing discussion.) Since there is no real project commitment to provide RHNA housing, only a “could,” provide, this is certainly a significant impact on the Town, as this is the only good site in Town for this high density housing (requirements of parcel size, availability of infrastructure, transportation, etc.), and if it is not built here, the Town is obligated to zone additional land for affordable housing at State- required density (per Housing Element consultant). Getting its RHNA obligation covered was absolutely the only reason the Town made the high density General Plan change and re-zoning. If the project does not come though with the RHNA housing needed, it will be a very significant impact for the Town.

66-5

p. 1-9 Table 1-2, item 4.3-1. Tree mitigation conservation easement. A good idea since finding places to plant all the required trees is difficult. But an easement 10 miles away (Auburn, Elk Grove, Lincoln, Citrus Heights!) does nothing to preserve the oak woodland stock in Loomis. In the tree ordinance discussion, even replanting on property contiguous to Loomis was rejected. Any such easement should be in Loomis to preserve the Town’s interest in a continued local oak heritage. If outside the Town boundaries, it should be contiguous or very near Loomis areas that support oak woodlands for continuity of habitat.

66-6

p. 1-11. Wetlands No Net Loss. Mitigation bank payments are necessary for unavoidable incursions, such as the Doc Barnes roadway. However, the Town’s policies steer projects away from impacting wetlands and require setbacks be adhered to. This project apparently assumes that the Town will not hold it to these standards. Several lots encroach into wetlands or even floodplain unless the floodplain

66-7

<p>is modified. Army Corps approval is needed for some of the lots, and as of the project Open House, those permission had not yet been received (4 lots in particular affected). Applicant should offer alternative layouts for lots in encroachment areas, to reconfigure lots into conformance with town policies, with little or no wetlands incursion other than that necessary for Doc Barnes Drive.</p>	<p>↑ 66-7 Cont.</p>
<p>p. 1-11, 12 . Elderberry Mitigation. If 90 seedlings are required to be planted, some should be planted at an appropriate places onsite with protective barriers to try to re-establish native elderberry growth in the area, rather than put all the seedlings into out-of area mitigation banks where they do nothing to re-populate and offer beetle habitat locally. (Perhaps also a good educational opportunity for visitors, or a Scout project to oversee and monitor, with assistance from CNPS.)</p>	<p>66-8</p>
<p>p. 1-13ff. Tree mitigations. Classes and tree planting have had mixed results but may be worth trying again, with suggested follow-up. (Any type of tree as long as it is not on the Do Not Plant on Loomis public property list? Some who would like trees do not have room for oaks. At least others contribute to the overall canopy and Loomis’ Greenprint commitment.) Again, conservation easement should be in Town, not the 10 mile radius, to help preserve our own woodlands. Who is the alternative caretaker if the Town does not want to take the dedication responsibility?</p>	<p>66-9 66-10 66-11</p>
<p>p.1-13. Historical buildings. Copies of photographs and report should also be given to the Loomis Basin Historical Society and possibly to the Blue Goose Events Center and High Hand Nursery, both of which also have historical artifacts.</p>	<p>66-12</p>
<p>p.1-17 Resources. Visual. The density of houses if far more than is usual for small town Loomis. Many may consider that a visual impact, since it hardly conveys the small-town rural feel of the town.</p>	<p>66-13</p>
<p>p.1-17 ff. Transportation. General Comment: Since the revised Circulation Element has now been approved, this section should be updated so as not to conflict with the new General Plan element (e.g. such as Webb extension and roundabouts).</p>	<p>66-14</p>
<p>4.6-3 Emergency access and other concerns with alleys. Has the fire department approved these alleys? If a fire truck or trucks are in the alley, can cars from beyond it get past it to evacuate? Can a car get past a moving van? Can a car get into its garage with a large such vehicle in the alley? One concern is no turnaround space or through connection to the next alley for exit. Can a delivery vehicle turn around? Garbage truck? If not, how far do people have to haul their garbage if there are 6 to 10 houses on each side of an alley? Is there space on the pick-up street for 20 totes? Aesthetics: We have seen no pictures of these alleys. What would they look like? (Visual impact). No room for landscaping, just an asphalt welcome-home? That does not sound like an appealing vision of small town Loomis.</p>	<p>66-15 66-16 66-17</p>
<p>p.1-19. 4.6-7. Parking. This project does not provide adequate visitor parking. These are densely packed houses, mostly alley loaded with no direct street access or parking. They must park in the garage, presumably two-car (hopefully side by side; tandem is problematic for most). But guest parking is limited to streets that may be a considerable distance away, too far for elderly or families perhaps with small children or in bad weather. There does not appear to be sufficient guest parking for ordinary visitors, much less holidays of parties. Most apartments, compact residences and mobile home parks provide visitor parking with additional parking on the street if needed. This project provides neither lots nor close street parking. This is not downtown Sacramento; it is a small town where people still expect that ambience and convenience.</p>	<p>66-18</p>
<p>p.1-21 4.7-2 Sound Wall Height. Although the Town policy generally does not allow sound wall, a decent case has been made for its necessity. However, I cannot recall a freeway sound wall only 6 feet high and question whether this is adequate. Are there studies that demonstrate that 6 feet is sufficient sound mitigation?</p>	<p>66-19</p>
<p>p.1 -25ff. Energy efficiency measures. No Solar? Noting in this project addresses Solar even though there is a state requirement for subdivisions to be oriented for solar (Subdivision Map Act).XXXXXX</p>	<p>66-20</p>
<p>p. 1-33 4.12-5, 6, 7. Schools, library, parks—impacts seem dismissed too readily, Discuss later. 4.12-9 Emergency access and evacuation. Has fire department approved all these alleys with this density?</p>	<p>66-21 66-22</p>

<p>p. 4.1-16 final paragraph. Proposed Zoning Ordinance Text. Where is this? Is it collected in one place in this document or some of it piecemeal throughout? A separate document? Has it been written?</p>	<p>66-23</p>
<p>p.4-17. Mews. Should not be counted as public space acreage or parks any more than ordinary sidewalks with mow strips are. Does this count the 5’ of “private” space for the residents?</p>	<p>66-24</p>
<p>p.4.1-23. More residential, less commercial and office than General Plan. These are not simply interchangeable. Much study went into town needs for the General Plan, including the need for commercial (tax revenue) to support the Town, whereas residential is typically a drain on resources. The proposed shift leaves the Town without the tax revenue source that was incorporated into the General Plan for the Town’s needs and future. Instead, the project shifts the balance to more residents needing Town resources without the compensating sales tax base as planned for the town as a whole. This may not seem like an environmental issue, but if lack of revenue affects the town’s ability to pay for adequate police protection, parks, library, capital improvements and road maintenance, etc., then those are related environmental issues. The effects of this large shift from commercial to residential should have been studied and documented, not ignored.</p>	<p>66-25</p>
<p>4.1-24. Paragraph 3. General Plan inconsistency. It is acknowledged that the project is inconsistent with existing land use and zoning designations. However, it is then argued that amending these designations to fit the project will make the inconsistencies less than significant. This is a circular argument: if it doesn’t fit the rules, change them so it fits. This does not address inconsistencies with the existing General Plan and zoning. To say it is OK because it meets the “intent” of the General Plan in terms of some aspects (but not others) ignores the work, studies, and public input that went into the General Plan and resultant zoning. If amendments are in order, they should be done with an understanding of both the reason for the existing Plan sections and a clear reason why the proposed changes are more beneficial to the Town than what is has now. The question will be whether the applicant provided convincing evidence that the changes proposed are significantly beneficial to the Town over the existing Plan so that a change is merited. To simply assume that new self-consistent amendments address this basic issue does not reduce the inconsistency matter to less than significant.</p>	<p>66-26</p>
<p>4.1-24-25. Appendix B and policies (paragraph 4). As noted previously, Appendix B is not contained in the print copy of this DEIR, nor was a disc version included. Please cite the source of these policies. Community development Element. It seems to be assumed here that the Town will accept in lieu fees for parks rather than requiring land dedication instead. This should not be assumed. Parkland elsewhere may not be needed so much as park space in the project to serve the denser and varied population envisioned. (See further remarks under Parks.)</p>	<p>66-27</p>
<p>Natural Resources. Again, any tree conservation area should be in town, not 10 miles away. Riparian: town policy is to avoid wetlands rather than pay fees, even if it means fewer lots. (Exception for necessity, such as road.) The statement here that the project generally meets required setbacks seems inconsistent with later discussions of lots that encroach somewhat into the wetlands or floodplain and the various proposed measure to deal with those situations. As noted, some lots require Army Corps approval for filling wetlands.</p>	<p>66-28 66-29</p>
<p>4.1-25. Alternatives/Circulation. As noted above, Circulation Element has been adopted and Alternatives should be revised to reflect this to avoid inconsistency with a General Plan Element.</p>	<p>66-30</p>
<p>4.1-25. Paragraph 4 Comparing Densities. Were the actual neighboring densities identified? (Perhaps I missed it.) Project densities certainly seem denser than the surrounding neighborhoods, which are not alley loaded and have conventional streets and yards.</p>	<p>66-31</p>
<p>Affordable Housing. High-Density Multi-Family being “consistent with the densities identified in the Town’s Housing Element for accommodating affordable housing” is rather meaningless if we do not get the affordable housing there as anticipated. The affordable housing discussion only says this density “could” contribute to affordable housing, not that any affordable housing will be offered.</p>	<p>66-32</p>
<p>Population and Housing p. 4.2-4. Employment. The SACOG numbers were very likely based on town zoning, including commercial and office. If the project so substantially reduces office and commercial space, the employment prospects (and town revenue) go down as well.</p>	<p>66-33</p>

p. 4.2-5. Community Development Element.

Affordable and Senior Housing. As noted previously, the Town expects the Multi-family units to support its RHNA requirements for low and very low income residents. However, as noted in policy 10: “Loomis shall encourage the provision of adequate housing opportunities for people on fixed incomes or limited incomes, with emphasis on senior citizen housing.” This policy has been utterly ignored in this project discussion, even though it is in the General Plan policies and has always been a serious concern in public input. Much of the local concern about “affordable housing” in the area would dissipate if the apartment housing were for seniors. However, no consideration of senior needs has been addressed by this project. Not all seniors are low income, but even the market rate single family housing is all (with a few possible exceptions far from shopping) is 2-story, which does not meet senior needs well. Long-time Loomis residents who would like to stay in Loomis but are ready to give up their larger properties would be happy to move to a walkable community in the heart of town, close to parks, library, shopping, and freeway access, as well as other senior friends. Some would like to pass their current homes on to their children, who would like to stay in Loomis but can’t afford it. But seniors need their needs met, such as accessibility and one story planning, ease of parking and closeness to shopping and community activity (walkable if possible). This project simply does not address, much less meet, the community expectation for senior housing opportunities, whether limited income or not. This is a substantial concern, especially when a Community Development Policy is being totally ignored.

66-34

66-35

p.4.2-10 Affordable Housing/RHNA (mid-page). Will this project contribute to the affordable housing requirement or not? In this paragraph are two “coulds” (moderate income and “could” help meet RHNA obligations for any or all income levels). Then “Because the project “would” contribute to the regional affordable housing supply, the impact is considered less than significant. There is a big difference between “could” and “would” when there is no actual commitment to do other than market rate housing. Unless there is commitment, this is not insignificant, particularly when the Town rezoned for high density specifically to meet RHNA expectations.

66-36

p.4.2-11. Economic needs. While acknowledging that the General Plan provides the guidance for residential and commercial uses and “provides for development of a balanced land use pattern that meets the housing and economic development needs of the Town’s residents,” there is no real discussion of the economic effects of skewing the zoning to significantly reduce commercial zoning while increasing residential. This has effects both on job balance and Town income, both of which affect residents. This needs to be addressed seriously before declaring these changes less than significant and of no cumulative impact. Affecting the Town’s income has a long-term and cumulative effect., as does not providing the jobs that make this a more desirable place to live, reduce greenhouse gas from fewer commute and shooing miles traveled, etc. The Chamber of Commerce reports a definite shortage of office and commercial space for businesses that would like to locate here; this should be a major site to help alleviate that shortage.

66-37

4.2-6 Seasonal wetland – species correction? Unless the oak in the “dense canopy of buckeye and live oak” happens to contain the lone Coast Live Oak on the property (tree report), it is more likely to be *Q. wislizenii*, Interior Live Oak, rather than *Q. agrifolia*, Coast Live Oak.

66-38

4.3-27. Stream Protection, policy item c. Prohibited activities. Note again that Town policy prohibits filling of wetlands, while the project proposes several fill areas for lots, beside the necessary road fill. Creek corridors are also to be left in their natural state and have adequate setbacks (item h.). While the project generally does this, it also proposes other measures such as moving the floodplain and filling portions for some lots. While these measures may lead to a declaration of no significant, they are still done against policy, which should be noted.

66-39

4.3-28. Replacement of wetland ratio. Replacement is to be at a 1:1 to 4:1 ration, depending on biotic value. The project proposes 1:1. Is this based on a biologist finding of the biotic value of this wetland?

66-40

4.3-31, 36. Tree mitigation conservation area. Once again, a 10 mile radius is too far and does nothing to provide for preserving Loomis’ oak woodland and habitat. If the Town does not want to take this dedication and maintain it, what is the alternative organization or public or private entity to do so?

66-41

66-42

4.3-39-40. Table 4.3-7. Non-protected trees. While both the California Buckeye and Black Locust are valuable as native trees and habitat, neither is protected as needing mitigation. Preserving them is nevertheless appreciated. (This portion of the report does not indicate if any Small Tree Preservation Credits are applicable to reducing the number of oaks to be planted.)	66-43 66-44
4.3-41-2. Tree conservation easement. Again, not a 10 mile radius. Is there a trust that will take it if the Town does not wish to maintain it? Who pays for ongoing maintenance? (Some organizations require upfront endowment.)	66-45
4.3c. Wetlands Mitigation banking. The town preference is to avoid wetlands as much as possible, since banking somewhere else does nothing to preserve wetlands habitat in Loomis. Banking is appropriate in case of necessity, as the road, however.	66-46
4.3-43. 4.3d. Elderberry replanting. If the agencies concerned (Army Corps and USFWS) allow, consider some of the 90 elderberry plantings to be in appropriate onsite locations, where they could serve to help repopulate a local habitat for the beetles and still be protected and monitored.	66-47
4.3-45. Tree mitigation. In lieu fee. This section anticipates that all requirements will be met to fulfill the town’s mitigation requirements. However, it should also include that if such measures are insufficient to satisfy Town requirements, and an in lieu fee will be needed to fulfill the balance of the obligation (least preferred choice).	66-48
4.4-19 Historic Resources. Although there is no official Town inventory, much material is gathered by the Loomis Historical Society. Copies of the demolished buildings photos and records should be given to them to add to their collections. Consider also photos to Blue Goose Event Center and High Hand Nursery, which also have historical information and artifacts.	66-49
Visual Resources 4.5-5,6 Land Use Policies. 4. New residential development is to emphasize rural values. This is more than architectural style. Rural values should encourage neighborliness and a sense of belonging to the community. Alley loaded entries do nothing to promote this sense, as people enter and leave from a garage without even seeing neighbors; a 5’ space in the mews is little better. Where are the porches and entries that encourage people talking to their neighbors, and that say “rural values”? Lack of parking for guests also discourages visitors.	66-50
6 and 8. Providing jobs. Providing commercial revenue base for the town. Providing wide range of goods and services to local residents and uses that can attract patrons from outside the community. Comments have been made on jobs and revenue. However, it is also important to link the Town’s new emphasis on “outside patrons” to the Village commercial. In the past the Town has often seen retail as being primarily for locals (except the Tourist Commercial across the freeway. More recently there is realization that looms can also attract outside customers such as High Hand Nursery is doing. This has led to a joint effort of the Town and Chamber of Commerce in their Branding program, emphasizing looms/ fruit growing history. Examples include the Fruit Label Mural project, to establish a mural walk in downtown. Visitors would be encouraged to shop on Taylor Road but also to linger and enjoy Village businesses. It would be hoped that the Village project would find ways to partner in making this a successful program for the entire Loomis business segment. The Village Fruit Box designs (p. 4.5-12 Para. 2) suit this program well.	66-51
4.5-6. Community Design Policies—bicycle and pedestrian circulation. A pedestrian and bicycle pass-through between the Village and Raley’s should be implemented to facilitate easy access from Village residential and parks to the Raley’s center without having to go to busy Horseshoe Bar Road. A pathway behind Burger King into Raley’s (that avoids the drive-through lane) would serve this purpose well. It would also promote Raley’s center customers walking over to the adjacent Village retail without having to drive around the block just to get there.	66-52
Municipal Code on 2nd stories. Will this project be adhering to the Loomis ordinances on second story windows? I did not see a discussion. The 40,000 sq. ft. lots required on corner? (p.4.5-8 C).	66-53
p. 4.6-4. Note that the Town has been approved for the sidewalk and street upgrades on Taylor Road (improved pedestrian use).	66-54

<p>Transportation. Adjustments as necessary due to adoption of new Circulation Element. NEV (Neighborhood Electric Vehicle). Is NEV practical just within the project? Rocklin adapted some existing streets. Would promote travel within the project with less pollution.</p>	<p>66-55</p>
<p>4.6-12. Item 2. Parking. Parking policy: Prevent or eliminate parking problems within residential neighborhoods. This is not adequately addressed. Street parking is too little and often too far away. This is not downtown Sacramento and we do not have good public transportation. People here drive. Many are from rural areas of Loomis but visit with friends or family in town. A parking plan is needed. (Perhaps I missed it?)</p>	<p>66-56</p>
<p>4.7-21.Sound Mitigation. 4.7b. Is 6' sound wall adequate? Studies to show that?</p>	<p>66-57</p>
<p>4.7c. AC is good for summer but is expensive way to block noise. And who wants to run it in winter when you are trying to cool the house. Just a partial answer for art of the time. Are there other measures that would help—more insulation, limit windows on freeway side, other design methods?</p>	<p>66-58</p>
<p>4.7d Windows. Needed on first floor as well. Also should go on Multi-family second and third floors facing freeway.</p>	<p>66-59</p>
<p>4.9-8 Greenhouse Gas. Energy use is cited as the second biggest contributor but there is no mention of any solar applications in this project to help reduce PG&E produced energy. Solar should be considered. (Rule providing for new subdivision to have solar orientation? Also Loomis requires new construction to be wired for eventual solar.)</p>	<p>66-60</p>
<p>4.12-16-17, 30-31. Library Services. Update on library. Anticipating County Branch Library closure, the library will be transitioning to a municipal library (pending approval of County lease agreement for building), with a general sales tax on the November to include library finding. An increase of 1231 residents is an 18% increase over the current Loomis population, hardly “minimal or insignificant for a small library. Since Village residents and customers will be within a few minutes’ walk of the Loomis library, increased patronage and impact can be expected.</p>	<p>66-61</p>
<p>4.12-32ff. Parks. According to the Municipal code cited, the Town determines whether land must be offered rather than an in lieu fee. Fees are not as meaningful as walkable parks. This is a dense project with little or no private spaced, which makes parks even more necessary. Fees are not as meaningful as walkable parks near home. The projects propose that less parkland is needed because of excess open space, but this does not really meet the parkland needs. The full park space should be required. If possible the best place for a larger general park would be next to the library, to create a contiguous community library and recreating area (acing to the civic center concept in the previous plan).</p>	<p>66-62</p>
<p>Trails are a normal part of open space in the wetlands and should not count as parkland.</p>	<p>66-63</p>
<p>Park areas should include water fountain. Passive park area should consider a small amount of tot play equipment so that families with younger and older children could enjoy those areas.</p>	<p>66-64</p>
<p>In listing distance to Loomis Basin park; it depends on what part of the project you are going from. Also, consider the condition of King Road for pedestrian and bicycle traffic.</p>	<p>66-65</p>
<p>4.12-40 Sheriff and Impact fees. Impact fees are only one-time thing and does to help with long-term fading of services. Sheriff coverage is the largest item in the Town budget.</p>	<p>66-66</p>
<p>Alternatives Analysis. With adoption of new circulation element, these alternatives need to be adjusted to reflect the town’s adopted circulation measures, such as Webb Street extension. The transportation alternative has now become the town’s standard.</p>	<p>66-67</p>
<p>As a member of the Planning Commission, I would prefer not to comment much on the specific alternatives, except to say that the traffic issues do not seem to take into account (p.5-14) the possible effects of internal and passby trips or the fact that in a development with “in-house” nearby amenities and facilitating bike and walking alternatives to cars, there would not necessarily be the same number</p>	<p>66-68</p>

of trips as average. This would especially be true for those with work in the project. (more jobs=less car trips).

↑ 66-68
Cont.

The 10% cut alternatives does not make sense. It does nothing to prioritize what areas should be cut and by how much—which areas have the most impact where. It is therefore not as helpful s a more reasoned cut would be.

↑ 66-69

Thank you for the opportunity to comment n this DEIR.
Jean Wilson

↑ 66-70

Response to Comment Letter 66

Jean Wilson
No Date

66-1 This comment states that the library copy of the Draft EIR did not have appendices.

As discussed in Master Response 1, the Town provided the library with a hard copy of the Draft EIR with the appendices on a CD and that the appendices were available for review on the Town's website and at the Town Hall front counter.

66-2 This comment asserts that the Draft EIR assumes that the General Plan designations will be approved.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density, and identifies approval of the proposed General Plan and zoning amendments as entitlements that are necessary to allow the project to proceed. No land use changes have been approved; rather, they have been analyzed to determine the environmental impacts that could result if they were adopted. Refer to Master Response 2 for a discussion of General Plan consistency and Master Response 3 for a discussion of the proposed Village at Loomis Planned Development Preliminary Development Plan for the project.

66-3 This comment discusses Project Objective 1, noting that only 199 jobs will be created, and many more residents will still need jobs. The comment states that this imbalance indicates the project would not attain the stated project objective and would not reduce vehicle miles traveled.

The Sacramento Area Council of Governments (SACOG) Draft EIR for the 2016 Metropolitan Transportation Plan and Sustainable Communities Strategy states that improving a region's job/housing balance involves locating new homes near existing jobs or new jobs near existing homes (SACOG 2016, page 14-16). The SACOG Draft EIR identifies the jobs/housing ratio in Loomis is 1.3 (3284 jobs/2469 households), indicating a surplus in jobs as compared to housing. Thus the project's provision of 176 jobs for 418 dwelling units would improve the Town's jobs/housing balance by providing new housing near existing jobs. With respect to vehicle miles traveled, the EIR analyses of traffic impacts and greenhouse gas emissions reflect typical trip generation rates and trip lengths for the region. The environmental impacts identified in the EIR do not assume any benefit that might occur from achievement of Objective 1.

- 66-4** This comment discusses Objective 4, asserting that surrounding residents would never approve of lot sizes of 2,000 and 2,500 square feet.

The comment raises an objection to the proposed project based on the proposed lot sizes. The EIR evaluates the proposed project and the Modified Transportation Alternative as proposed, and reflects the environmental effects associated with the proposed lot sizes. This comment does not identify any deficiencies in the Draft EIR and no further response is required.

- 66-5** This comment states that in reference to Impact 4.2-3, there is no real commitment to provide low-income housing. The comment states that if low-income housing is not constructed on site, the Town would need to zone another property in Town to accommodate high-density residential land uses to meet the Town's Regional Housing Needs Allocation (RHNA) obligations. Further the comment states that the Town's approval of the change in land use and zoning designations for the site was predicated on the expectation that site development would assist the Town in meeting its RHNA obligations and, thus, there would be a significant impact to the Town if low-income housing is not built here.

Refer to Master Response 7 regarding issues concerning affordable housing. As discussed there, the EIR presents a complete and accurate analysis of the environmental effects of the proposed project and the Modified Transportation Alternative as proposed, including the high-density residential portion of the project. This portion of the project could be developed with affordable housing that satisfies a portion of the Town's RHNA obligations, but the comment is correct that the project does not include any commitments to develop this site as affordable housing. Further, Master Response 7 demonstrates that anticipating potential secondary effects from construction of affordable housing elsewhere in Town would require speculation that is beyond the scope of the analysis required under CEQA.

- 66-6** This comment references Impact 4.3-1 stating that a conservation easement 10 miles away from the site would do nothing to keep habitats in the Town.

Refer to Master Response 11 which discusses the analysis of loss of valley oak woodland and the effectiveness of the mitigation measure identified for this impact. Also refer to response 11-16 regarding the appropriateness of the 10-mile radius in which to acquire a conservation easement. In summary, conservation of oak woodland habitat is necessary to protect biological resources in the region; it is not necessarily intended to provide benefits to the Town or its residents.

66-7 This comment states that the Town's policies requiring no net loss of wetlands are intended to preserve wetlands but the project does not meet those standards. The comment also requests that the EIR consider alternative layouts that would avoid these impacts.

Refer to response 26-7 and Master Response 2 regarding the proposed project and the Modified Transportation Alternative's wetland impacts and consistency with the General Plan. The project would achieve the no net loss standard by avoiding the majority of the wetlands on site (the project would impact 0.97 acres of wetlands and preserve 5.07 acres) and undertaking compensatory mitigation at a minimum ratio of 1:1 for those areas impacted by the proposed project. Mitigation Measure 4.3d requires that the compensatory mitigation ratio be sufficient to account for temporal loss and to meet the no net loss standard. As noted in this mitigation measure, the project would require a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers, which would define specific requirements for the replacement or compensation of impacts to wetlands in compliance with the no net loss standard. As stated in section 1.4 and discussed throughout this Final EIR, subsequent to public review of the Draft EIR the project applicant proposed to implement measures to reduce the project's impacts to biological resources by removing eight dwelling units from the project. This reduced the project's impacts to wetlands by 0.3 acres compared to the extent of wetland impacts evaluated in the Draft EIR.

The EIR considers alternative layouts that could reduce the project's impacts to wetlands in Chapter 5. These include the Reduced Density Alternative and Reduced Density Transportation Alternative (Alternatives 3a and 3b) and the Reduced Footprint Alternative and Reduced Footprint Transportation Alternative (Alternatives 4a and 4b). The EIR finds that although the Reduced Density Alternative and the Reduced Density Transportation Alternative would develop the site at lower densities than the proposed project and the Modified Transportation Alternative which would allow for a slight increase in the amount of open space and natural habitat retained, the majority of the project site would be cleared and graded, similar to the proposed project and the Modified Transportation Alternative. Thus, these alternatives would not substantially reduce impacts to wetlands. The EIR also finds that the Reduced Density Alternative and the Reduced Density Transportation Alternative would allow for a greater amount of open space and natural habitat to be retained on site. This would reduce but not avoid the loss of wetlands onsite. On page 5-5 the EIR considers an alternative that would avoid all impacts to biological resources, including wetlands. However, this alternative was rejected from further consideration because it was considered to be incapable of meeting most of the basic project objectives as it would substantially constrain achievement of the goals for

“concentrating growth in a compact walkable urban center to avoid sprawl,” developing a walkable mixed-use community, and developing increased residential densities on a site targeted in the General Plan for urban growth.

- 66-8** This comment states that for the elderberry mitigation, some seedlings (with protective barriers) should be planted on site to reestablish some of the native populations, not just plant them all off site.

Mitigation Measure 4.3e is consistent with the guidance and requirements of the U.S. Fish and Wildlife Service (USFWS 1999) under the federal Endangered Species Act and would reduce the impact to the valley elderberry longhorn beetle to a less-than-significant level. As part of considering the project applicant’s application for permits to impact the onsite wetlands, the Corps consulted with the USFWS regarding the potential for the project to adversely affect the valley elderberry longhorn beetle. The USFWS issued a Biological Opinion stating that the proposal to transplant all four elderberry shrubs and purchase credits in an approved valley elderberry longhorn beetle conservation bank, as required under Mitigation Measure 4.3e, would ensure that the project would not jeopardize the long-term survival of this species. The Biological Opinion states that contributing to an approved conservation bank where the conserved habitat is “part of a relatively large, contiguous block of conserved land may contribute to other recovery efforts for the species.” The USFWS Biological Opinion is provided in Appendix C to the EIR. Since the additional measures suggested in this comment are not necessary to ensure protection of habitat for the valley elderberry longhorn beetle, adding these requirements to the mitigation measure exceeds the scope of CEQA.

- 66-9** This comment suggests that classes and tree planting have had mixed results in the past and suggests that any type of tree should be allowed (as long as it is not on the Do Not Plant list) as some people do not have room for oaks but would still want trees.

Refer to Master Response 10 and responses 11-15 and 11-16 regarding impacts from loss of oak trees and the associated mitigation. The Town’s Tree Conservation Ordinance requires that when tree loss be mitigated through tree planting, the replacement trees must be of the same species as those removed. This ensures that mitigation efforts replace the biological values of the trees as closely as possible. Mitigation Measure 4.3g has been revised to ensure full consistency with the Town’s Tree Conservation Ordinance. The measure no longer includes tree education programs. The measure requires the project applicant to provide a Tree Plan documenting which trees would be removed and what actions would be taken to mitigate the impact of tree loss, including through replanting oak trees on-site and in other locations within the Town subject to approval

from the Town Manager. The measure also requires that the property owner pay the Town's in-lieu fee for any tree impacts that cannot be mitigated through replanting. While the in-lieu fees may be used for tree education programs, it also may be used for a wide variety of other actions the Town may take to reduce or compensate for tree loss.

66-10 This comment states that tree mitigation should be within the Town.

As discussed in responses 11-15 and 11-16 and Master Responses 10 and 11, tree planting undertaken to mitigate for loss of oak trees is required to occur within the Town, consistent with the Tree Conservation Ordinance, while mitigation for loss of valley oak woodland is required to occur within the 10 miles of the project site. Valley oak woodland is important as habitat for wildlife and plants, and conservation of this habitat within the region, rather than within the Town, provides the appropriate habitat resource value to compensate for the onsite impacts. Should the Town determine to use any of the in-lieu fees to obtain a conservation easement, the Town Manager would have the discretion to determine the appropriate location for such an easement. The Tree Conservation Ordinance allows that the in-lieu fees “may be directed by the Town Council to non-profit organizations for the implementation of programs consistent with the purposes” of the ordinance. It is common that when a conservation easement is obtained, it is managed by a non-profit land conservation organization. This would be a feasible and effective option for implementing Mitigation Measure 4.3g.

66-11 This comment questions who would be the alternative caretaker if mitigation is not within Town limits.

As stated in response 66-10, replanting to mitigate for loss of individual oak trees is required to occur within the Town limits. The Tree Conservation Ordinance allows that the in-lieu fees “may be directed by the Town Council to non-profit organizations for the implementation of programs consistent with the purposes” of the ordinance. It is common that when a conservation easement is obtained, it is managed by a non-profit land conservation organization. The conservation easements or property acquired in satisfaction of Mitigation Measure 4.3a and that may be acquired as part of the requirements under Mitigation Measure 4.3g would be required to be in the benefit of or owned by the Town or a land conservation organization approved by the Town. In this scenario, the Town or the approved land conservation organization would be the caretaker of any such conserved land.

- 66-12** This comment suggests that copies of the photographs and report required under Mitigation Measure 4.4a should be given to the Loomis Basin Historical Society and maybe the Blue Goose Events Center and High Hand Nursery.

Submittal of the photograph records and resource evaluation to established 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 is appropriate and sufficient to ensure that the historic information that can be learned from the two Queen Anne residences that are proposed to be demolished is available for future research efforts. Submittal of the photographs and report to local organizations is not necessary to preserve the research value of the homes and thus is not necessary to reduce the environmental effect of the project. However, in recognition of the potential for historic information of local importance to be learned from these homes, Mitigation Measure 4.4a has been modified to add the requirement to provide copies of the photographs and report to the Loomis Basin Historical Society and for photographs to be made available to the Blue Goose Events Center and High Hand Nursery, as shown below.

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.](#)

- 66-13** This comment states that the high density of the project does not match the visual character of the Town.

The EIR evaluates the proposed project and Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project and the Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on visual character but does not identify any deficiencies or inaccuracies in the Draft EIR.

- 66-14** This comment contends that since the Circulation Element has been updated and approved, project plans should match with the new General Plan Circulation Element.

The project applications were submitted to the Town prior to the process of updating the Circulation Element and thus the project was not required to be consistent with the recently-adopted Circulation Element. To address consistency with the updated Circulation Element, the Draft EIR included analysis of the Transportation Alternative, which incorporates the roadway network anticipated under the Circulation Element. As stated in section 1.4 and discussed throughout this EIR, subsequent to public review of the Draft EIR, the project applicant proposed measures to reduce impacts of the proposed project and the Transportation Alternative. Detailed site plans for the Modified Transportation Alternative are provided in Chapter 3, Project Description, and Section 4.1, Land Use. The Modified Transportation Alternative incorporates the Webb Street extension and its associated roundabouts, as well as extension of Doc Barnes Drive, as planned in the Circulation Element. Analysis of the impacts that would occur with implementation of the Modified Transportation Alternative has been incorporated throughout chapters 4 through 6 of this Final EIR while the analysis in Chapter 5 of the Transportation Alternative as described in the Draft EIR has been retained for informational purposes.

66-15 This comment questions emergency vehicle accessibility for the alley-loaded housing.

Project plans have been reviewed by fire, police, and emergency services as a part of the analysis prepared for Section 4.12.3, Public Services (Loomis Fire Protection District 2016). Modifications were made to the initially proposed project layout and roadway network in response to concerns identified by the emergency service providers, and those modifications are reflected in the site plans evaluated in the EIR. The Loomis Fire Protection District has determined that the modified road network would not present any physical barriers to provision of emergency response services.

66-16 This comment questions if the streets are wide enough to allow for passing vehicles, and if it is possible that a car will be blocked from access to its own driveway.

As noted in response 66-15, project plans have been reviewed by fire, police, and emergency services as a part of the analysis done for Section 4.12.3, Public Services to ensure its functionality (Loomis Fire Protection District 2016). Modifications were made to the initially-proposed project layout and roadway network in response to concerns identified by the emergency service providers. The Loomis Fire Protection District has determined that the modified road network would not present any physical barriers to provision of emergency response services. Refer to Master Response 4 regarding the alley-loaded residences proposed for the site and Master Response 5 regarding parking within the proposed project.

66-17 This comment questions if the alleys will impact the visual character of the area or if there will be room for landscaping for the alley-loaded housing.

As discussed in response 15-4, the EIR evaluates impacts to the visual character of the site and surrounding areas in Section 4.5 and concludes that while the project development standards and design guidelines would ensure that architectural styles within the project site would be compatible with existing development in the Town, the project would substantially change the visual character of the site and, thus, contribute to a decrease in the rural qualities of the Town. The EIR concludes that the proposed project and Modified Transportation Alternative would result in significant and unavoidable impacts on the visual character of the project site and its surroundings. The project's design and development standards, which are available for review at the Town of Loomis Town Hall, demonstrate that landscaping will be incorporated throughout the project site. The majority of landscaping associated with the alley-loaded residences would be found at the front of the units along the 20- to 25-foot-wide pedestrian mews. Landscaping of individual residential lots would primarily be the responsibility of individual lot owners.

66-18 This comment states that the project does not provide adequate parking.

As discussed in Master Response 5, the proposed project and the Modified Transportation Alternative propose site-specific parking standards that are sufficient to meet typical parking demands for the proposed land uses. The project is expected to provide adequate parking capacity to meet the needs of the proposed project and Modified Transportation Alternative without causing secondary adverse environmental effects, as evaluated in Impact 4.3-7 of the EIR. The project is not expected to result in an adverse environmental effect due to parking demand.

66-19 This comment questions whether or not 6-foot-tall freeway sound walls are adequate noise mitigation.

The noise impacts and mitigation measures identified in EIR Section 4.7 were determined based on measurements of the existing noise levels on site and modeling to predict future noise levels. The modeling results indicate that the 6-foot-high sound wall and other mitigation measures presented in Section 4.7 would be adequate to ensure that noise levels on site comply with the Town's noise standards. More detail can be found in the Environmental Noise Assessment provided in EIR Appendix F. Specifically, Table 14 of the Environmental Noise Assessment shows the noise level exposures throughout the project site with construction of the 6-foot tall noise barrier. This table shows that at each of the 5

noise exposure analysis locations, the 6-foot-tall noise barrier would result in a maximum noise level exposure of 65 dB.

- 66-20** This comment points out that the Draft EIR does not address solar for energy efficiency though there is a state requirement for subdivisions.

Energy use is discussed in Chapter 6: Other CEQA Considerations. It concludes the energy demands of the proposed project would be consistent with the anticipated level of economic development and growth in the region, and PG&E would have sufficient available capacity to serve the proposed project. Mitigation Measure 4.9 has been modified to include a requirement that rooftop photovoltaic arrays with a minimum generation capacity of 1.5 kilowatts be installed on all residences. In addition, prior to approving the project, the Town Council will need to make all findings required by the Subdivision Map Act.

- 66-21** This comment states that the impacts to schools, library, and parks seem dismissed.

Impacts to schools, the Loomis library, and parks are analyzed in Section 4.12.3, and relevant mitigation measures are discussed in Section 4.12.4. Refer to response 10-5 and Master Response 9 for discussion of the EIR analysis of impacts to schools. The EIR concludes that consistent with the requirements of Government Code Section 65996, payment of school impact fees at the time building permits are issued would ensure impacts associated with the addition of students to the over-capacity elementary and high schools would be less than significant.

Also refer to response 10-5 for discussion of the EIR analysis of impacts to library services. In Impact 4.12-11, the EIR determines that the project's demands for library services would not be sufficient to require construction of new or expanded library facilities, and the required fees and taxes paid by the developer and each future lot owner would provide the resources to ensure that project impacts to library services within the Town would be less than significant.

Refer to Master Response 12 for discussion of the EIR analysis of impacts to parks. The EIR concludes that, with implementation of Mitigation Measure 4.12b, which requires payment of a parkland dedication fee and a park facilities fee, the project would have a less-than-significant impact on parks.

- 66-22** This comment questions if the fire department has approved the alleys and the high-density housing.

As noted in response 66-15, project plans have been reviewed by fire, police, and emergency services as a part of the analysis done for Section 4.12.3, Public Services to ensure its functionality (Loomis Fire Protection District 2016). Modifications were made to the initially proposed project layout and roadway network in response to concerns identified by the emergency service providers. The Loomis Fire Protection District has determined that the modified road network would not present any physical barriers to provision of emergency response services.

66-23 This comment questions whether the EIR includes proposed zoning ordinance text.

As stated in the text added to Section 2.1 of this Final EIR and discussed in Master Response 3, subsequent to public review 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 zoning districts specific to the project site. The proposed Preliminary Development Plan is available for public review but is not included in the EIR. Refer to Master Response 3 and Section 4.1 of the EIR for a discussion of the proposed development standards which address allowable land uses, lot sizes, setbacks, and height and coverage limits. As noted in response 58-3, the change in the proposed zoning does not alter the type, location, density, and amount of land uses proposed by the project. The EIR evaluates the proposed project and the Modified Transportation Alternative under the proposed Village at Loomis Planned Development Preliminary Development Plan zoning and the proposed development standards.

66-24 This comment states that the “mews” should not be counted as public space acreage or parks.

The mews are the 20- to 25-foot-wide pedestrian walkways proposed to be located between the alley-loaded homes. Table 4.12-1 reports on the parks, open space, and trails proposed for the project site. This table does not include the pedestrian mews in the calculation of parks, open space or trails.

66-25 This comment states that the zoning changes leave the Town with more residential and less commercial than outlined in the General Plan, which leaves the Town with less tax revenue.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Tax revenue is not an environmental issue and as such is

not required to be evaluated in the EIR. Refer to Master Response 2 for a discussion of General Plan consistency and Master Response 3 for a discussion of the proposed rezoning to the Planned Development zone.

- 66-26** This comment states that the Draft EIR does not adequately address the inconsistencies with the General Plan, and changes made to the General Plan should be beneficial to the whole town.

The EIR analyzes the potential environmental impacts which may occur if the general plan land use changes are adopted, including the potential for cumulative impacts. The comment does not identify specific inadequacies in the EIR analysis of potential General Plan inconsistencies. This potential effect is evaluated in Impact 4.1-2 in the EIR. Refer to Master Response 2 for a discussion of General Plan consistency. Whether changes to the General Plan are beneficial to the whole town is a policy consideration for decision-makers rather than an environmental concern that requires analysis in the EIR.

- 66-27** This comment contends that the parks are needed at the project site, and it is not sufficient to pay an in-lieu fee for a park elsewhere.

As discussed in Master Response 12 and response 8-7, in Section 4.12.3, under Impact 4.12-13, the EIR discusses that the proposed project and Modified Transportation Alternative would not meet the standard for providing active parkland, and would be required to pay the Town's in-lieu fees sufficient to comply with Chapter 12.24 of the Municipal Code under Mitigation Measure 4.12b. The EIR concludes that, with provision of the proposed on-site parks, trails, and open space and payment of the Town's required parkland dedication fee, the project's impacts would be less than significant under both the existing and cumulative conditions. CEQA Guidelines Section 15130(3) provides that a project's contribution to a cumulative impact, such as the need for parkland in the Town, "is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact" Payment of the Town's parkland dedication fee represents the project's fair-share contribution to the Town's development of parks and recreation facilities and services consistent with the Quimby Act.

- 66-28** This comment suggests that tree conservation should be in the Town not within 10 miles.

Refer to responses 11-15 and 11-16 as well as Master Response 11 regarding the mitigation requirements for loss of oak trees and the separate mitigation requirements for loss of valley oak woodland habitat. The EIR requires that tree mitigation occur

within the Town limits while oak woodland mitigation may occur within 10 miles of the Town limits.

- 66-29** This comment states that Town policy is to avoid wetlands rather than pay fees, even if it means fewer lots, and that Draft EIR statement that the project meets required setbacks is inconsistent with the Draft EIR discussions about encroachment into wetlands. The comment also notes that wetland fill impacts require approval from the U.S. Army Corps of Engineers.

Refer to response 28-7 and Master Response 2 regarding the proposed project's and Modified Transportation Alternative's wetland impacts and consistency with the General Plan policies related to wetland protection, respectively. General Plan policies 6d and 8b each allow a project developer to pay a mitigation fee to compensate for the loss of wetlands. As discussed in Master Response 2, the project would avoid impacts to the majority of the on-site wetlands, as required policy 6d. Mitigation Measure 4.3d would require the project developer to purchase credits at a wetland mitigation bank to compensate for the impacts that cannot be avoided. The EIR concludes that although the project would encroach into wetlands, the project design demonstrates avoidance of impacts where feasible and would provide compensation for unavoidable impacts, such as the impacts associated with construction of Doc Barnes Drive, consistent with the Town's General Plan.

In addition, the EIR considers the Reduced Footprint Alternative (Alternatives 4a and 4b), which would avoid development within the 100-year floodplain and reduce impacts to wetlands. Thus the Town's decision-makers are provided with information necessary to consider a version of the project that provides for greater avoidance of impacts to wetlands and riparian habitat. The EIR also provides initial consideration of an alternative that would avoid all impacts to biological resources but determines that this alternative would "be incapable of meeting most of the basic project objectives as it would substantially constrain achievement of the goals for "concentrating growth in a compact walkable urban center to avoid sprawl," developing a walkable mixed-use community, and developing increased residential densities on a site targeted in the General Plan for urban growth ." Thus this alternative was not carried forward for detailed analysis in Chapter 5, Alternatives.

The project would require a Section 404 permit from the Corps, which would define specific requirements for the replacement or compensation of wetlands. The project applicant has submitted an application to the Corps for this permit and is currently working with the Corps to process the application. As stated in section 1.4 and discussed throughout this Final EIR, subsequent to public review of the Draft EIR the project applicant proposed to implement measures to reduce the project's impacts to

biological resources by removing eight dwelling units from the project. This reduced the project's impacts to wetlands by 0.3 acres compared to the extent of wetland impacts evaluated in the Draft EIR.

- 66-30** This comment states that a new Circulation Element has been adopted and should be included in project description and alternatives.

As discussed in Master Response 2 and response 66-14, the City received the application for this project and commenced the environmental review prior to beginning the Circulation Element update process. In addition to evaluating the project as proposed, the EIR includes detailed analysis of a project alternative that incorporates the transportation network anticipated under the Circulation Element. As stated in section 1.4 and discussed throughout this EIR, subsequent to public review of the Draft EIR, the project applicant proposed measures to reduce impacts of the proposed project and the Transportation Alternative. Detailed site plans for the Modified Transportation Alternative are provided in Chapter 3, Project Description, and Section 4.1, Land Use. The Modified Transportation Alternative incorporates the Webb Street extension and its associated roundabouts, as well as extension of Doc Barnes Drive, as planned in the Circulation Element. Analysis of the impacts that would occur with implementation of the Modified Transportation Alternative has been incorporated throughout chapters 4 through 6 of this Final EIR while the analysis in Chapter 5 of the Transportation Alternative as described in the Draft EIR has been retained for informational purposes.

- 66-31** This comment questions whether actual neighboring densities were identified.

General Plan and zoning designations as well as general descriptions of neighboring land uses are provided in EIR Section 4.1, Land Use.

- 66-32** This comment states that the project does not commit to offering affordable housing, so the project's contribution toward it is meaningless.

Please refer to response 66-5 and Master Response 7 for a discussion on issues related to affordable housing. The comment is correct that the project does not include development of affordable housing. However, it is possible for the multi-family development anticipated under the proposed project and the Modified Transportation Alternative to be developed as affordable housing. This would be evaluated at the time that a specific development proposal for the multi-family portion of the site is submitted to the Town.

66-33 This comment states that the SACOG employment projections for the Town were based on the General Plan, and therefore with less commercial/office, the number of jobs that would be available in the Town would decrease.

The EIR projection of the likely number of jobs that the project could generate is based on typical job-generation factors for commercial and office land uses. The comment is correct that to the extent that SACOG projections were based on the General Plan land use designations, the proposed project and Modified Transportation Alternative would provide fewer jobs than were assumed for this project site. Refer to response 66-3 regarding the project's effect on the jobs/housing balance in the Town.

66-34 This comment states that the Town expects that the multi-family housing within the project site would support the Town in meeting its RHNA requirements, but Policy 10 has been largely ignored in the project discussion.

Please refer to response 66-5 and Master Response 7 for a discussion of issues related to affordable housing. Land Use policy 10 encourages provision of lower cost housing, particularly for seniors. This policy and the Housing Element do not require affordable or senior housing to be developed in any specific location.

66-35 This comment states that there is no consideration for senior housing in the project description.

The comment is correct that the project does not include any age-restricted housing. Please refer to Master Response 7.

66-36 This comment reiterates that while the project is described as having the ability to support affordable housing and therefore having a less than significant impact related to housing affordability, the project does not commit itself to providing affordable housing.

Please refer to response 66-5 and Master Response 7 for a discussion of issues related to affordable housing. The EIR presents a complete and accurate analysis of the environmental effects of the project as proposed, including construction of up to 117 multi-family units in the southwest corner of the site. If the project is approved, this portion of the site would be entitled for development at a maximum density of 25 dwelling units per acre, and, thus, the site would be available for development with affordable housing that satisfies a portion of the Town's RHNA obligations.

66-37 This comment asserts that there is no real analysis of the economic effects of changing the zoning. The comment further states that in environmental terms, jobs in the area

would reduce greenhouse gases and air pollution and that the General Plan was designed to produce a commercial/residential balance.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density and based on standard trip generation and vehicle trip lengths for the project region. CEQA does not require that the EIR evaluate economic effects. As discussed in response 66-3, the proposed project and Modified Transportation Alternative would improve the job/housing balance in Loomis by bringing more residences to an area with a surplus of jobs (currently 3284 jobs and 2469 households, SACOG 2015). With respect to vehicle miles traveled, the EIR analyses of traffic impacts and greenhouse gas emissions reflect typical trip generation rates and trip lengths for the region. The environmental impacts identified in the EIR do not assume any benefit that might occur from achievement of Objective 1.

- 66-38** This comment questions whether the project site contains interior live oak (*Q. wislizenii*) or coast live oak (*Q. agrifolia*).

The arborist's inventory (Appendix C) indicates that the seasonal wetland within the project site contains a single coast live oak that would be removed during project construction. The project site, therefore, contains both interior live oak (*Q. wislizenii*) and coast live oak (*Q. agrifolia*).

- 66-39** This comment notes that some lots require the relocation of a floodplain and the fill of a wetland, both of which are against Town policy.

As discussed in Section 4.11 of the EIR and Master Response 2, General Plan policy prohibits development within the post-development floodplain. The General Plan policy does not prohibit modifications within the floodplain, although it does encourage avoidance whenever feasible. As shown in EIR Figures 4.11-3 and 4.11-5, the proposed project and Modified Transportation Alternative would modify the floodplain such that none of the lots would encroach on the post-development floodplain. In the project evaluated in the Draft EIR, there were 12 proposed residential lots that would encroach within the 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA). As stated in section 1.4 and discussed throughout this Final EIR, subsequent to public review of the Draft EIR, the project applicant proposed to implement measures to reduce this impact by removing eight of dwelling units that would have encroached on the pre-development floodplain from the project.

The FEMA floodplain mapping is based on landscape level topographic data and aerial images rather than site specific surveys and assessments. As shown in the site plans available for review at the Town of Loomis Planning Department, the project engineers

have mapped the 100-year floodplain boundary based on site-specific conditions and data as being somewhat shifted to the west compared to the FEMA mapping. The site plans indicate that portions of 3 residential lots are proposed to be located within the engineer-mapped pre-development floodplain. The process by which a Letter of Map Revision may be granted is described on page 4.11-23 of the EIR. This includes preparation of hydraulic and hydrology studies and documentation of conditions on neighboring properties.

Similarly, Town policy does not prohibit wetland fill but rather encourages avoidance whenever feasible, as discussed in Master Response 2. The proposed project and Modified Transportation Alternative would achieve the no net loss standard by avoiding the majority of the wetlands on site and undertaking compensatory mitigation at a minimum ratio of 1:1. Mitigation Measure 4.3d requires that the compensatory mitigation ratio be sufficient to account for temporal loss and to meet the no net loss standard. As noted in this mitigation measure, the project would require a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers, which would define specific requirements for the replacement or compensation of impacts to wetlands in compliance with the no net loss standard.

66-40 This comment questions whether the 1:1 replacement ratio for wetlands was identified based on a biologist's findings regarding the biotic value of the on-site wetlands.

As discussed in responses 26-7, 66-7, and 66-29, and Master Response 2, the proposed project and the Modified Transportation Alternative would achieve the Town's no net loss standard by avoiding the majority of the wetlands on site and undertaking compensatory mitigation at a minimum ratio of 1:1. The ratio may be higher to ensure that the compensatory mitigation is sufficient to account for temporal loss and to meet the no net loss standard. The ratio would be determined by the U.S. Army Corps prior to issuance of the Clean Water Act Section 404 permit.

66-41 The comment states that a 10-mile radius is far too large for mitigation.

Refer to responses 11-15 and 11-16 as well as Master Response 11 regarding the mitigation requirements for loss of oak trees (mitigation must occur within the Town limits) and the separate mitigation requirements for loss of valley oak woodland habitat (mitigation must occur within 10 miles of the Town).

66-42 This comment questions what organization or entity will maintain a conservation easement if it is outside of the Town's limits.

As stated in Mitigation Measure 4.3a and response 66-11, a conservation easement or property acquired in satisfaction of this measure would be required to be in the benefit of or owned by the Town or a land conservation organization approved by the Town.

- 66-43** This comment states that although California buckeye and black locust are not special-status species, they are still native trees and should be preserved when possible.

Neither state law nor the Town General Plan and Municipal Code require or recommend preservation of California buckeye and black locust.

- 66-44** This comment wonders if any Small Tree Preservation credits are applicable to reducing the number of oaks to be planted.

The project applicant would be able to obtain Small Tree Preservation credits if any small trees meeting the requirements identified in the Tree Conservation Ordinance are retained within the areas of the project site subject to development. The Town and applicant would engage in monitoring and reporting of the number of trees removed, the extent of mitigation accomplished through on-site and off-site replanting, as well as any Small Tree Preservation credits for which the applicant is eligible, as documented in the Mitigation Monitoring and Reporting Program (see Mitigation Measure 4.3g) provided in Appendix J.

- 66-45** This comment reiterates that a 10-mile radius is far too large of mitigation and wonders who will pay to maintain it.

Refer to responses 11-15 and 11-16 as well as Master Response 11 regarding the mitigation requirements for loss of oak trees (mitigation must occur within the Town limits) and the separate mitigation requirements for loss of valley oak woodland habitat (mitigation must occur within 10 miles of the Town limits). The conservation easement obtained to satisfy Mitigation Measure 4.3a would be required to be in the benefit of or owned by the Town or a land conservation organization approved by the Town.

- 66-46** This comment asserts that wetland banking does nothing to preserve Loomis wetlands.

As with the oak woodland conservation, wetlands are important as habitat for wildlife and plants, and the intent of wetland banking is to retain viable and valuable habitat to support wildlife and plant populations within the region. It is not necessary to retain

wetlands within the Town to adequately protect biological values of wetlands as part of the regional ecosystem.

66-47 This comment suggests that elderberry replanting could occur on site to provide habitat.

Refer to response 66-8 regarding the adequacy of Mitigation Measure 4.3d. The mitigation measure is consistent with the USFWS protocol and Biological Opinion issued for this project, which calls for the applicant to pay into an elderberry mitigation bank where elderberry plants would be planted in a location that is within a large contiguous block of suitable habitat. This is more effective than individualized on site replanting at protecting elderberry plants, supporting the recovery of the valley elderberry longhorn beetle, and supporting other habitat and species protection and recovery efforts.

66-48 This comment states that Mitigation Measure 4.3f assumes that the other methods will completely satisfy town requirements but should include payment of the Town’s in-lieu fee if the other measures do not satisfy it completely and expresses the opinion that an in-lieu fee for the tree mitigation is the less preferred choice.

Note that a new Mitigation Measure 4.3c was added to the EIR and Mitigation Measure 4.3f has been renumbered to Mitigation Measure 4.3g. As discussed in response 12-13, Mitigation Measure 4.3g has been revised to ensure compliance with the Tree Conservation Ordinance. It requires the project applicant to provide for replacement of trees consistent with the requirements of section 13.54.090 of the Town’s Tree Conservation Ordinance. If the applicant is unable to replace the trees on the project site or at another location within the Town and approved by the Town Manager, the property owner would be required to pay the Town’s in-lieu fee, which would be used by the Town as described in section 13.54.100 of the Tree Conservation Ordinance. Uses of the in-lieu fee may include “planting or propagation, purchasing, maintenance, preservation programs (including, but not limited to, land purchase and/or conservation easements), public education programs regarding trees which support the purposes of this chapter (e.g., workshops on proper pruning), and activities in support of the administration” of the Tree Conservation ordinance.

66-49 This comment suggests that copies of the demolished building photos and records should be given to the Loomis Historical Society, Blue Goose Event Center, and High Hand Nursery.

As stated in response 66-12, Mitigation Measure 4.4a has been revised to include the recommendation offered in this comment.

- 66-50** This comment states that alley-loaded houses do not encourage rural values of neighborliness and a sense of belonging, as residents will not see their neighbors in such a configuration.

While the concepts of neighborliness and a sense of belonging are important considerations, they do not relate to physical environmental effects and thus are not evaluated in the Draft EIR. It is noted that the alley-loaded residences are proposed to front onto a 20- to 25-foot-wide pedestrian mews and would include front porches and other features intended to encourage interaction between neighbors.

- 66-51** This comment suggests that the commercial units at the proposed project should partner with the Town and Chamber of Commerce in their branding program to help encourage outside patrons.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. Town staff will encourage this goal as project planning progresses.

- 66-52** This comment suggests that there should be a pass-through from the proposed project to the Raley's shopping center for pedestrians and bicyclists.

A pass-through is not proposed as part of the design and is not required to mitigate project impacts. Although the project applicant has agreed to investigate this suggestion and provide a pedestrian and bicycle connection if possible, it is not a project requirement. A pedestrian connection to the shopping center would unlikely reduce project-related traffic by a substantial amount. If this connection allowed each household on the western half of the project site to avoid two traffic trips each week (one round trip to the shopping center once each week), this would be equivalent to 534 trips per day. The project is expected to generate a total of 5,635 new trips (exterior to the project site) daily. A reduction of 534 trips per day would not substantially reduce traffic volumes, traffic congestion, or associated air pollutant and greenhouse gas emissions, and would be unlikely to reduce any of the significant effects of the proposed project. A pass-through from the project site to the Raley's shopping center would require the cooperation of the Raley's shopping center owner to obtain permission to enter upon the shopping center property. The suggested pass-through would be initiated during the design of the project's improvements. However, due to the existing constraints of the Raley's center (proximity of Burger King drive-thru driveway and lane for trucks bringing goods to Raley's) and the need for a

pedestrian access to be ADA compliant, it is not reasonable to commit to this pass-through at this time. Further, the EIR concludes that impacts of the proposed project can be mitigated to a less than significant level except for a cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact, and a cumulative increase in traffic volumes on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the Modified Transportation Alternative. The suggested pedestrian access would not substantially lessen any of the project impacts and is not required to be included as a mitigation measure.

- 66-53** This comment asks whether the project conflicts with the Municipal Code on second-story windows.

The project proposes to prohibit second-story windows facing any existing single-story residence to ensure that the privacy of adjacent neighbors is protected. This is stated in the proposed Village at Loomis Planned Development Preliminary Development Plan and will be included as a project Condition of Approval.

- 66-54** This comment notes that the Town has been approved for sidewalk and street upgrades on Taylor Road.

The Town began construction of Phase One of the Downtown Master Plan in June 2017. This project will replace the sidewalk on Taylor Road from Horseshoe Bar Road to Oak Street. The project is funded by a grant from the Active Transportation Program and the Town's reserves for Capital Improvement Projects. This information has been added to page 4.6-4 of the EIR.

- 66-55** This comment questions if neighborhood electric vehicle (NEV) use would be supported within the project site.

NEV use within the project site would be accommodated on any roadway that has a posted speed limit of 35 miles per hour or less. NEV use within the project boundaries would not affect the project's traffic impacts – the EIR finds that the proposed project would result in a significant and unavoidable impact due to its contribution to cumulative traffic volumes at the Horseshoe Bar Road/Taylor Road intersection and both the proposed project and the Modified Transportation Alternative would result in a significant and unavoidable impact by contributing to a cumulative increase in traffic volumes on I-80 west of Horseshoe Bar Road. The use of NEV would not extend to the highway and would not reduce the traffic volumes on that segment.

66-56 This comment states that the parking is not adequately addressed and street parking is either too little or too far away.

As discussed in response 13-8 and Master Response 5, the proposed project and Modified Transportation Alternative proposes site-specific parking standards for the Town's review and approval as part of the Village at Loomis Planned Development Preliminary Development Plan. The project would provide sufficient parking to meet the typical parking demands associated with the proposed land uses and thus the project is not expected to result in an adverse environmental effect due to vehicles contributing to roadway congestion and air pollution while circulating to find parking.

66-57 This comment questions whether 6-foot-tall freeway sound walls are adequate noise mitigation.

As discussed in response 66-10, the noise impact modeling results indicate that the 6-foot-high sound wall and other mitigation measures presented in Section 4.7 would be adequate to ensure that noise levels on site comply with the Town's noise standards.

66-58 This comment states that air conditioning is good for the summer but an expensive way to block noise.

The intent of Mitigation Measure 4.7c is not to drown out noise. As stated on page 4.7-15 of the EIR: "Mitigation Measure 4.7c requires that air conditioning units be provided in each residential unit so that residents would have the option of leaving doors and windows closed." As discussed in response 63-3, exterior noise levels for first story windows of the homes closest to I-80 would be 65 dB, which would result in interior noise levels of 50 dB with windows open and 40 dB with windows closed. These noise levels represent peak traffic periods, while the ambient noise environment outside of peak traffic periods is lower. Thus it would generally not be necessary to keep windows closed to allow conversation and other typical activities within a residence outside of the peak traffic periods. The mitigation measure requires provision of air conditioning to ensure that residents can remain comfortable while windows are closed.

66-59 This comment states that for Mitigation Measure 4.7d, windows are needed on first floor as well and for third floor windows in the multi-family residential area.

Refer to response 63-3 which summarizes the analysis provided in the Environmental Noise Analysis in Appendix F of the EIR. As discussed, first floor windows would be exposed to lower noise levels than windows on the second floor facing I-80 because

the topographic shielding incorporated in the project design and the sound wall required by Mitigation Measure 4.7b would block sound waves to the first floor window but would not provide noise reduction for second-story windows. Thus windows with typical sound transmission class ratings are sufficient for the first floor windows while Mitigation Measure 4.7d requires higher sound transmission class ratings for the second floor windows to ensure that interior noise levels comply with the Town's noise standards. As shown in Figure 2 of the Environmental Noise Analysis, the northwestern half of the multi-family parcel is outside of the 65 dB noise contour for I-80, indicating that exterior noise levels would be less than 65 dB. The southeast corner of the parcel is within the 70 dB noise contour for I-80. The only units requiring upgraded windows on the second floor are those within the 70 dB noise contour. Because the 70 dB noise contour crosses just the southeastern corner of the multi-family site, it is possible that dwelling units within the multi-family development would not be exposed to exterior noise levels that would require upgraded windows. However, to ensure that the multi-family residences meet the Town's noise standards, Mitigation Measure 4.7e requires that a site-specific noise analysis be completed at the time that a multi-family development is proposed.

66-60 This comment states that greenhouse gas releasing energy production is cited as the biggest contributor to greenhouse gases but there is no mention of using solar.

Refer to response 66-20 and Master Response 14 regarding the proposed project's and Modified Transportation Alternative's requirements to reduce greenhouse gas emissions. Mitigation Measure 4.9 has been modified to include a requirement that rooftop photovoltaic arrays with a minimum generation capacity of 1.5 kilowatts be installed on all residences.

66-61 This comment states that the County library is closing thus Loomis library will become the municipal library and, therefore, an increase of 1,200 people is significant.

Library impacts are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to the Library would be reduced to less than significant. In November 2016, voters in the Town passed a sales tax ballot measure to raise revenue in the Town and a separate ballot measure that advises the Town Council to use the money raised under the sales tax ballot measure to fund keeping the library open. The transfer of the county library to the Town would not change the amount of library service demand associated with the proposed project and Modified Transportation Alternative and as evaluated in the EIR.

- 66-62** This comment states that the full park space is required with walkable parkland, and that in-lieu fees are not sufficient.

Refer to response 28-19 and Master Response 12, which discuss the amount of parkland required for the proposed project and Modified Transportation Alternative under the Municipal Code and the amount proposed to be provided on site. As demonstrated in that response and in Section 4.12.3 under Impact 4.12-13 of the EIR, the proposed project and Modified Transportation Alternative are required to provide 12.08 acres of parks and open space lands, which must include 6.04 acres of active parkland and 6.04 acres of passive parkland or open space. The EIR discusses that the proposed project and the Modified Transportation Alternative would provide 1.08 acres of active parks and trails and thus would not meet the standard for providing active parkland. Instead, the project would be required to pay the Town's in-lieu fees under Mitigation Measure 4.12b sufficient to comply with Chapter 12.24 of the Municipal Code. Refer to Master Response 12 for additional discussion of the proposed project's and Modified Transportation Alternative's impacts and mitigation requirements related to parks. The Municipal Code allows payment of the parkland dedication fee in-lieu of providing park facilities on-site.

- 66-63** This comment states that trails are a normal feature of open space and wetlands, and should not be counted toward parklands.

Walking trails are considered passive open space. As discussed in response 28-19, the project has been revised to include parcours fitness stations on the trails proposed for the western and eastern edges of the open space area and connecting to the active parks proposed on Parcel D and Parcel H. The proposed trails and parks are shown in Figure 4.12-1. The parcours trails would be considered active recreation facilities while the multi-use trail along Doc Barnes Drive would not. Please refer to Master Response 12 for additional discussion.

- 66-64** This comment states that park areas should include a fountain and the smaller parks should include tot-lot play equipment.

The parks would be required to be built in accordance with Loomis Town standards. As noted in response 28-19, Mitigation Measure 4.12b has been revised to include a requirement that the active parks and fitness courses be constructed as proposed, including the installation of tot-lot play equipment.

- 66-65** This comment states that the distance to Loomis Basin Park depends on what part of the project site it is measured from, and that the condition of King Road should be considered.

The EIR identifies the distance to the Loomis Basin Community Park as approximately 0.25 mile from the project site. The comment is correct that this measurement reflects the distance between the park and the northeastern corner of the project site. When measured from the western side of the project site, the distance to the Loomis Basin Community Park is approximately one mile. Page 4.12-11 of the EIR has been revised to include this information, as shown below. Project-site residents would typically use Doc Barnes Drive and the segment King Road east of Doc Barnes Drive to access the park, rather than the segment of King Road between Taylor and Doc Barnes Drive, because this would be the shortest route to the park. As discussed in response 10-6, the EIR does not evaluate traffic conditions on King Road east of its intersection with Boyington Road or the portion that crosses over I-80 since traffic volumes are currently relatively low and were not anticipated to be impacted by the project. Traffic levels currently operate at LOS A. Since less than 2% of the trips generated by the project (150 vehicles per day) would travel this route, the segment would continue to operate at LOS A.

The Loomis Basin Regional Park is regularly used by Loomis residents and is located at the intersection of King and Winters Road, approximately 0.25 mile from the [eastern end of the project site](#) [and approximately one mile from the western end of the project site](#). The 33-acre

66-66 This comment asserts that the Sheriff's fees are one time fees and do not help with long-term fading of services.

Public service impacts are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to public services would be reduced to less than significant. In addition to payment of development impact fees, the project would generate revenue in the form of parcel and property taxes, and assessments. These funding sources would generate revenue annually that could be used to increase funding for Placer County Sherriff's Department services within the Town. All required fees would be paid by the developer and each future lot owner to the Town. Further, the Development Agreement between the applicant and the Town is includes provisions requiring the developer to establish a funding mechanism, which could include a special tax pursuant to the Mello Roos Community Facilities Act of 1982, for the purpose of providing a permanent source of funding to cover increased costs incurred by the Town for providing public safety services. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information. The EIR concludes that the proposed project and the Modified Transportation Alternative are not expected to lengthen

response times to levels above the Placer County Sherriff's Department standards or require the construction of any new facilities.

66-67 This comment states that all alternatives need to include the adopted Circulation Element and that the Transportation Alternative has become the standard.

As discussed in Master Response 2 and response 66-14, the City received the application for this project and commenced the environmental review prior to beginning the Circulation Element update process. In addition to evaluating the project as proposed, the EIR includes detailed analysis of a project alternative that incorporates the transportation network anticipated under the Circulation Element. As stated in section 1.4 and discussed throughout this EIR, subsequent to public review of the Draft EIR, the project applicant proposed measures to reduce impacts of the proposed project and the Transportation Alternative. Detailed site plans for the Modified Transportation Alternative are provided in Chapter 3, Project Description, and Section 4.1, Land Use. The Modified Transportation Alternative incorporates the Webb Street extension and its associated roundabouts, as well as extension of Doc Barnes Drive, as planned in the Circulation Element. Analysis of the impacts that would occur with implementation of the Modified Transportation Alternative has been incorporated throughout chapters 4 through 6 of this Final EIR while the analysis in Chapter 5 of the Transportation Alternative as described in the Draft EIR has been retained for informational purposes.

66-68 This comment states that with the proximity of amenities, the pass-by trips may not be as high as calculated.

The assumptions regarding pass-by trips used in the traffic impacts analysis were based on the guidance and information provided in the Institute of Traffic Engineers Trip Generation Handbook and reflect the characteristics of the proposed project. The Traffic Analysis referenced two Institute of Transportation Engineers (ITE) documents: The Trip Generation Manual, 9th Edition and ITE Trip Generation Handbook, 3rd Edition for trip generation rates and internal trip capture/retail pass-by trip rates respectively. The analysis used the Manual's Shopping Center category and Specialty Retail category to identify generation rates that would be closest to what the proposed mixed commercial/retail would generate. Data indicates that trip generation rates are in inverse proportion to the square footage of a shopping center. The Traffic Analysis uses the methodology provided in the Handbook to estimate the balance between a mixed-use project's internal (remaining on-site) and external (entering or exiting using roads outside of the site) trips. The method emphasizes balancing inbound and outbound trips between complimentary uses. For this project, internal

trips associated with residential uses were compared with those for retail/office uses to match internal trip productions with trip attractions. Lastly, the Handbook discusses that a share of shopping center trips from adjacent streets also varies with the square footage of the retail/commercial center and offers pass-by percentages by size. Specific pass-by rates are not published for the Specialty Retail category, and the analysis makes use of the standard default values employed by Caltrans (i.e., 15%). The approach used was in alignment with the methods described in ITE publications.

- 66-69** This comment states that the 10% reduction project alternative should reflect avoidance of impacts by specifically identifying areas that would not be developed or would support reduced development.

CEQA requires that the project alternatives analysis consider project alternatives that would reduce or avoid a project's significant effects while still being capable of achieving most of the basic project objectives. In the case of Alternatives 3a and 3b as evaluated in the Draft EIR, the reduced density alternative was contemplated as an alternative that could reduce impacts associated with visual character of the site, residential densities, the total amount of traffic generated by the project, and consistency with the Town's parkland dedication requirements. Alternatives 4a and 4b consider a reduced footprint; this is the alternative that specifically attempts to reduce impacts to sensitive biological resources, in addition to the other impacts addressed by Alternatives 3a and 3b. Figure 5-2 in the EIR shows the specific changes to the project contemplated under Alternative 4a, including indicating the areas that would not be developed.

- 66-70** This comment concludes the letter.

This comment does not question the adequacy or accuracy of the content of the Draft EIR or raise any environmental issues and no further response is required.

Comment Letter 67

TOWN OF LOOMIS
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COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name Tricia Wright Email _____
Address 5515 Green Way Phone 916 652-4157

Comment: ^{old} Infrastructure ~~and~~ Traffic on 2 major Roads
1,000 + more cars on the roads. Proposal talked
of New water sewer ext. but Nothing on Fixing the
old. What Happen to No or low growth
community.

| 67-1
| 67-2
| 67-3

Response to Comment Letter 67

Tricia Wright
No Date

- 67-1** This comment states that traffic will be very impacted with more than 1,000 additional cars on the road.

Refer to response 8-8 and Master Response 6 regarding the EIR analysis of the project's traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative.

- 67-2** This comment states that the project proposal includes a new sewer extension to the project site, but wonders if the project will update the old infrastructure of Loomis.

Under CEQA, the project is required to mitigate for its own impacts, but it is not required to remedy existing condition deficiencies in the form of updating existing infrastructure throughout the community within which it is proposed. The project does not include any wet utility infrastructure improvements beyond the project site boundaries.

- 67-3** This comment states the project does not follow the no- or slow-growth ideals of Loomis.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

Comment Letter 68

ACT 1A

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COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name VEL WRIGHT Email BELLEVEL@ADL.COM
Address 5253 MARETA LKI Phone 916 442-8614

Comment: WE ALL CAME TO LOOMIS FOR ITS SMALL TOWN
ATMOSPHERE AND HAVE FOUGHT TO KEEP IT THAT
WAY. WE ARE BEING SWALLOWED UP BY ROCKLIN'S
NUMEROUS NEW DEVELOPMENTS & DON'T NEED MORE
SHOPPING! OUR NATURE AREAS ARE BEING DESTROYED
& THE ANIMALS THAT LIVE THERE HAVE NO PLACE TO
GO. TRAFFIC WILL BE A MAJOR ISSUE; OUR ROADS ARE
BAD ALREADY.

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68-1
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68-2
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68-3
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Response to Comment Letter 68

Vel Wright
No Date

- 68-1** This comment states that the areas surrounding Loomis are being developed very quickly, which threatens the community feel of the Town.

The EIR evaluates the proposed project and the Modified Transportation Alternative at the proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

- 68-2** This comment states that nature is important to maintain the feel of the Town, and wildlife is losing their habitat and is left without an alternative due to development.

Impacts to biological resources are evaluated in Section 4.3.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.3.4. The EIR concluded that all potential impacts to biological resources would be reduced to less than significant except for a cumulative loss of habitat for common and special-status wildlife species (Impact 4.3-6). Please refer to the impact assessments in EIR Section 4.3.3, and the mitigation measures provided in EIR Section 4.3.4 for additional information.

- 68-3** This comment states that traffic in the area is already bad, and the project will greatly impact this situation.

Refer to response 8-8 and Master Response 6 regarding the EIR analysis of the project's traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and

response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative.

Comment Letter 69

LAW OFFICES OF
WILLIAM F. WRIGHT
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June 15, 2016

VIA EMAIL ONLY - village@loomis.ca.gov

Amanda Rose, Planning Dept.
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

RE: The Village at Loomis - EIR comments

To Whom It May Concern:

I have reviewed the draft EIR for the Village project and have comments. I object to the criteria that the Town used to determine whether the project would have substantial effect on the Town and its residents. It appears to me that the Town has intentionally selected criteria that minimizes the effects of the project, and/or used false assumptions.

The regulations implementing the California Environmental Quality Act (CEQA) are found in Title 14 of the California Code of Regulations. 14 CCR Section 15064 defines the process for determining the significance of the environmental effects caused by a project.

Section 15064 provides the following guidelines, which are relevant for purposes of this letter:

(b) The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area. (Emphasis added.)

(d) In evaluating the significance of the environmental effect of a project, the lead agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

69-1

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June 15, 2016
Page 2

(1) *A direct physical change in the environment is a physical change in the environment which is caused by an immediately related to the project. Examples of direct physical changes in the environment are the dust, noise, and traffic of heavy equipment that would result from construction of a sewage treatment plant and possible odors from operation of the plant.*

(2) *An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment. For example, the construction of a new sewage treatment plant may facilitate population growth in the service area due to the increase in sewage treatment capacity and may lead to an increase in air pollution.*

(3) *An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.*

(e) Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. (Emphasis added.) *If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.*

(h)(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects on the project are cumulatively considerable. (Emphasis added.) *An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of*

69-1
Cont.

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June 16, 2016
Page 3

other current projects, and the effects of probable future projects. (Emphasis added.)

The draft EIR, in some parts, does not comply with the regulations. This letter addresses two of the sections in the EIR that are most likely to burden the Town residents: Population and housing, and transportation.

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69-1
Cont.

POPULATION AND HOUSING

The most important criteria for population and housing is whether the project causes an effect by "*Inducing substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure.*" There is no definition in the EIR as to the meaning of "substantial population growth." The draft EIR then concludes that there will be less than significant population growth and that no mitigation is required.

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69-2

The draft EIR makes this conclusion by using an old statistic from the Town General Plan. The EIR states that the Plan "envisioned growth to 9,700 by 2015." It then concludes that the 18.8% increase from the project is not significant because at one time, the growth was expected.

This is a conclusion that ignores the facts. The facts are that the population grew very little from 2000 - 2015. The effect of new construction of 301 homes and 125 multifamily units should be viewed from the true facts, not from an erroneous assumption made last century.

The growth in population will be significant to Town residents, especially with the addition of 199 jobs. No Town resident would think that such instant growth would be less than significant. An 18.8% population increase is significant and mitigation should have been considered.

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69-3

The mitigation would be a significantly smaller project. The draft EIR only gives 3 options, no project, full project or a 90% project. The draft EIR should provide an option of a project scaled back by more than 10%.

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69-4

TRANSPORTATION

The key criteria used by the EIR was whether the project "would 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." The EIR the concludes that there will be a less than significant effect because of planned future improvements. There is a substantial likelihood that planned future improvements will never occur, given the Town's budget.

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69-5

The executive summary in the EIR lists 7 of the 8 transportation issues as having no effect or less than a significant effect. The only one the summary lists as substantial is at Horseshoe Bar

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69-6
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Town of Loomis
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Page 4

and Taylor Roads. However, on the actual report, it was noted, in Section 4.6, that several of the study areas would operate at unacceptable LOS.

This is relevant to CCR 15064(h)(1), which addresses the cumulative effect of a project. The transportation areas of concern are mostly within a very short distance, on Horseshoe Bar, Taylor and King. There are numerous intersections between the exit at Horseshoe Bar Road, and Taylor and King. The draft EIR separates each one out and finds (except for Horseshoe Bar - Taylor) no real impact. The draft EIR should have addressed the cumulative effect of slowing down traffic at so many intersections in the Town core.

The EIR for project as a whole, should be analyzed on a cumulative effect. The project calls for increasing the population 20%, congesting traffic, removing 1,700 trees, and having construction equipment on Horseshoe Bar Road for 5 years. Yet, the draft EIR states the only significant effect in the Town would be increased traffic at one intersection. If the cumulative effect of the project were considered, I am sure that the residents of the Town believe that the effect on their lives will be more significant than simply a traffic delay at Horseshoe Bar and Taylor.

I request that the Town take a look at the cumulative effect of the project in the final EIR preparation. In addition to the cumulative effect on population and transportation, please also consider the social and economic changes per section (e). Introducing 125 multifamily units to the Town will change the rural culture long-term residents have enjoyed. If you have any questions, please do not hesitate to contact me.

Very truly yours,



WILLIAM F. WRIGHT

WFW/vw

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69-6
Cont.
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69-7
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69-8

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COMMENT CARD

Village at Loomis – Draft Environmental Impact Report

Name WILLIAM WRIGHT Email WFWATTORNEY@AOL.COM
Address 5853 MARSH CEN Phone 452-4761
LOOMIS

Comment: _____
OPPOSED TO DEVELOPMENT

| 69-9

Response to Comment Letter 69

William F. Wright

June 15, 2016

69-1 This comment states that the criteria the Town used to determine significance do not meet the requirements of the California Environmental Quality Act (CEQA).

The comment serves as an introduction to the more specific comments that follow. The comment does not provide specific examples of criteria used in the EIR that do not meet the requirements of CEQA. The commenter's specific concerns are addressed in the following responses 69-2 through 69-9. The EIR uses criteria that reflect consideration of direct, indirect, and cumulative impacts that the project could create or contribute to, including consideration of economic or social effects where these could contribute to a physical environmental effect.

69-2 This comment asserts that even though no definition of “substantial population growth” is given, the EIR determines the impact to be less than significant and no mitigation is required.

As discussed in response 26-1, the EIR states in Section 4.2.3 under Impact 4.2-1 that the proposed project and the Modified Transportation Alternative would add approximately 1,208 new residents to the Town. The EIR concludes that a conservative estimate for growth would be an 18% increase over 2014 levels, which would not represent a significant impact because that is consistent with the growth anticipated and accommodated for in the General Plan. As shown in Table 1-1 of the General Plan, it is expected that the Town's population will increase to 10,300 people by 2020. The Town's current population is 6,688 people. This would increase to 7,896 people following full occupation of the proposed project and the Modified Transportation Alternative. Additional information is provided in the full analysis in Section 4.2.3 of the EIR under Impact 4.2-1.

69-3 This comment states that although the General Plan once expected 9,700 residents by 2015, the fact that the Town did not grow as much as expected does not mean that the additional population from the project is less than significant.

The General Plan plans for service allocation and managed growth. The proposed project and Modified Transportation Alternative would have a less-than-significant impact because the project's addition to the population is within what was expected and planned for under the General Plan. The physical impacts associated with bringing new residents to the Town are evaluated in the various resource sections of

the EIR, such as Section 4.6 (Transportation), Section 4.12 (Public Services and Utilities).

- 69-4** This comment expresses the viewpoint that the project should be scaled back by more than 10%.

Please refer to Comment 66-69 which discusses the reason for selecting Alternatives 3a, 3b, 4a, and 4b for consideration in the EIR as project alternatives that could reduce the project's significant effects while still being capable of meeting most of the basic project objectives. The EIR evaluates a reasonable range of alternatives to the proposed project.

- 69-5** This comment expresses concern that planned future roadway improvements will not happen because of the Town's budget.

The planned roadway improvements have been included in the Town's CIP and Downtown Implementation Plan. The traffic impacts analysis relied only upon those improvements for which a funding source has been identified. Because funding sources outside of the Town's General Fund and other budgetary mechanisms have been identified for these improvements and they are included in the Town's CIP, it is reasonable to rely upon these improvements in the traffic impacts analysis.

- 69-6** This comment states that 7 of the 8 traffic impacts were listed as less than significant in the Executive Summary; however, as stated in the actual report, several study areas would operate at unacceptable levels of service (LOS). This comment also states that due to the close proximity of Horseshoe Bar Road, Taylor Road and King Road, the Draft EIR should have analyzed the cumulative impact of slowing down traffic in the Town core.

The impact analysis in Section 4.6.3 of the EIR identifies that where intersections and roadway segments would operate at unacceptable LOS, the proposed project and Modified Transportation Alternative would not increase or would reduce average delays on those facilities. Although the unacceptable LOS remains, the proposed project's and Modified Transportation Alternative's impacts are less than significant because the project would not worsen, and in some case would improve, conditions at those locations. Cumulative traffic impacts are evaluated in Section 4.6.3 under Impact 4.6-8. The analysis considers the effects of the project at intersections and along roadway segments. Where roadway segments would experience slow traffic speeds, this is reflected in the LOS analysis. As discussed in Master Response 6 and response 8-8, the Draft EIR concluded that, with implementation of Mitigation Measures 4.6a through 4.6g, the project would have a less-than-significant

contribution to the increase in traffic in the cumulative plus project scenario, with the exception of the intersection at Horseshoe Bar Road/Taylor Road, where the proposed project's impact would be significant and unavoidable and on the segment of Interstate 80 west of Horseshoe Bar Road, where the impact would be significant and unavoidable under both the proposed project and the Modified Transportation Alternative. The intersections included in the study area are listed in Section 4.6.1 of the EIR under subheading Study Area, and the full text of the mitigation measures is provided in Section 4.6.4 as well as the Mitigation Monitoring and Reporting Program in Appendix J.

69-7 This comment states that the Draft EIR should analyze the project cumulatively.

The EIR evaluates the contribution of the proposed project and the Modified Transportation Alternative to cumulative impacts for all resource areas evaluated throughout Chapter 4. This analysis of cumulative impacts is included under the Impact heading of each technical section of the EIR. Section 2.7 of the EIR also notes that the cumulative impact analysis is included in the technical analysis contained in Chapter 4.

69-8 This comment requests that the Town look at the project cumulatively in terms of population, traffic, and social and economic effects.

As stated in response 69-7, the EIR evaluates cumulative impacts throughout Chapter 4. This includes consideration of population growth (Section 4.2) and cumulative traffic impacts (Section 4.5). The Town is not required by CEQA to analyze economic or social issues unless they could cause or contribute to physical effects on the environment

69-9 This comment states that the commenter is opposed to the project.

This comment does not identify any specific environmental issues on which the opposition to the project is based. The comment does not identify any deficiencies or inaccuracies in the content of the Draft EIR, and no further response is required.

Comment Letter 70

The environmental impact of this project would be far more Costly than Beneficial to the town of Loomis. We need slow, sustainable growth, not 426 units of high-density in-fill development. We need to focus on our historic down-town core, not build another new retail development that would take business away from our down-town core. Our schools are great, and they're full – how would we handle another 426 families? We've heard our downtown businesses are struggling; how would they fare with five years of heavy construction traffic and roadwork? What impact would that have on our town?

70-1
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70-4

This project would have multiple negative impacts on our small town, growing far too fast, and beyond the appropriate slow-growth plan of the Council. Our traffic issues would become far worse -- during the five year construction project -- and after, with the increase of 1,200 new residents. Crime would increase -- undoubtedly. And our schools and youth sports would be further impacted. For what? Are we asking for this kind of high-density development?

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70-6
70-7
70-8

At the core of every decision here should be the question ---- "Is this in the best interest of the town of Loomis?"

In a short period of time roughly 800 residents signed a petition to stop this kind of development, believing that it is Not in the best interest of our town. I believe there are far more who feel the same way.

70-9

The cost-benefit analysis on this project weighs too heavily on Cost, and falls short on Benefit. I along with many others implore the Council to stand by the slow-growth plan adopted by the Town of Loomis. Thank you.

Response to Comment Letter 70

Steve Hape
No Date

70-1 This comment states that the project will be much more costly than beneficial to the Town.

This comment does not raise any environmental issues or identify any deficiencies or inaccuracies in the content of the Draft EIR, and no response is required.

70-2 This comment states that Loomis needs slow, sustainable growth, and states that the Town should focus resources toward revamping historic downtown, not building new retail.

As discussed in response 26-1, the EIR finds that although the proposed project and the Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR. The EIR evaluates the proposed project and Modified Transportation Alternative as proposed. There are no currently proposed projects to redevelop or revitalize downtown. The proposed project development and Modified Transportation Alternative development would both be funded by the project applicant and would not draw resources from the Town that could be used to pursue public projects downtown or elsewhere in Town.

70-3 This comment states that schools are already at capacity.

Refer to response 10-5 for a summary of the EIR analysis of potential impacts related to school capacity. Consistent with the requirements of Government Code Section 65996, the EIR finds that payment of school impact fees at the time building permits are issued would ensure impacts associated with the addition of students to the over-capacity elementary and high schools would be less than significant. Refer to Master Response 9 for additional discussion of the EIR analysis of impacts to schools.

70-4 This comment expresses concern that years of construction traffic could negatively impact Loomis businesses.

As discussed in response 37-3, construction is anticipated to take 5 to 10 years. Daily construction traffic would typically include passenger cars and trucks used by construction workers for their commutes and vendors making material deliveries. Heavy equipment would generally be brought to the site at the beginning of the construction period and remain on site throughout construction, rather than arrive to and leave from the site daily. Daily construction traffic volumes would be less than daily traffic volumes during project operation, as shown in the CalEEMod air quality modeling results provided in Appendix G of the Draft EIR. Therefore, construction is not expected to adversely affect existing businesses in Town. Please refer to response to comment 37-3 for additional information regarding construction traffic.

70-5 This comment contends that the project would have multiple negative impacts due to the Town growing too fast.

This comment does not state in what way there will be multiple negative impacts or what those impacts will be. Instead, it provides an introductory sentence for comments 70-6 through 70-8. Responses to those comments are provided below. This comment does not identify any discrepancies or inaccuracies in the content of the Draft EIR, and no response is required.

70-6 This comment states that traffic will be worse during construction and after the addition of 1,200 residents.

As discussed in response 8-8, the project's potential impacts on traffic and the circulation system are thoroughly analyzed in Section 4.6. The EIR examines eight potential impacts to traffic and circulation, and, of those impacts, five would be less than significant or no impact, and two would be reduced to less than significant with incorporation of mitigation. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of this impact. Please refer to response to comment 37-3 regarding construction traffic.

70-7 This comment purports that crime will increase because of the project.

Social impacts, such as crime, are not environmental impacts under CEQA. As stated in response 26-2, an increase in population can reasonably be expected to lead to a net increase in crime simply due to an increase in the number of people in the area. However, the comment does not provide any evidence to suggest that the average per-capita level of crime is likely to increase, and it would be speculative to assume otherwise. Also refer to response 10-5, which summarizes the EIR's evaluation of impacts to law enforcement in Impacts 4.12-18, 4.12-19, and 4.12-20, and its conclusion that these impacts would remain less than significant. The comment does not identify any deficiencies or inaccuracies in the Draft EIR.

70-8 This comment expresses concern that schools and youth sports will be impacted.

Please refer to Master Response 9 regarding the project's impacts on schools. The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The proposed project's and Modified Transportation Alternative's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact.

Please refer to Master Response 12 regarding the proposed project's impacts on park facilities. The EIR properly evaluates the proposed project's and Modified Transportation Alternative's effects related to provision of active and passive parkland and open space. Youth sports (typically ages 5-14, prior to high school sports) are a large part of Town of Loomis community and surrounding area. Youth sports in the Loomis area include Five Cities Girls Softball, Golden Eagle Pony Baseball (Little League), Loomis Soccer Club, Sierra Foothills Lacrosse Club, Loomis Junior Eagle Football, Hotshots Youth Basketball, Synergy Force Volleyball Club and Loomis Basin Dolphins Swim Team to name a few. These youth sports are organized and typically have fee requirements to participate. Many of these sports organizations include facilities where the youth sports are played. As evaluated in the EIR, the project will add 143 K-8 school-aged children to the Town. These children

could be youth sports participants, however it is reasonable to conclude that not all of these 143 youth sports aged children from the project would in fact participate in youth sports. Given the amount of youth sports opportunities available to Loomis residents, the requirement for participant funding for such activities, and the existing facilities used for youth sports it is reasonable to conclude that the project will not have a significant impact on the area's youth sports programs.

70-9 This comment expresses the opinion that the project costs too much and provides too little in benefits.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no further response is required.

Comment Letter 71

1 comment period is now open.

2 MEMBER OF THE PUBLIC: Good evening. Molly
3 Isenburg, 3612 Laird Street. I wanted to thank you as
4 well as the developer for changing the lineup of Webb
5 Street. It no longer T's into my home so I appreciate
6 it.

71-1

7 One thing that I am concerned about is the
8 number of residents that they have in here. I think
9 they are grossly underestimating the impact that it is
10 going to have on our town in the emissions, the
11 greenhouse gases as well as the pollution that is going
12 to be caused by the construction. Although there is not
13 a whole lot of people that live on my side of the
14 street, there are a lot of duplexes right there at the
15 end of Laird Street and I think -- it is my belief that
16 they have grossly underestimated the amount of pollution
17 that is going to come from the construction as well as
18 the noise and the damage to our roads. Thank you.

71-2

19 MEMBER OF THE PUBLIC: I am trying to give
20 everybody a chance. I have a question. Dennis
21 Oliveira, 6180 Rachel Lane. I have a question first for
22 our attorney, Ms. Ebrahimi.

71-3

23 MS. EBRAHIMI: Yes.

24 MEMBER OF THE PUBLIC: Thanks. My last name is
25 Oliveira so I get it brutalized all the time, too.

71-4

1 You mentioned that in the final draft EIR that
2 all the comments will be published. Am I correct in
3 that or I did hear that wrong?

4 MS. EBRAHIMI: Is it okay if I respond?

5 CHAIRPERSON HOGAN: Please respond.

6 MS. EBRAHIMI: Yes, all comments that are
7 submitted tonight, spoken into the record or submitted
8 by the -- before June 16 or on June 16th will be
9 included in the final Environmental Impact Report.

10 MEMBER OF THE PUBLIC: So written and verbal.
11 Thank you.

12 MS. EBRAHIMI: Yes.

13 MEMBER OF THE PUBLIC: Okay. That's the -- I
14 don't know if I am going to have enough time to get this
15 out. I know the town needs money. We all need money.
16 We got to take care of our infrastructure. One of the
17 things that concerns me about this particular
18 development, and maybe it is addressed somewhere and I
19 missed it -- I understand that there has been a
20 moratorium on new development in Loomis because we don't
21 have the infrastructure to support, specifically sewer,
22 and I have seen where this plan on their web site shows
23 a new sewer line coming in through Brace to take care of
24 them, but how does that improve the rest of Loomis?
25 Thank you.

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71-4
Cont.

71-5

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1 MEMBER OF THE PUBLIC: Tricia Art, Rachel
2 Court. There was a project in Penryn -- I know this is
3 Loomis -- but it seemed at that point they grossly
4 underestimated the amount of traffic that would be going
5 from that project to the high school. And I am worried
6 that there may be a similar misinterpretation of how
7 many kids actually drive their cars to school. So I am
8 concerned that here when you put this -- you are
9 concerned about the traffic on Horseshoe Bar and Taylor.
10 I am concerned about the traffic that goes to the high
11 school from the development. They did speak about it,
12 that they might use the back way to the high school.
13 However, that's further for the kids to walk and, like I
14 said, on Rachel Court I had a next-door neighbor who
15 when she was in high school made four trips a day to the
16 high school, there and back and there and back, Rachel
17 Court to the high school.

18 Kids drive a lot and I think you should look at
19 the amount of impact that's really going to happen in
20 the trips and not some estimate by the Corps of
21 Engineers or -- I am sorry -- whoever did the estimate.
22 It might be a little higher. Thank you.

23 MEMBER OF THE PUBLIC: My name is Juan Scherr.
24 I live over at Frost Lane just on the other side of the
25 tracks here. First of all, comment on the -- I guess

71-6

71-7

1 the drafting of the draft EIR. You know, I was doing
2 some -- I am trying to get through it quickly. One of
3 the things I want to see was what the comments were that
4 were coming in. And I would just ask staff to be a
5 little bit more expansive on the comments that the
6 people make. They are not adequate to determine what
7 the person is really concerned about and what they are
8 saying. The comments in the draft EIR are abbreviated
9 to such an extent that it is just unintelligible as to
10 what they are trying to point out. Then -- and that
11 would just help in -- so we don't have to come up and
12 say the same thing over again.

13 But the other thing was I thought historically
14 we had always envisioned Library Drive connecting to Doc
15 Barnes in this project. And there is no alternative
16 with that consideration. I think that that needs to be
17 included as a consideration. And I believe that it may
18 reduce the impacts on both -- you know, I'm keying off
19 what we just heard. Everybody in that large area of the
20 development is going to be driving to the high school.
21 If they can go down to Doc Barnes they will go in the
22 back entrance to the high school, which is the road
23 everyone takes to drop their kids off in the morning.
24 They don't go into the front, they go into the back.
25 And it will allow everyone who wants to go out that way

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71-7
Cont.

71-8

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1 to go out that way rather than having to funnel all
2 those people on to Taylor Road, which is already a
3 nightmare.

4 So I would, you know, like to see the
5 connection to Doc Barnes Drive considered in maybe along
6 with 4A as well as the other recommended project. Thank
7 you.

8 MEMBER OF THE PUBLIC: Hello, Council. My name
9 is Mike Terzich. I am at 3586 Rocky Hill Court. We
10 have only been in Loomis three years. It is my first
11 meeting here. Not nearly as informed as all the people
12 out here.

13 Just looking at the initial information on the
14 village, there is a lot of what you are doing but I am
15 just wondering if there is information that exists about
16 the why, a little bit more on what is the ultimate
17 objective of The Village and how does that, you know,
18 kind of improve the life of everybody in Loomis? You
19 know, maybe that exists. I am just a little naive and,
20 you know, maybe there is a place you can steer me to get
21 that. But I am just hoping there is a little bit more
22 on what's the overall objective and what is the end game
23 and why The Village is a great thing. Thank you.

24 MEMBER OF THE PUBLIC: Hi. My name is Holly
25 Enberg. I live at 5954 Oak Street. And personally and

71-8
Cont.

71-9

71-10

1 specifically my concern is the extension of Doc Barnes,
2 because a lot of people, including the sheriff's
3 officers, use Oak Street to cut back and forth through
4 Taylor. And a lot of people go at very high speeds. We
5 will walk out there with my neighbor every night with
6 the dog. We have to be very careful, wear reflective
7 vests already, and people do use it as a cut-through and
8 I envision, depending how everything else goes with the
9 roundabout, that that could be even utilized more as a
10 cut-through and I don't feel like -- also I don't
11 know -- I mean, I am still learning. This is an
12 educational meeting but I am not sure if everything has
13 been set in place to handle the increased population in
14 terms of, you know, how much longer will the lines be at
15 Raley's with all these people using that store? Will
16 the fire department be able to handle all the increased,
17 you know, population? I just -- I don't know. Maybe it
18 is out there and I need to become more educated but
19 these are very big concerns.

20 We lived in rural Loomis. We downsized, raised
21 our family, moved into old town, sort of compromised.
22 We want to be near stores but I thought small town, big
23 family. "So hey, honey, we can live where there is
24 stores. We can be closer to everything." But Loomis
25 kind of has made this little promise over the years that

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71-10
Cont.

71-11

71-12

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1 we won't develop to this point. I work in Roseville. I
2 could have lived in Roseville. I chose to live here for
3 a reason and I hope that we maintain that small-town
4 atmosphere. Those are my concerns. Thank you.

5 MEMBER OF THE PUBLIC: My name is Mark
6 Steelman. I live at 6213 Horseshoe Bar, which is
7 actually Evans Drive right on the other side of the
8 freeway, a little dirt road there. And I concur with
9 what she said. I mean, why are we in such a hurry to be
10 the next Rocklin -- I mean, Roseville -- I mean Lincoln,
11 you know? I mean, what could there possibly be in the
12 commercial and the shopping centers that ain't right
13 there? I know that is why I moved here, too.

14 And also as far as the environmental impact,
15 there is a lot of deer and turkeys and a lot of wild
16 animals that live there and on that side of the road.
17 Where are they going to go? In that little park? I
18 mean what is -- I am with her. What is the general
19 reason that we got to build another strip mall right
20 here? This is Loomis. That is why we moved here. And
21 to get on my road, you know, there is no light there.
22 You have got to wait for cross traffic and you add 400
23 or 600 more people that are going to be commuting to
24 Folsom? You know, they just finished fixing the
25 one-lane-each-way bridge over -- Horseshoe Bar over 80.

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1 So what are they going to do for that traffic? Keep the
2 congestion from the 65 loop? It will start here now
3 instead of there. Thank you.

4 MEMBER OF THE PUBLIC: My name is Eric Enberg
5 and I also live at 5954 Oak Street. That is my wife,
6 Holly. And I want to continue the Doc Barnes saga here.
7 In the morning I have kind of made it a sport coming
8 out, turning right onto Horseshoe Bar off Doc Barnes and
9 I have learned how to -- if the traffic is coming down
10 the S where you can't really see it until the last kind
11 of minute, I time it between the two cars and I can just
12 -- there's a little extra lane at the side in front of
13 the little stores there. I can time it and come out
14 just a perfect, you know, timing. I am onto 80 and I am
15 gone. But I see if Doc Barnes comes across the other
16 side and there is no light there, I am competing with
17 somebody coming the other way trying to get on -- go
18 onto 80 and so it is congestion. I am a little worried
19 about the little game. I'm afraid it will become a
20 little more of a fierce competition.

21 MEMBER OF THE PUBLIC: My name is Connie
22 Mancasola. I live in Loomis and I am completely opposed
23 to The Village at Loomis project. I think it is way
24 overpopulated due to our slow quality growth plan of
25 Loomis. I have a petition here for you guys that I will

71-15
Cont.

71-16

71-17

71-18

1 present now and you guys can look it over. You will
 2 have time to look at it. Over 777 people have signed it
 3 through the Loomis community posts on Facebook and there
 4 is a lot of comments on there. But if the project does
 5 go forward and they have the passive parks that -- I
 6 know it was like many acres of passive parks, but then
 7 over a little over half acre for active parks. With all
 8 the new population, our children right now can barely
 9 find field time and practice time for baseball and
 10 soccer. Those are the kind of things we would need if
 11 we added a new project like this.

12 MEMBER OF THE PUBLIC: I am Roger Smith,
 13 6755 Wells Avenue, Loomis. Couple of questions and some
 14 comments. Normally with -- and this is a process
 15 question, I guess. Normally with the use of an EIR on
 16 approving a large project there is also an approval of
 17 design review, which is a general -- more general
 18 evaluation of how does this project fit with that
 19 environment, with that location. Are the buildings too
 20 tall? Are they too garish? Are they too close to
 21 something of value or is there extraordinary grading or
 22 tree removal or there are some design review questions?
 23 And I am not sure what the town of Loomis standards are
 24 for that, but normally that is sort of a separate thing.
 25 In addition to an EIR approval there would be design

71-18
Cont.

71-19

71-20

1 review approval, how does the project fit the
2 neighborhood in general. And that gets a little more
3 subjective, I think, probably than an EIR but it is
4 another study that I have kind of been looking for and I
5 haven't seen it. Maybe I am missing it.

6 Regarding the traffic studies, I do hope that
7 the projections of traffic from the project are based on
8 actual counts of traffic that are taken very recently on
9 the affected streets. There is a tendency in some of
10 the EIRs to use counts from a couple years ago and use
11 formulas to project them forward as to what the impact
12 would be of this additional project and I would hope
13 that actual counts, very recent ones, were used for the
14 traffic impact analysis.

15 Also regarding trees on the project, there is
16 going to be an open space area where I assume trees will
17 be preserved. I was part of the open space committee
18 here in the town a few years back and we made a lot of
19 recommendations about trees and one of the things we
20 recommended is that there not be a pay-to-cut policy and
21 that trees be preserved where possible. Even in the
22 development areas trees of significant value be -- and
23 larger mature trees be preserved, not just necessarily
24 cut with just the payment of a fee. So trying to
25 balance and preserve some of those trees would be very

71-20
Cont.

71-21

71-22

1 important. Thank you.

2 MEMBER OF THE PUBLIC: I had to bring my notes.
3 My name is William Quenneville. I live out at
4 6280 Horseshoe Bar, second house on the right over the
5 freeway. Moved here a year ago. Took us two years to
6 find a house here.

7 I have concerns because one of the things I
8 came here about was the statement of the city about slow
9 growth. Traffic already on Horseshoe Bar is insane and
10 have any of you gone through the roundabouts in Rocklin
11 or had the death wish of the roundabout at Wal-Mart
12 where I nearly get hit nearly every other time I go
13 through by somebody going the wrong way? And with
14 increased traffic on Horseshoe Bar without street
15 lights, road widening and significant changes to
16 Horseshoe Bar, you cannot begin to move that amount of
17 traffic around. I just see this as a nightmare. It
18 will completely change Loomis. I didn't -- I mean, I
19 watched my mother-in-law in Lincoln. When she moved
20 there in '77 there was one stop sign. Lincoln died, for
21 those of you who remember the Willow Bar, the day they
22 closed it. Do we want to become another Lincoln or East
23 Rocklin? I mean, I moved here -- I moved back to the
24 country. I brought my family here, my grandchildren
25 here to raise them. And I think this is just way too

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↑ 71-22
Cont.

71-23

71-24

71-25
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1 much, way too fast. And there is a lot of things that
2 need to be rethought.

3 I did meet with the developer, very nice man.
4 This is clearly well thought out. I have been in this
5 industry before in the city where I lived before. It is
6 a great project but I just don't think it fits with the
7 statement of Loomis, which is slow growth. Thank you.

8 CHAIRPERSON HOGAN: Give them a minute, Rick.
9 Someone might come up with something. Let's just take a
10 second. Somebody might have something they want to say.

11 I wasn't talking to you, Dennis.

12 MEMBER OF THE PUBLIC: New nickname, Dennis
13 "Bookends" Oliver.

14 MS. EBRAHIMI: Chair Hogan, you should ask the
15 commission if they would -- the other option is to write
16 a comment into the record.

17 CHAIRPERSON HOGAN: Dennis, sorry. I got a
18 nasty note from the town manager about the --

19 MEMBER OF THE PUBLIC: No problem.

20 MS. EBRAHIMI: We just want to be fair.

21 CHAIRPERSON HOGAN: I do appreciate your
22 comments, though. I want you to know that. I am the
23 only one that gets to talk on and on. Anyone else,
24 please? I would encourage you to make written comments.
25 They do get responded to. They are included in the EIRs

71-25
Cont.

71-26

1 and then there is a response to your comment. So
2 written comments are actually the best because they are
3 traceable. You can go, "Wait a second. I wrote this
4 comment and there is nothing in here about it." So it
5 is a good way to go to find your comments.

6 COMMISSIONER ONDERKO: Rick, the EIR is on the
7 web site. The web site is www --

8 TOWN MANAGER: .loomis.ca.gov.

9 CHAIRPERSON HOGAN: All right. One more from
10 the public.

11 MEMBER OF THE PUBLIC: I'm John Webster. I
12 live at 3499 Sherwood Court. We have been here about 12
13 years and we have seen the traffic on King Road -- I
14 don't know -- quadruple, 10 times, but sometimes I will
15 come home at lunch and the cars and the traffic are
16 unbelievable. So this street is going to kind of feed
17 out very close to where my studio is. And everybody
18 cares about their street, right, so there is going to be
19 a lot of traffic coming from this neighborhood to get
20 over to Del Oro High School.

21 And I looked through this but I didn't see a
22 lot of comments on the impact to the schools. It seems
23 to me most things in Loomis are at capacity already and
24 when I see a project -- construction project going on it
25 takes forever and we seem to have a failure to be able

71-26
Cont.

71-27

71-28

1 to complete projects in a reasonable amount of time.
 2 Some of these are road projects. Some of these are
 3 sewer projects. Not only are we going to wind up with
 4 something that it sounds like most people don't want,
 5 but we are going to have to survive through the
 6 construction stage with all the trucks and the
 7 interruption of traffic patterns in the hopes that one
 8 day the traffic patterns will be better. So I guess
 9 that's all I have to say. Thank you.

10 CHAIRPERSON HOGAN: Thank you, John. We
 11 waited. We got one more comment.

12 TOWN MANAGER: I know. Very good. I just want
 13 to say, excellent comments. And that was the reason we
 14 were looking at tonight, was your input and -- all the
 15 way up to June 16th. And definitely submit your
 16 comments in writing as Chairman Hogan stated. This
 17 comment period is simply on the adequacy of the document
 18 in determining the environmental impact. What will come
 19 beyond that will be the commission and the council
 20 having public hearings on the merits of the project.
 21 That's where you can say, "I like this," or, "I really
 22 don't like this." And that gives direction to both the
 23 commission and council.

24 So I really appreciate your understanding that
 25 tonight was talking about the document that was prepared

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 Cont.

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Response to Comment Letter 71

Verbal Comments Made During Planning Commission Public Hearing May 24, 2016

- 71-1** This comment expresses the commenter’s gratitude for the change of Webb Street, as it no longer “T’s” at her home.

This comment does not raise any environmental issues or identify any deficiencies or inaccuracies in the content of the Draft EIR, and no response is required. Webb Street would not end in a T intersection at the commenter’s home under either the proposed project or the Modified Transportation Alternative.

- 71-2** This comment states that the Draft EIR grossly underestimates the impact of the project on greenhouse gases and pollution.

The proposed project and the Modified Transportation Alternative’s impact on air quality is evaluated in Section 4.8.3 of the EIR. The proposed project’s and the Modified Transportation Alternative’s greenhouse gas emission impact is evaluated in Section 4.9.3. The EIR concludes that the proposed project and Modified Transportation Alternative would generate temporary construction emissions above the Placer County Air Pollution Control District’s thresholds, which would be a significant and unavoidable impact despite implementation of Mitigation Measures 4.8a and 4.8b. The proposed project and Modified Transportation Alternative would have a less-than-significant impact during project operation. The full text of the mitigation measures is provided in Section 4.8.4 of the EIR. As shown in Table 4.9-2 and discussed under Impact 4.9-1 in the EIR, the proposed project and Modified Transportation Alternative would generate more than 1,100 tons per year of GHG emissions during the construction anticipated in the EIR to occur in the year 2017 and throughout project operation, despite implementation of energy conservation and efficiency measures through Mitigation Measure 4.9; therefore, this impact would be significant and unavoidable. Additionally, as shown in Table 5-6 in Section 5.4, Summary Matrix, although project Alternatives 3a, 3b, 4a, and 4b would reduce GHG emissions, impacts would still be significant and unavoidable. A discussion of the impacts to GHG emissions under each of these alternatives is presented in EIR Sections 5.3.4, Alternatives 3a and 3b, and 5.3.5, Alternatives 4a and 4b. As discussed in Master Response 14, there are no additional feasible mitigation measures. The commenter does not provide any evidence as to how the Draft EIR grossly underestimates impacts.

- 71-3** This comment states that the Draft EIR grossly underestimates the impact of noise and the damage to roads.

The proposed project's and the Modified Transportation Alternative's impact on noise levels in the vicinity are evaluated in Section 4.7.3 of the EIR. Specifically, Impact 4.7-1 evaluates the potential for project construction to generate excessive noise levels while Impact 4.7-2 examines if the project would expose people within the project site to traffic noise that exceed the established noise standards. The EIR concluded that, with implementation of Mitigation Measures 4.7a through 4.7e, which include various noise attenuation measures, including measures specific to controlling construction noise, the proposed project and Modified Transportation Alternative would have a less-than-significant impact. The project would not introduce large non-passenger vehicles that would be capable of damaging roads to the local transportation network. During construction, heavy equipment would be brought to the site and remain on-site throughout construction, rather than traveling to and from the site daily. The commenter does not provide any evidence or explanation as to how the EIR grossly underestimates impacts to noise or damage to roads.

- 71-4** This comment outlines an interaction about the comment process, and confirms that all comments received on or before June 16 will be addressed in the Final EIR.

The comment is correct; all comments received on the Draft EIR are addressed in this Final EIR. Refer to Master Response 1 for additional discussion of the public comment process.

- 71-5** This comment states that the Town needs money, specifically to maintain infrastructure, and expresses concern that although the project will be provided sewer services through the Brace extension, the extension does not improve the rest of the Town.

CEQA requires that a project mitigate any impacts to the environment; however, a project is not required to mitigate for existing impacts or deficiencies.

Refer to response 11-26 regarding the EIR's consideration of impacts related to sewer infrastructure. The EIR concludes that with South Placer Municipal Utility District's completion of the Lower Loomis Diversion line, there would be adequate capacity in the sewage conveyance infrastructure to serve the proposed project and the Modified Transportation Alternative.

- 71-6** This comment states that the Draft EIR grossly underestimates the amount of traffic, specifically to the high school and by teenagers.

The analysis of traffic impacts presented in Section 4.6.3 of the EIR and the Traffic Impacts Analysis is based on trip generation rates established by the Institute of

Traffic Engineers, which is the industry-standard source for trip generation rates. The analysis also relies on assumptions regarding trip distribution. These assumptions were developed by the consulting traffic engineer and are based on the location of typical destinations in the region, including schools.

- 71-7** This comment expresses that the comments should not be as abbreviated when the staff is responding to them. The comment states that Draft EIR abbreviated the comments to such an extent that the comments could not be understood.

The comment appears to be referring to the comments on the Notice of Preparation (NOP), which were summarized, as relevant, in the various resources sections of the EIR. CEQA does not require that summaries of comments on the NOP be provided in the Draft EIR or Final EIR. For convenience, the EIR summarizes the comments received on the NOP, and this Final EIR summarizes the comments received on the Draft EIR. The full text of the NOP comments are included in Appendix A of the Draft EIR and the full text of the comments on the Draft EIR are included in this Final EIR.

- 71-8** This comment suggests the inclusion of an alternative that includes Library Drive connecting to Doc Barnes Drive as it may reduce impacts to Taylor Road as people driving to the High School would use that route as opposed to Taylor Road.

The traffic impacts analysis did not find that the proposed project and Modified Transportation Alternative would result in significant traffic congestion on Taylor Road because a portion of the traffic currently using Taylor Road would be diverted to Doc Barnes Drive under the proposed project and to both Doc Barnes Drive and the Webb Street extension under the Modified Transportation Alternative. The suggested alternative would not reduce or avoid significant project impacts and therefore, is not required to be considered.

- 71-9** This comment questions the objective of the project and why it will improve the lives of the people in Loomis.

Information regarding the project site location and general conditions as well as the project objectives are provided in the Draft EIR in Chapter 3, Project Description.

- 71-10** This comment expresses concerns about the use of Doc Barnes as a cut-through at high speeds and the safety of people who walk in the area.

As discussed in response 11-17, safety impacts are addressed in Section 4.6.3, Impacts, of the EIR under Impacts 4.6-2 and 4.6-4. Impact 4.6-2 evaluates impacts to

vehicle safety due to roadway design features, and concludes that the proposed project and Modified Transportation Alternative would not introduce non-passenger vehicles to the local roadway network and would result in no impact related to roadway and vehicle safety. Impact 4.6-4 evaluates safety related to pedestrians and bicyclists and concludes that impacts would be less than significant with implementation of Mitigation Measures 4.6b and 4.6e, which require installation of a traffic signal at King Road and construction of intersection bulb-outs at all public street intersections on Doc Barnes Drive.

71-11 This comment questions the effects of the increase in population.

As discussed in response 26-1, the EIR finds that although the proposed project and the Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

The EIR evaluates the impacts of the proposed project and the Modified Transportation Alternative, including the population increase that it would support, to provision of fire protection and emergency response services under Impacts 4.12-15, 4.12-16, and 4.12-17. Specifically, the analysis of Impact 4.12-16 states "The project would have the potential to increase the Town's population by $\pm 1,208$ residents. An additional 106 calls per year would be expected from the proposed project. This would be an increase of approximately 10% over the number of calls currently received. It is noted that the increase in call volume would occur incrementally over time as the project is constructed and occupied."

71-12 This comment addresses the fact that the commenter chose to live in a small town, and this kind of development would alter the small, rural lifestyle of the Town.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to

- the project based on concern over the project’s impact on the Town’s character but does not identify any deficiencies or inaccuracies in the Draft EIR.
- 71-13** This comment contends that this development will turn Loomis into Rocklin, Roseville or Lincoln.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no further response is required.
- 71-14** This comment expresses concern for the wildlife that currently inhabits the project site.
- Biological impacts are evaluated in Section 4.3.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.3.4. The EIR concludes that all potential impacts to biological resources would be reduced to less than significant except for a cumulative loss of habitat for common and special-status wildlife species (Impact 4.3-6). Please refer to the impact assessments in EIR Section 4.3.3, and the mitigation measures provided in EIR Section 4.3.4 for additional information.
- 71-15** This comment asserts that 400 to 600 more people commuting to the Sacramento–Folsom–65 area will add congestion and traffic.
- Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project’s contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project’s contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, the mitigation measures provided in EIR Section 4.6.4, and Master Response 6 for additional information.
- 71-16** This comment suggests that the additional traffic and the extension of Doc Barnes Drive without a traffic light at Doc Barnes Drive and Horseshoe Bar Road will make it difficult to turn into traffic and merge onto Interstate 80.

On page 4.6-16, the EIR recognizes that “the Loomis Town Center Implementation Plan indicates that a traffic signal is planned at the Horseshoe Bar Road/Doc Barnes Drive intersection, when Doc Barnes Drive is extended north; however, this signal is not included in the Traffic Impact Fee Program.” Further, on page 4.6-18, the EIR states that installation of this signal would be included with the project’s construction of the Doc Barnes Drive extension, as suggested in this comment. Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project’s contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project’s contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of the traffic impacts under the proposed project and the Modified Transportation Alternative. The impact analysis shows that the project would have less than significant impacts at the intersections of Horseshoe Bar Road with the westbound and eastbound on- and off-ramps to Interstate 80, thus the project would not make it significantly more difficult to merge onto the highway. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4, and Master Response 6 for additional information.

71-17 This comment states that the commenter is completely opposed to the project.

This comment does not question the adequacy or accuracy of the content of the Draft EIR.

71-18 This comment states that the commenter is currently maintaining a petition on Facebook, and brought a physical copy of the petition to the hearing.

Responses to the comments made within the Facebook petition are provided in responses to comments 73-1 through 73-296.

71-19 This comment states that there are too few park acres, and the added population will impact youth sports.

Refer to Master Response 12 and response to comment 70-8. In Section 4.12.3, under Impact 4.12-13, the EIR discusses that the proposed project and the Modified Transportation Alternative would not meet the standard for providing active parkland,

and would be required under Mitigation Measure 4.12b to pay the Town's in-lieu fees, sufficient to comply with Chapter 12.24 of the Town's Municipal Code under Mitigation Measure 4.12b. The full text of Mitigation Measure 4.12b is provided in Section 4.12.4 of the EIR. The commenter does not provide evidence that the project will impact youth sports.

71-20 This comment wonders what the design approval process looks like and if there are design standards.

As noted on page 3-9 of the EIR: "The project includes proposed design guidelines that identify the various architectural styles that would be allowed to be built within the project site, and includes development standards identifying requirements such as building setbacks and streetscapes, including street cross-sections, pedestrian paths, street lighting, and street tree planting plans. The design guidelines anticipate that permitted architectural styles would include Craftsman, Bungalow, Tudor, and Monterey, with the intent of maintaining consistency with the character of downtown Loomis." The Town would evaluate proposed designs for individual development phases as part of consideration of the Specific Development Plan for each phase, as described under the Town's Planned Development ordinance.

71-21 This comment expresses concern regarding the traffic studies and hopes that the numbers are based on "actual counts of traffic that are taken very recently."

The Traffic Study is included in Appendix E of the EIR and relies on data collection conducted in 2014 to define existing conditions. This is consistent with the requirements of CEQA that the existing conditions against which a project's impacts are evaluated are the conditions that existed at the time the NOP was prepared. In other words, the traffic impacts analysis of existing and existing plus project conditions is based on actual traffic count data combined with the projected traffic volumes for the proposed project. Please refer to Appendix E and Master Response 6 for more information.

71-22 This comment recommends against an in-lieu fee for the removal of large trees.

Please refer to Master Response 10. The payment of in-lieu fees is an allowable form of mitigation per the Town's Tree Conservation Ordinance and is not restricted to any particular size of tree. Consistent with the ordinance, Mitigation Measure 4.3g requires the project applicant to submit a Tree Plan to document the species, size, and location of trees that would be removed and any proposed oak tree planting within the site. As noted in response 11-16, section 13.54.100 of the ordinance provides that uses of the in-lieu fee may include "planting or propagation, purchasing,

maintenance, preservation programs (including, but not limited to, land purchase and/or conservation easements), public education programs regarding trees which support the purposes of this chapter (e.g., workshops on proper pruning), and activities in support of the administration” of the Tree Conservation ordinance. Thus, the Town has wide latitude in using any tree impact in-lieu fees collected to reduce and/or compensate for the loss of trees within the project site.

- 71-23** This comment states that the commenter moved to Loomis a year ago. The comment also expresses concerns about the increase in traffic and the danger of roundabouts.

Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project’s contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project’s contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please Refer to Master Response 6 and response 33-3 for a discussion of roundabouts.

- 71-24** This comment states that Horseshoe Bar Road cannot maintain a higher level of traffic without street lights, road widening, and other significant changes.

The traffic impacts analysis presented in Section 4.6.3 of the EIR finds that the segment of Horseshoe Bar Road between Taylor Road and Doc Barnes Drive currently operates at LOS E and would degrade to LOS F with the addition of the proposed project. As noted on page 4.6-34 of the EIR, “neither the General Plan nor the Loomis Town Center Implementation Plan anticipates capacity improvements in this developed area”; however, under the proposed project a traffic signal would be installed at the Horseshoe Bar Road/Doc Barnes Drive intersection at the time that Doc Barnes Drive is constructed through the project site, and a signal would be installed at the Horseshoe Bar Road/Library Drive intersection in the future when signal warrants are met. In the meantime, the EIR requires the project applicant to install signage prohibiting left turns onto Horseshoe Bar Road during peak periods. This would limit the amount of new traffic added to Horseshoe Bar Road. While the roadway segment would continue to operate at an unacceptable LOS, as occurs in the current conditions, the mitigation measures would be sufficient to avoid the project’s significant impact on this segment.

Under the Modified Transportation Alternative, which incorporates the roadway network anticipated under the Circulation Element, including extension of Webb Street through the project site, it is expected that traffic would be diverted from portions of Horseshoe Bar Road and Taylor Road to other roadways, thus reducing congestion and improving the LOS on these segments.

- 71-25** This comment draws a parallel between the project and the development of Lincoln, which completely altered the character of that town. The comment also states that the commenter met with the developer, who is a nice man, and although the project is well-thought-out and well-designed, it conflicts with the character of the Town.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on the Town's character but does not identify any deficiencies or inaccuracies in the Draft EIR.

- 71-26** This comment contains dialogue between the Planning Commission Chairperson and a member of the public.

The Chairperson reiterates that all comments will be responded to in the Final EIR. This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

- 71-27** This comment identifies concern regarding the effects of the increase in traffic the project would create.

As discussed in response 8-8, the project's potential impacts on traffic and the circulation system are analyzed in Section 4.6. The EIR examines eight potential impacts to traffic and circulation, and, of those impacts, five would be less than significant or no impact, and two would be reduced to less than significant with incorporation of mitigation. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project

and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of these impacts.

71-28 This comment states that the schools are already at capacity and will be impacted and expresses concerns about construction traffic.

The EIR evaluates the impacts on local schools under the proposed project and the Modified Transportation Alternative in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. As discussed in Master Response 9, the EIR notes that although the addition of students from the proposed project and Modified Transportation Alternative would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The proposed project's and Modified Transportation Alternative's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact.

As discussed in response 37-3, construction is anticipated to take between 5 and 10 years. Daily construction traffic would typically include passenger cars and trucks used by construction workers for their commutes and vendors making material deliveries. Heavy equipment would generally be brought to the site at the beginning of the construction period and remain on site throughout construction, rather than arrive to and leave from the site daily. Daily construction traffic volumes would be less than daily traffic volumes during project operation, as shown in the CalEEMod air quality modeling results provided in Appendix G of the EIR. Therefore, construction is not expected to adversely affect existing businesses in Town.

Comment Letter 72

1 MR. WHEELER: So that's -- okay. That's all.
2 I had a question on that. I looked for Doc Barnes. It
3 wasn't on any of the maps that was shown even in the
4 long version of the book. Other than some -- it didn't
5 make reference to a particular -- Horseshoe Bar and Doc
6 Barnes. There was very little on it except for a signal
7 being there.

8 MR. SNIPES: Yes.

9 MAYOR BAKER: Thank you, Amanda. All right.

10 MR. UCOVICH: I had a question, but I don't
11 know if we are supposed to ask questions.

12 MAYOR BAKER: I just needed clarification is
13 all I needed.

14 MR. UCOVICH: I have a question. Okay.

15 MAYOR BAKER: All right. So now is your time
16 for public comment. And like we said, we are here to
17 comment on the environmental document. As many comments
18 as we can get is great. The more the merrier. So come
19 to the microphone, state your name and address for the
20 record.

21 MEMBER OF THE PUBLIC: Dennis Olivera, 6180
22 Rachel Lane, Loomis, California. Excuse my demeanor
23 tonight. I am trying to recover from some heat stroke
24 tonight. So I may be a little jittery and a little
25 waviery (sic), but I want to be as clear as possible. I

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1 am trying to connect the dots between the EIR and a
2 permit that was issued to this project by the Army Corps
3 of Engineers in October 2014 and had a commentary period
4 of -- it ended in November 2014. There are a couple
5 sections that I want to focus you on. I am going to be
6 turning the document over to you. However, it covers
7 all the areas that are required in an EIR to evaluate in
8 Army Corps of Engineer language here as far as the
9 description of the property we are talking about or the
10 kinds of things we need to look at like mitigation for
11 store property and all the things you mentioned in the
12 slide show.

13 The question I have and the reason why I am
14 submitting this document to you is, as a public citizen
15 of the town in trying to connect the dots between what
16 the goal is here. Because this document seems -- it is
17 a permit that was filed for this project in 2014 from
18 the Army Corps of Engineers. They need their approval.
19 They have laid out what they want from you and I am
20 seeing that you are providing some of those things.
21 However, there are environmental goals listed by the
22 Army Corps of Engineers that I am still not quite clear
23 I see in the current EIR. So I am asking that the --
24 not at this time. I know you can't answer. But I'm
25 submitting this document. I have also posted this

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Cont.

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1 online today and sent to it Carol -- e-mailed it to
2 Carol. And I don't know who to give it to. The
3 question I am posing is: What does this permit document
4 for this project from 2014 have to do and how does it
5 relate to what we are doing tonight? Thank you.

6 MEMBER OF THE PUBLIC: Jo Carol Arlsman, 6160
7 Rachel Lane, Loomis. I have been here forever. I am
8 going to give you the evaluation facts that are in this
9 document from the Corps of Engineers. It says, "The
10 decision whether to issue a permit will be based on the
11 evaluation of the probable impacts including cumulative
12 impacts of the described activity on the public
13 interest. The decision will reflect the national
14 concern for both protection and utilization of important
15 resources, the benefit which reasonably may be expected
16 to accrue from the described activity must be balanced
17 against a reasonable foreseeable determinance. All
18 factors which may be relevant to the described activity
19 will be considered including the cumulative effects
20 thereof. Among those are conservation economics,
21 aesthetics, general environment concerns, wetlands,
22 historic properties, fish and wildlife value, flood
23 hazards, flood plain, water quality, energy needs,
24 safety, food and fiber production, mineral needs,
25 consideration of property ownership and in general the

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1 needs and welfare of the people. The activities' impact
2 on the public interest will include application of
3 section 404B1, guidelines by the administrator
4 Environmental Protection Agency. The Corps is
5 soliciting comments from the public, federal, state and
6 local agencies and officials, Indian tribes and other
7 interested parties in order to consider and evaluate the
8 impacts of the proposed activity. Any comments received
9 will be considered by the Corps to determine whether to
10 issue."

11 Now, I have -- since this was expired November
12 the 6th, 2014, are we going through this again with
13 the -- with the Corps of Engineers? And one other thing
14 I have is in the paper the developer said that this was
15 going to be low cost. I didn't see anything that said
16 that senior citizens -- also, I want to know who is
17 going to own this property and how are they going to
18 enforce the activities there? And who do I complain to
19 if something goes wrong? Miguel? Well, okay. Well, I
20 can do that. Okay. Thank you.

21 MR. WHEELER: So just for clarification for me,
22 your question was: JC --

23 MEMBER OF THE PUBLIC: Yes, sir.

24 MR. WHEELER: Your question was: Does the Army
25 Corps have to redo --

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Cont.

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1 MEMBER OF THE PUBLIC: Do we have to put a new
2 application in to the Corps of Engineers or is this the
3 permit that is going to drive this forward? Because the
4 Corps of Engineers has a big impact on this with
5 everything. One of the things is the water going into
6 Secret Ravine. If you read this whole thing you will
7 find out that they are concerned about the water going
8 into Secret Ravine.

9 MAYOR BAKER: We are open -- we have public
10 comment, obviously, and you have commented. We would
11 like to have others have the opportunity.

12 MEMBER OF THE PUBLIC: Is there something in
13 the bylaws that say I am limited to a certain number of
14 comments per night?

15 MR. MITCHELL: Typically there is a limit on
16 the amount of time and it is pretty common -- in fact,
17 it is -- everywhere I have ever worked it's been the
18 case that you get a comment.

19 MEMBER OF THE PUBLIC: One comment?

20 MR. MITCHELL: Well, you get a period of
21 comment, not repeated trips up.

22 MEMBER OF THE PUBLIC: But I am limited to one
23 comment. Is what you are saying?

24 MR. MITCHELL: But it is up to the council.

25 MEMBER OF THE PUBLIC: Sir, a point of order

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1 and I am going to call this and I know you have to
2 address it before you move any further.

3 MR. MITCHELL: No. We are not subject to the
4 Robert Rules of Order.

5 MEMBER OF THE PUBLIC: Fine. I will call --
6 you are not subject to Robert's Rules of Order?

7 MR. MITCHELL: Correct.

8 MEMBER OF THE PUBLIC: I hope you all heard
9 that. My point of order is you are dancing very close
10 to limiting free speech.

11 MAYOR BAKER: Come on.

12 MEMBER OF THE PUBLIC: That is all I have to
13 say. That didn't help. I told you I had sun stroke.
14 You guys called the meeting with very important stuff.
15 Be careful.

16 MAYOR BAKER: Any other public comment?

17 MEMBER OF THE PUBLIC: Good evening. Molly
18 Isenberg, 3612 Laird Street. I apologize about my poor
19 demeanor. I just came from soccer practice. On a
20 different topic than what these two fine citizens
21 addressed, in the significant unavoidable impacts I am
22 really concerned that they did not address the road
23 conditions that are going to be affected. When I
24 purchased my home on 3612 Laird Street I purchased the
25 road in front of it in the expectations that my

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1 property -- my property tax dollars would help maintain
2 that road. My concern is that with the increased amount
3 of construction traffic the road will be completely
4 deteriorated as it is a frontage road for this major
5 project and for a very large portion of phase A.

6 There is a small town north of here, Gridley,
7 California. They approved a project similar to this. I
8 went there and I spoke to the citizens and sat in on
9 their town council meeting and spoke to the people that
10 have been there for a long time. They said the one
11 thing that no one thought of was the degradation, the
12 deconstruction of their roads. Their roads are
13 terrible. If you drive around the existing roads that
14 are around the project that went in they are very
15 similar to ours with commercial and residential. It's a
16 disaster zone. And the project hasn't been completed
17 for six years now. So I would like -- I am concerned
18 that that was not part of -- one of their significant
19 and unavoidable impacts because that is a lot of -- that
20 is a financial hardship on our town if this moves
21 forward, the amount of construction that is going to go
22 on on our existing roads aside from the increased amount
23 of traffic once the project is complete.

24 MR. WHEELER: Quick question. You say you live
25 on Laird?



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Cont.

1 MEMBER OF THE PUBLIC: Laird Street.

2 MR. WHEELER: Laird Street, okay. So my
3 question is, you said you purchased the road. That is
4 not under -- is it maintained by the town of Loomis or
5 is it maintained by the homeowners?

6 MEMBER OF THE PUBLIC: No. We discussed in the
7 Planning Commission -- that when you purchase your home
8 you purchase the road in front of it. The cost -- your
9 property dollars go into maintaining that road. You
10 know, your tax dollars -- not necessarily that piece of
11 road, but my property tax dollars go towards maintaining
12 the street in front of me. So if there is an issue with
13 it then I would come to you guys and say, "I have an
14 issue with the road in front of me."

15 MR. WHEELER: I just want to make sure. My
16 road is a public road, but my neighborhood is
17 responsible for maintaining the road. Nothing comes out
18 of the town, which I am not real happy about. But yours
19 is maintained by the town?

20 MEMBER OF THE PUBLIC: That is my
21 understanding, yes. Because it runs right through -- I
22 am right between the* Uniform School and Harbor.

23 MR. WHEELER: As far as I know that is a
24 town-maintained road.

25 MEMBER OF THE PUBLIC: That is what I was told.

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1 I researched it before I came to you.

2 MR. WHEELER: I just needed clarification.

3 MEMBER OF THE PUBLIC: I just don't want it to
4 be a financial hardship and have a crappy road in front
5 of my house.

6 MR. WHEELER: Thank you.

7 MEMBER OF THE PUBLIC: Good evening and thank
8 you. My name is Gordon Medd. I am superintendent of
9 Loomis Union School District and I really want to speak
10 early and leave just because I want to make it clear
11 that I am not speaking in favor or against the project.
12 I am simply speaking on behalf of the district and the
13 impacts that the project would have on our district,
14 so -- and also the families that we would be working
15 with should the project be approved. So I want my
16 comments to be taken in that manner, please.

17 First of all, you know, as new families come in
18 as a district we are responsible for working with those
19 families, housing those students and educating the
20 students. And there is a point -- there is a part of me
21 that looks forward to strollers in Loomis because
22 they're almost an unidentified moving object. And so as
23 we look at the growth of our district our upper grades
24 are much -- are significantly higher impacted than our
25 lower grades. You don't have to go very far to figure

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1 out why that is. We just don't have a lot of young
2 families in the area. So we do look forward to
3 opportunities to bring young families to our school
4 district. Based on the location of the project,
5 obviously, Loomis Grammar School is walking distance
6 from the project. Loomis Grammar School is currently
7 full and there would need to be significant improvements
8 to house approximately about 200 students from the
9 project. Though this is not impossible, we have looked
10 at various ways that that could be done. We have
11 started workshops with our own board. In fact, we had a
12 workshop in April to look at this very issue. We have
13 been meeting with Todd Lowell, representative for The
14 Village, and we have looked at the impacts and possible
15 solutions. We look forward to continuing our
16 conversation in the near future -- very near future.

17 I don't know exactly -- that didn't mean to go
18 to yellow, did it? I don't know exactly when the
19 project would be approved, but what we are requesting is
20 that final approval of the project include recognition
21 of an agreement between LUSD and The Villages. We look
22 forward to completing the agreement in a very timely
23 manner and working with Todd very positively towards
24 that.

25 And again, we are not opposed and we are not in

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1 great support. We are neutral party that will house the
2 children that come out of that community and we will do
3 it well, like we are doing currently. We do look
4 forward to working closely with Todd and, most
5 importantly, the new families and community members that
6 will be part of The Village should you approve the
7 project. So we are just asking that we be considered
8 when you go to final approval.

9 MAYOR BAKER: Thank you.

10 MEMBER OF THE PUBLIC: Thank you.

11 MR. UCOVICH: I have a question I want to ask.
12 Since this project may come online at the same time as
13 Bickford Ranch Houses would those students for a period
14 of time all be housed in schools down here? Has that
15 been thought of?

16 MEMBER OF THE PUBLIC: That is a great
17 question. I think to answer that question I would say
18 we met actually with some of the -- looks like there is
19 an investor that is going to be moving Bickford. We met
20 with them last week actually. I anticipate probably not
21 seeing a first student from Bickford, just because of
22 the infrastructure that is required over there -- so
23 significantly different than all of what the documents
24 have shown for this project. They are looking at
25 two-and-a-half years of just simply the infrastructure.

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72-6
Cont.

72-7

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1 I don't see us getting the first student until 2019 or
2 beyond. And because of that development being a 50/50
3 split of age restricted and non-age restricted we will
4 see a much slower rate of students coming out of
5 Bickford. Could they be at the same place for a short
6 period of time? Yes. And so regardless, we are going
7 to need to do some work at some of our schools in the
8 district. And we have been doing workshops on looking
9 at what schools could house additional -- obviously, as
10 I am sure you all are aware, we have an agreement with
11 Bickford to build a school in Bickford Ranch, but you
12 need a number of students before you put shovel to
13 ground. So potentially we are planning for that.

14 MAYOR BAKER: Thank you.

15 MEMBER OF THE PUBLIC: Thank you. Good luck.

16 A. I am Patricia Wright. I am a -- 34 years that
17 I have lived here and when Loomis was bigger than
18 Rocklin. But anyways, I am concerned because of the
19 impact on our community itself being so much larger. I
20 figure that with 375 homes-plus there is going to be
21 over 1,000 cars per day more on our roads and the Taylor
22 and Horseshoe Bar as they exist cannot do that. I mean,
23 if you have been out there at 3 o'clock you know what
24 I'm talking about. You guys are going to have to do the
25 signals and widen the streets. There is going to be

72-7
Cont.

72-8

1 more than just put in a few roads and a couple
2 roundabouts. And the roundabouts in over there at
3 Wal-Mart, I don't know if you have noticed or not, but
4 they keep changing things in there because it is not
5 working real well. They keep having accidents. I do
6 not know the numbers on that, but I know there are quite
7 a few. And let's see here. And as far as walking, you
8 know, they put a lot of emphasis on walking community
9 and everything. And I live over off of Humphrey. And
10 when they put in Park -- Parker Whitney, that was the
11 whole deal. Everyone is going to walk. People do not
12 do that. They don't let their children walk. They are
13 too busy. We live in a lifestyle where you get in your
14 car and you go somewhere. They are not going to go
15 walking 10 minutes to get, you know, over there. I
16 mean, it is a shame but that is the reality.

17 And another big concern I have is with our old
18 infrastructure in town with the sewage and everything,
19 anyone that knows anyone that lives over there, it's
20 been a problem the whole time I've lived here. So are
21 we going to fix that before we go on -- you know, before
22 we make any more -- dig any more sewers or anything?
23 Are we going to fix those problems or does it feed into
24 those? I don't know. You know, so that's a concern
25 that I have. And let's see. And obviously, you know, I

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1 would rather not have this happen. So, thank you.

2 MEMBER OF THE PUBLIC: My name is Kyle Black,

3 6347 David Avenue. Going over, just trying to stick to

4 the EIR because that is why we are here today, a couple

5 of things in regards to the options to help mitigate

6 some of these significant and unavoidable impacts, a 10

7 percent reduction in the size of the project is

8 definitely something to think about, but I live right

9 behind where the project would go in and one of the

10 things that I didn't see addressed here today was the

11 width of the roads. It is going to be a significant

12 impact on my community especially with that awesome

13 walkway they are planning on putting through on

14 Thanksgiving, Super Bowl, graduations, major events. If

15 you can't park on the road inside of this neighborhood

16 where are these people going to park? Is there a

17 parking area for these people? And if there is no

18 parking area and there's a simple walk space to come

19 through my neighborhood, which has enough road space to

20 have a party in the street, are they just going to be

21 parking in my neighborhood? In front of my house?

22 Walking past my house? In regards to all of these

23 issues I -- one of the things that I didn't notice on

24 this report -- 10 percent reduction doesn't do much in

25 regards to mitigating the significant and unavoidable

72-11
Cont.

72-12

72-13

72-14

1 impacts.

2 The other one, going back to the education,
3 200-plus students going to an impacted school, we don't
4 have necessarily a lot of strollers here. Looks like
5 there will be. I know I have four strollers at home.
6 So they are not extinct. We walk all the time. But in
7 regards to that, in order for me to get my son into the
8 charter school at Loomis I have to register multiple
9 years ahead of time and cross my fingers that I get into
10 a school that is literally two football throws away from
11 my house. And that is something that I think is a
12 significant and unavoidable impact in regards to that.

13 The last thing I really would like to discuss
14 is more about the environmental impact. When we talk
15 about the environment -- and I am not a hippie, but when
16 we talk about the environmental impacts what we have
17 here is -- a 10 percent reduction doesn't mitigate any
18 of that. It does very little to mitigate the amount of
19 greenhouse gases, the destruction of all the trees, the
20 destruction of the historical landmarks. Very little
21 change was made in regards to that plan with that 10
22 percent reduction. Snipping a house here or there
23 doesn't really do much in regards to the environmental
24 impact that would take place on top of the pollution
25 possibly running off into our streams which are already

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↑ 72-14
Cont.

72-15

72-16
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1 contaminated anyway.

2 So I would like to see a little bit more
3 information in regards to how the changes or the
4 acceptable alternatives or the suggested alternatives --
5 how do those really mitigate or change any of these
6 significant and unavoidable impacts? Sorry. Ran out of
7 time. Thank you.

8 MAYOR BAKER: Thank you. Anyone else? All
9 right. Seeing none -- anyone?

10 MR. UCOVICH: I would just like to point out if
11 you do not come up and express your comments they don't
12 go into the EIR and won't be responded to. So if you
13 have a concern you need to come up and mention it. If
14 not, that's fine, but then it doesn't become part of the
15 document review if you don't say something.

16 MEMBER OF THE PUBLIC: But your written ones
17 do?

18 MAYOR BAKER: Right.

19 MEMBER OF THE PUBLIC: William Wright, 5853
20 Mareta Lane, also 3515 Laird Street where my grandson
21 and great grandson reside. I'm hoping he will be going
22 to Loomis Elementary since it is 100 yards from the
23 house. But I am really concerned that the EIR doesn't
24 address the -- issues raised by the district on how we
25 are going to put these students in there. There is a

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72-16
Cont.

72-17

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1 waiting line to get into schools. And we have had
2 another child living in that house had to go over to H
3 Clarke Powers even though the school was within walking
4 distance because there was no capacity at the school.

72-17
Cont.

5 And I also think that some of the comments on
6 the roads were -- the roads in Loomis are not very good.
7 We can't afford to maintain them. My wife and -- my
8 wife and I are cyclists and you can't believe how rough
9 the shoulders are or missing the shoulders are right
10 now. Now we are going to basically increase the traffic
11 on these roads by 25 or so percent. It is these young
12 families moving around, doing all sorts of things. I
13 think the EIR -- we need a better plan than a couple of
14 roundabouts to deal with the roads. So I really would
15 like to see the impact report deal with the roads.

72-18

16 And have we identified what those historical
17 sites are that are going to be vaporized?

18 MS. ROSE: It is in the EIR. Yes, it is
19 identified.

72-19

20 MEMBER OF THE PUBLIC: Are they -- any
21 preservation going to be done on those?

22 MS. ROSE: It is in the EIR.

23 MEMBER OF THE PUBLIC: Sorry. I haven't
24 reviewed it fully. So I would like the schools, the
25 road impact and -- the school impact especially

72-20

1 addressed in the -- in the more complete EIR. Thank
2 you.

↑ 72-20
Cont.

3 MAYOR BAKER: Thank you. All right. Any other
4 public comment? Seeing none, I will close --

5 MEMBER OF THE PUBLIC: I would like to make a
6 comment.

7 MAYOR BAKER: Yes, ma'am. Come on up.

8 MEMBER OF THE PUBLIC: I am called "Big mouth
9 Nancy Bitler." I don't have a piece of paper, but this
10 is my concern. I live in a mobile home park right there
11 on Walnut right close to Horseshoe Bar Road. You know
12 how close I am. What kind of impact is that going to
13 have on anybody walking, like all of the people -- and
14 they walk across that street to go to Raley's? If you
15 put a roundabout in there on Doctor's -- roundabout
16 there it's already scary just to walk across that
17 street. And then again to see the highway patrol, the
18 way they come in there and cut through there and then
19 cut out of there to get on to the freeway -- all the
20 impact of the new added traffic that's coming through
21 there, are we going to get a new overpassing to control
22 some of the traffic that is going to it be coming
23 through?

72-21
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72-22

24 And we also have the concern with -- the fire
25 department is right there. And when you have an

1 emergency how are you going to deal with the amount of
2 traffic that we already get there? I have a hard time
3 sometimes just getting out of there. I usually go out
4 Oak Street, go up around, come out on Taylor Road up
5 there in order to come back into town because to walk
6 for me on Horseshoe Bar Road is the most dangerous thing
7 I have ever tried to do. There is no place to walk on
8 the left-hand side of that street. Nothing -- there is
9 no place. I almost kill myself trying to get away from
10 traffic coming down there. Are we going to take into
11 consideration that those roads are going to have to be
12 widened and sidewalks put in? This is the main entrance
13 into our town. And also, speaking of sidewalks, there
14 are no sidewalks over on that part of town -- very few.
15 Most of those roads in there like -- my mind went blank,
16 but where Cornia (sic) is, there are -- those streets --
17 there is no sidewalks. There is ditches. That is our
18 downtown, fellas. We need -- we need very much to
19 improve some of our downtown -- what do you call it? We
20 want to make it beautiful or make it appealing to people
21 who want to live there. My name is Nancy Bitner. I
22 have lived here since 1976. So I've been around here a
23 long time and nothing has ever changed in those streets.
24 That's all I have to say.

25 MAYOR BAKER: Thank you.

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72-22
Cont.

72-23

72-24

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1 MEMBER OF THE PUBLIC: I'm Irene Hape, 5713
2 Mareta Lane. And one thing I haven't heard -- I mean,
3 we have heard the traffic. I can appreciate the trying
4 to get through here at 3 o'clock or in the morning when
5 you are going to work. Friday afternoons, Taylor
6 Road -- we all know what that's like, right? But one
7 thing I haven't heard addressed is crime -- increased
8 crime. And I don't know if that's considered an
9 environmental impact, but we have got how many sheriffs
10 here? I mean, Sac PD is low on police officers. The
11 government just doesn't have the money, right? So let's
12 all think about the increased crime that we are going to
13 get in our town. And are we going to have the officers
14 available to address that? So I think that is a big
15 one. That is a concern for me. I -- I came here in '90
16 in Roseville. I am running from the Bay Area. We are
17 going to end up one of those towns sooner rather than
18 later, it sounds like. And it is just very a sad thing.
19 But I just wanted to get in there crime as well. I
20 think it is very important to think about that. Thank
21 you.

22 MAYOR BAKER: Thank you.

23 MEMBER OF THE PUBLIC: Hi. I am Velma Wright,
24 5853 Mareta Lane. You have already heard from my
25 husband. We are cyclists. We also do a lot of walking

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1 or I do a lot of walking, especially at night. There
2 isn't a single street light anywhere. Typically it is
3 all yard lights that light my way. I am concerned, like
4 Irene, about the increase in crime that we are going to
5 see. There's already been an increase just because we
6 have Wal-Mart and Target now in our backyard. We have
7 got plenty of shopping here. We came here from Citrus
8 Heights because this is a small town. Sorry. That's
9 what we are all looking for. We like that small town
10 atmosphere. Loomis is that atmosphere. Now we are
11 going to increase the population and it is going to
12 change, not for the better. The roads will deteriorate.
13 All the improvements will go into the new area not into
14 the areas that need it, not over on Walnut where I also
15 walk. And you are right. It is very dark. It is scary
16 there. And one thing I have always enjoyed about
17 Loomis -- and I do walk at night because it is quiet and
18 I feel safe. Since Wal-Mart and Target came in I lock
19 all of my doors now. I never used to feel that way.
20 Just coming home last weekend from watching the Tour de
21 California down in Sacramento there were these four
22 putzes walking down the road, flagging us down. "We
23 need help. We need help." By the time we left them I
24 felt really insecure. I felt like they would follow us
25 home to harm us. They were trying to get into our truck

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Cont.

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1 while we were trying to help them. "Oh, my cell phone
2 is dead. Help me. Help me." They were doing all kinds
3 of really skeezy things. They weren't from around here.
4 They didn't know where they were at all. Oh, "Our Uber
5 driver dropped us off." Can't imagine why. They were
6 just really jerks.

7 So, it's -- Loomis is a good town. We have
8 raised our child here. She has raised her children here
9 and we hope our great-grandchildren here. And we hope
10 to stay, but I feel like we are going further and
11 further up the hill because we are losing this small
12 town atmosphere.

13 And I'm really concerned about the impact on
14 the critters. They were here first and we are shoving
15 them out of their homes. If there is a deer population
16 it is because they are trying to escape from where their
17 land has been taken away. They were here. They had
18 homes. Now they don't. So it is impacting all of us
19 and I don't know why we need additional homes. You
20 know, we are good. You know, it just doesn't make sense
21 to me. This is a small town. Let's keep it this way.
22 We have fought for years and years and years to keep it
23 that way and I think we should continue. Thank you.

24 MAYOR BAKER: Thank you.

25 MEMBER OF THE PUBLIC: Craig Sanborn, 3900

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Cont.

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1 Circle Drive. I was considering e-mailing in my
2 comments, but I feel like I should read them tonight.
3 The environmental impact of this project would be far
4 more costly than beneficial to the town of Loomis. We
5 need slow, sustainable growth, not 426 units of high
6 density infill development. We need to focus on our
7 historic downtown core not build another new retail
8 development that would take business away from downtown.
9 Our schools are great and they are full. How would we
10 handle another 426 families? We have heard our downtown
11 businesses are struggling. How will they fare? How
12 would they fare with five years of heavy construction,
13 traffic and road work? What impact would that have on
14 our town? This project would have multiple negative
15 impacts on our small town growing far too fast and
16 beyond the appropriate slow growth plan of the council.

17 Our traffic issues would become far worse
18 during the five-year construction project. And after --
19 with the increase of 1,200 new residents crime would
20 increase undoubtedly and our schools and youth sports
21 would be further impacted. For what? Are we asking for
22 this kind of high density development? At the core of
23 every citizen here should be the question, is this in
24 the best interest of the town of Loomis? In a short
25 period of time roughly 800 residents signed a petition

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Cont.

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1 to stop this kind of development believing that it is
2 not in the best interest of our town. I believe there
3 are far more who feel the same way. The cost-to-benefit
4 analysis on this project weighs too heavily on cost and
5 falls short on benefit. I, along with many others,
6 implore the council to stand by the slow growth plan
7 adopted by the town of Loomis. Thank you.

8 MEMBER OF THE PUBLIC: Hazel Himeline, 3443
9 Barton Road. I hope you are real proud. I remembered.
10 I wasn't really planning on speaking, but I have been
11 here a while too. And I can't remember exactly what the
12 population of Rocklin was when I moved here. We bought
13 a ranch over on Barton Road and -- but it wasn't very
14 big. There was nothing. It was a gas station, a
15 pancake house at the road. There was no Granite Drive
16 or anything and now there are over 62,000 people.
17 Loomis is at -- what -- 6,200 and something, about 67.
18 And when we moved here it was 5,000-something. So we
19 have had a slow growth. I was on the Planning
20 Commission for the first general plan update and zoning
21 ordinance. We stuck to it. We made a design of the
22 town just like you see up there. There is a core area.
23 There is areas that have larger parcels on the outside
24 to keep it looking rural. And all of the EIR stuff that
25 is coming out here is only to -- the things to mitigate

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Cont.

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1 it and ones that aren't able to be mitigated are
2 standard in every project around the country, even
3 though you may not have some of the things. But I think
4 it gets a little off track to not focus on exactly what
5 the issue is that you are dealing with to look at the
6 other problems. Because traffic, all those kinds of
7 things, are things that you come to the council at any
8 time to discuss a concern about. And I am sure that the
9 development when it happens -- if and when it happens --
10 that they will definitely have to take a look at that
11 because you guys were all really tough about people
12 doing what's right when they come here and the Planning
13 Commission is too. And we have never had a bad one
14 happen -- anything bad or derogatory happen in the form
15 of a project.

16 And I don't know. I love this town. Everybody
17 knows me knows I have a passion for it or I wouldn't
18 have given you 18 years of my life. But I just want the
19 people coming here to know that we are still going to be
20 good people. We don't call each other names. We stop
21 and let somebody walk across if they are going to the
22 Post Office. We don't speed through town. The new
23 people will learn that too. And some of my children
24 might be living there someday. They want to stay here
25 too. They grew up here. They went to high school,

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Cont.

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1 Sierra College. They want to live here, but there are
2 no homes available. There is no apartments, nothing
3 available for them to stay. I have friends that are a
4 little older than me that want to downsize and get into
5 a smaller home. They can't take care of this big yard
6 and stuff anymore. There is no place for them to go.
7 They don't want to move out of town. They have been
8 here 30 to 60 years. So I think that just -- you have
9 to look at the things -- whether it is really going to
10 hurt us or not and the traffic and everything else. We
11 have more traffic now than we did before the kids quit
12 riding the school bus, but you can't determine what is
13 going to happen in the future completely. You just try
14 to do your best. All I want to say is whatever happens,
15 whether this goes or doesn't, this still is a nice
16 community and it is not going to change because we are
17 not going to turn overnight.

18 MAYOR BAKER: Thank you. Any other public
19 comment? All right. Seeing none, I will close public
20 comment. And I would like to remind everybody that you
21 can continue to e-mail in as you have ideas, you have
22 things -- please continue to send those in. We make
23 them part of the record so that that can be accounted
24 for. So if you go home and you find something, think of
25 something, please send it on. We greatly appreciate you

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Cont.

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Response to Comment Letter 72

Verbal Comments Made During Town Council Public Hearing May 31, 2016

72-1 This comment questions how the permit from the U.S. Army Corps of Engineers (Corps) affects the project’s EIR and how the project needs to complete all aspects of the permit.

The Corps permitting process is a Federal government process under Section 404 of the Clean Water Act and operates under the National Environmental Policy Act (NEPA), which is separate from the CEQA process. The Corps regulates what are known as Waters of the U.S. In fact, the CEQA process is required to be complete prior to issuance of the 404 permit. After issuance of the 404 permit by the Corps, the project would be required to comply with all requirements and conditions provided in the 404 permit. Therefore, the EIR does not need to include all aspects of the permit; however, the project cannot impact waters of the U.S. without issuance of and compliance with the 404 permit.

72-2 This commenter reads the language from the Corps public notice associated with the project’s 404 permit application and questions whether a second permit application is required.

A second permit is not required for the project; the “permit” that the commenter describes is the November 2014 application for the required permit from the Corps. The commenter is referring to the expiration of the Corps’ public notice and comment period for the permit application, which closed on November 6, 2014. Any public comments received by the Corps would be addressed during their permit process.

72-3 This comment asks whether the project will have senior housing, who will own the property, and whether the owner will enforce the activities there. Additionally, the commenter asks to whom she should complain if something “goes wrong” at the property.

As presented in EIR Chapter 3, Project Description, the proposed project and Modified Transportation Alternative do not specifically propose to develop senior housing. However, it is possible that the multi-family component of the project could be developed as senior housing in the future. Any complaints regarding unlawful activities in any portion of the project site should be directed to the Placer County Sheriff. Impacts to law enforcement are evaluated in section 4.12 of the EIR and found to be less than significant.

72-4 This comment questions if the Corps will need a second application or if the original permit is sufficient. Additionally, the commenter states that Corps was especially concerned about the water going into Secret Ravine.

The permitting process is a Federal government process and operates under NEPA, which is separate from the CEQA process. The applicant is currently working with the Corps to obtain the permit for which applications were filed in 2014. The EIR does not need to include all aspects of the permit. Please refer to response 72-2 above.

72-5 This comment states that the Draft EIR does not address impacts to the conditions of the public roads during construction.

As discussed in response 37-3, daily construction traffic would typically include passenger cars and trucks used by construction workers for their commutes and vendors making material deliveries. Heavy equipment would generally be brought to the site at the beginning of the construction period and remain on site throughout construction, rather than arrive to and leave from the site daily. While some damage to public roads could occur during construction, such damage does not indicate that project construction would result in significant environmental impacts. Daily construction traffic volumes would be less than daily traffic volumes during project operation, as shown in the CalEEMod air quality modeling results provided in Appendix G of the EIR.

72-6 This comment, made by the Loomis Union School District (District) Superintendent, outlines that the project will impact higher grades more so than lower grades, as there is declining enrollment with each incoming grade. The commenter requests that, if the project is approved, the District and the project come to an agreement as to how Loomis Grammar School will accommodate the additional 200 students when the school is currently at capacity. The comment also states that the District welcomes the opportunity for younger families moving into the community, but remains neutral on the project.

This comment does not identify any discrepancies or inaccuracies in the content of the Draft EIR. Please refer to Master Response 9 regarding the project's effects related to school capacity.

72-7 This comment, responding to the idea of how the District would accommodate both the Village and Bickford Ranch projects, stated that the Bickford project is not anticipated to begin housing construction until 2019, and, therefore, the District would be able to accommodate both.

- This comment does not identify and discrepancies or inaccuracies in the content of the Draft EIR.
- 72-8** This comment asserts that the impact of more traffic will require “more than just ... a few roads and a couple roundabouts.”

As discussed in response 8-8, the proposed project’s and Modified Transportation Alternative’s potential impacts on traffic and the circulation system are analyzed in Section 4.6. The EIR examines eight potential impacts to traffic and circulation, and, of those impacts, five would be less than significant or no impact, and two would be reduced to less than significant with incorporation of mitigation. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project’s contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project’s contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of these impacts.

- 72-9** This comment states that the roundabout at Sierra College Boulevard leading into the Rocklin Crossing commercial center (Walmart) is not working, and there are quite a few accidents.

Please refer to Master Response 6 and response 33-3 for a discussion of the use of roundabouts. Roundabouts are anticipated under the Town’s recently updated Circulation Element. They are an increasingly common tool for managing traffic flows. There are several roundabouts in surrounding communities, and most drivers are familiar with this type of intersection. Caltrans has published a Roundabout Inventory Report that documents the benefits of the use of roundabouts as including a reduced number of accidents compared to most types of intersections (35% reduction for single-lane roundabouts, 76% reduction for multi-lane roundabouts) and a 90% reduction in accident fatalities.

- 72-10** This comment asserts that people are not going to walk.

While there is no requirement for future residents of the project to walk to nearby schools, services and job opportunities, the project provides the opportunity for residents to walk due to the close proximity of uses surrounding the project due to its infill nature. The traffic impacts analysis does not assume any reduction in trip

generation associated with the project due to residents walking to nearby locations.

72-11 This comment expresses concern about the current infrastructure, especially sewer.

Public services are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce service impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to public services would be reduced to less than significant levels. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information.

72-12 This comment suggests a 10% reduction in the size of the project.

A 10% reduction is described and analyzed in Alternatives 3a and 3b in Chapter 5. Please refer to Section 5.3.3 for further information.

72-13 This comment expresses concern that adjacent neighborhoods would be exposed to issues from people parking and walking those neighborhoods.

In Section 4.6.3 under Impact 4.6-7, the EIR finds that the proposed project and the Modified Transportation Alternative would have a less than significant impact on congestion due to lack of sufficient parking capacity on site and off site because the project would provide sufficient parking to meet the typical parking demands of the proposed land uses. Specifically, the proposed project and Modified Transportation Alternative would provide a two-car garage for every residence, two additional off-street parking spaces on each driveway in the traditional single-family district, on-street parking throughout the other residential districts, and one parking space for every 250 square feet of office space, commercial space, and non-residential space within the mixed use district. Refer to Master Response 5 for additional discussion of the proposed provisions for parking within the project site.

The project is designed to encourage walking to schools, shopping, and other services and facilities in the Town. Increased numbers of pedestrians in local neighborhoods would not create or contribute to adverse environmental effects.

72-14 This comment states that a 10% reduction does not do much to reduce significant and unavoidable impacts.

As discussed in EIR Chapter 5, the project alternatives selected for analysis are those that can reduce the project's significant impacts while still being capable of meeting most of the basic project objectives and being feasible to implement. The 10%

reduction was considered as an alternative that could reduce some of the project's significant impacts, such as adverse visual effects and loss of biological resources. However, many of the project's significant and unavoidable impacts, such as adverse visual effects, would occur under most scenarios that include development of the site. Thus, these impacts are also seen in Alternative 1b, which would develop the site as described in the General Plan zoning designations, Alternative 2, which would develop the site with a road network that matches that of the Circulation Element, and Alternatives 3a and 3b, which consider reduced densities on-site within the same development footprint. Some of the impacts also remain under Alternative 4a and 4b, which consider a reduced development footprint.

- 72-15** This comment states that impacts to schools are significant and unavoidable, as the schools are at capacity, and to get into the nearby charter school, parents have to register years in advance.

Please refer to Master Response 9 for discussion of the impacts to schools. The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that, although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment. The EIR concludes, consistent with Senate Bill 50 and CEQA Guidelines Section CEQA Guidelines Section 15130(3), that with payment of the required development impact fees, the proposed project's and Modified Transportation Alternative's impacts on schools under both the existing and cumulative conditions would be reduced to a less than significant level.

- 72-16** This comment suggests that the alternatives should be designed to reduce impacts to the environment.

Refer to response 66-69 which states that the project alternatives selected for analysis are those that can reduce the project's significant impacts while still being capable of meeting most of the basic project objectives and being feasible to implement and summarizes the impacts intended to be addressed by each project alternative included in the EIR.

- 72-17** This comment expresses concern about the impacts to the schools.

Please refer to Master Response 9 and response to comment 72-15 which states that impacts to schools were determined to be less than significant with payment of the required development impact fees, consistent with Senate Bill 50 and CEQA Guidelines Section CEQA Guidelines Section 15130(3).

72-18 This comment expresses concern about the project’s impact to the condition of the roads.

Under either the proposed project or the Modified Transportation Alternative, the project is not expected to introduce traffic volumes or vehicle types to the local transportation network that would lead to substantial damage to public roads or any associated environmental effects. The project would not introduce large non-passenger vehicles that would be capable of damaging roads to the local transportation network. During construction, heavy equipment would be brought to the site and remain on-site throughout construction, rather than travelling to and from the site daily.

72-19 This comment questions if historical sites have been identified.

As Town Planner Ms. Rose replied at the hearing, the EIR contains analysis of historical and cultural impacts in Section 4.4.3 and subsequent mitigation measures in Section 4.4.4.

72-20 This comment concludes the commenter’s speaking time.

This comment does not raise environmental issues, and no response is required.

72-21 This comment expresses concerns about traffic on Horseshoe Bar Road and Doc Barnes Drive, and the safety of pedestrians.

As discussed in response 8-8, the proposed project’s and Modified Transportation Alternative’s potential impacts on traffic and the circulation system are analyzed in Section 4.6. The EIR examines eight potential impacts to traffic and circulation, and, of those impacts, five would be less than significant or no impact, and two would be reduced to less than significant with incorporation of mitigation. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project’s contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project’s contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact

under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of these impacts.

As discussed in Master Response 6, construction of the Webb Street extension, its associated roundabouts, and the Doc Barnes Drive extension is expected to divert traffic from portions of Horseshoe Bar Road and Taylor Road, thus reducing congestion on these segments and their associated intersections

As discussed in response 11-17, safety impacts are addressed in EIR Section 4.6.3, Impacts, under Impacts 4.6-2 and 4.6-4. Impact 4.6-2 evaluates impacts to vehicle safety due to roadway design features, and concludes that the project would not introduce non-passenger vehicles to the local roadway network and would result in no impact related to roadway and vehicle safety. Impact 4.6-4 evaluates safety related to pedestrians and bicyclists and concludes that impacts would be less than significant with implementation of Mitigation Measures 4.6b and 4.6d, which require installation of a traffic signal at King Road and construction of intersection bulb-outs at all public street intersections on Doc Barnes Drive.

72-22 This comment questions how the project will impact emergency services.

The proposed project's and Modified Transportation Alternative's impact to emergency services is included in Section 4.12.3. As discussed in response 10-5, the EIR concludes that the proposed project and Modified Transportation Alternative will have a less-than-significant impact to emergency services. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information.

72-23 This comment states that Horseshoe Bar Road is dangerous to walk on, as the left side of the road does not have sidewalks.

The comment is correct that the segment of Horseshoe Bar Road between Doc Barnes Drive and Library Drive does not have sidewalks. The proposed project and Modified Transportation Alternative would provide a portion of the sidewalk in this location, along the project site's frontage on Horseshoe Bar Road, which would result in safer pedestrian conditions.

72-24 This comment asserts that the downtown area needs to be revitalized and sidewalks need to be installed.

The EIR evaluates the proposed project and the Modified Transportation Alternative as proposed. The project would be funded by the project applicant and would not rely

on Town funds. Thus implementation of the project would not impede the Town's ability to pursue public projects in the downtown area or other locations in Town. The Town began construction of Phase One of the Downtown Master Plan in June 2017. This project will replace the sidewalk on Taylor Road from Horseshoe Bar Road to Oak Street. The project is funded by a grant from the Active Transportation Program and the Town's reserves for Capital Improvement Projects. This information has been added to page 4.6-4 of the EIR.

72-25 This comment states that there will be an increase in traffic.

As discussed in response 8-8, the proposed project's and Modified Transportation Alternative's potential impacts on traffic and the circulation system are analyzed in Section 4.6. The EIR examines eight potential impacts to traffic and circulation, and, of those impacts, five would be less than significant or no impact, and two would be reduced to less than significant with incorporation of mitigation. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of these impacts.

72-26 This comment expresses concern that there will be an increase in crime and that there will not be enough officers to address these issues.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably be expected to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase. The commenter does not provide any evidence to support the notion that there would be an increase in crime and it would be speculative to assume otherwise. Refer to response 10-5, which summarizes the EIR's evaluation of impacts to law enforcement in Impacts 4.12-18, 4.12-19, and 4.12-20, and its conclusion that these impacts would remain less than significant. The comment does not identify any deficiencies or inaccuracies in the Draft EIR.

72-27 This comment states that there is a lack of streetlights and the project will increase crime.

As discussed in response 72-26, it is not expected that the project would result in an increase in the per-capita level of crime in the vicinity. The lack of streetlights is consistent with the Town's design standards and would serve to minimize the adverse effects the project could have on community character.

72-28 This comment states that the increase in population will destroy the small-town feel of the Town and deteriorate the roads.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and the Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on the Town's character but does not identify any deficiencies or inaccuracies in the Draft EIR.

72-29 This comment states that the development at Sierra College Boulevard (Walmart and Target) has created an environment in which she does not feel safe.

This comment does not raise environmental issues related to the project or identify any deficiencies or inaccuracies in the Draft EIR and no response is required.

72-30 This comment expresses concern about impacts to wildlife.

Biological impacts are evaluated in Section 4.3.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.3.4. The EIR concludes that all potential impacts to biological resources would be reduced to less than significant except for a cumulative loss of habitat for common and special-status wildlife species (Impact 4.3-6). Please refer to the impact assessments in EIR Section 4.3.3, and the mitigation measures provided in EIR Section 4.3.4 for additional information.

72-31 This comment states that Loomis does not need any more houses and it should remain a small town.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the visual character of the project site and its surroundings. This comment raises an objection to

the project based on concern over the project's impact on the Town's character but does not identify any deficiencies or inaccuracies in the Draft EIR.

72-32 This comment states that the project will be more costly than beneficial. The comment also states that it will impact traffic, will impact schools, and will increase crime. Finally, the comment states that the Town should focus on slow growth and support the revitalization of the downtown area.

As discussed in response 8-8, the project's potential impacts on traffic and the circulation system are analyzed in Section 4.6. The EIR examines eight potential impacts to traffic and circulation, and, of those impacts, five would be less than significant or no impact, and two would be reduced to less than significant with incorporation of mitigation. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of these impacts.

As discussed in response 64-9, the EIR evaluates the proposed project and the Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The project's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably expect to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase and it

would be speculative to assume otherwise. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

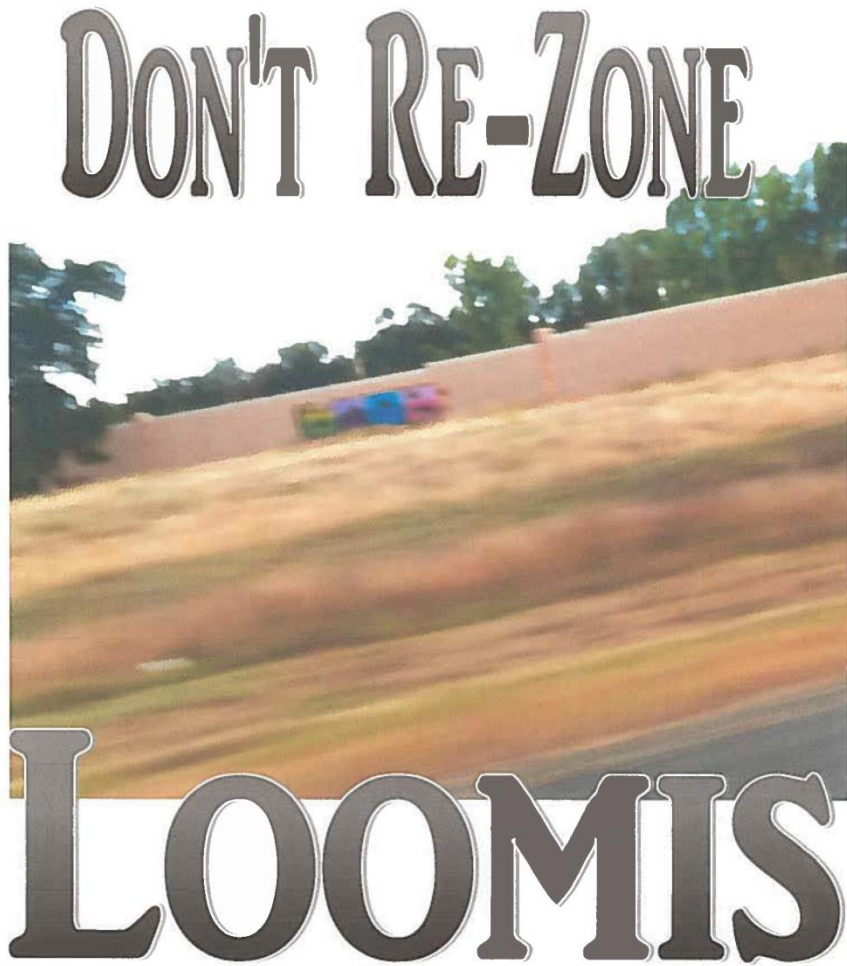
As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact related to population growth but does not identify any deficiencies or inaccuracies in the Draft EIR.

There are no currently proposed projects to redevelop or revitalize downtown. The proposed project development would be funded by the project applicant and would not draw resources from the Town that could be used to pursue public projects downtown or elsewhere in Town.

72-33 This comment states that growth is needed because Loomis does not have housing variation or vacancy, and, if Loomis does grow, its citizens need to ensure that the small town friendliness and neighborliness remains.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

Comment Letter 73



“They have certainly heard the wishes of the people who live in and support our town. Surely they will listen to the voters, after all they are serving to represent the people of Loomis, not the greedy developers.”

Nancy Friese, via Loomis Community Post on Facebook 5/24/2016

73-1



Loomis, Where a Small Town is Like a Big Family!

The Village at Loomis will dramatically change the culture and unique character of Loomis if zoning changes are allowed as proposed by this development.

73-2

Let the town council know you are against these drastic zoning changes.

This purpose of this petition is to urge the Loomis Town Council to not change the current zoning map.

Proposed changes will allow 426 dwelling units between Horseshoe Bar and King Rd. This project is expected to increase the population in Loomis by 18.5% over the already projected growth through 2019. The proposed zoning changes will also accommodate 129 units for "very-low" and "low-income" housing as well as including a high density multiple family residential component (i.e. apartments) of approx. 117 units.

73-3

The EIR, which I urge you to read and respond to, states that it wants to "implement smart growth principles of concentrating growth in a compact, walkable, urban center ..." Concentrating growth in a compact manner means overcrowding, small lots, zero lot lines...etc. Nothing about Loomis should concentrate on or around an urban center.

73-4

The beauty of Loomis is the rural setting and slow growth philosophy.

KEEP THE CURRENT ZONING MAP AS IS- DO NOT MAKE ZONING CHANGES.

73-5

The Village at Loomis Development has an alternative plan which does not change the current zoning. Let's look at that plan!

STAY COMMITTED TO SLOW QUALITY GROWTH

#	Name	Date	Comments
1	Connie Mancasola	5/6/2016 17:12	
2	Timothy Clegg	5/6/2016 17:28	
3	Anne DeMar	5/6/2016 17:51	Love Loomis the way it is....small town charm
4	Cozette Koenig	5/6/2016 18:24	
5	Erika Small	5/6/2016 18:45	
6	Lisa Smith	5/6/2016 18:56	I do not advocate changing the zoning or approving this development.
7	Matt McCabe	5/6/2016 19:04	I have no doubt this development will radically alter the character of downtown Loomis and my kids' school. I am also concerned about increased traffic on Taylor and Horseshoe Bar...and the Raleys parking lot will become an absolute nightmare.
8	Leslie Stephens	5/6/2016 19:09	
9	Jennifer Dunmore	5/6/2016 19:12	
10	Kristy McCabe	5/6/2016 19:17	Please keep Loomis a small town.
11	Sandra Calvert	5/6/2016 19:23	ineant our general plan to be followed. No want the residents on Day to be happy as well.

I 73-6

I 73-7

I 73-8

I 73-9

I 73-10

I 73-11

12 Fred Beltjens 5/6/2016 19:35

13 Karen Hill 5/6/2016 19:47

As a resident directly impacted by this zoning proposition, I do not support this change. There will be a direct loss to property values in and around this proposed area. There are too many variables. Loomis does not have the infrastructure to support this change, and it is NOT the reason I chose to live and raise my children in Loomis. If I wanted the type of community that is currently looking to be developed, I would have bought somewhere else. There will no longer be a small town feeling. What is desperately need is more green space for sports related activities.

I 73-12

I 73-13

I 73-14

Catherine
Murphy
14 Webster 5/6/2016 20:12

I 73-15

We dont need anymore sprawl. We do not have police/fire/town staff to support this change. Our downtown looks run down. Our roads are falling apart. More housing density will make this worse. Our town council cannot manage what we have. Our schools cannot absorb more students either.

I 73-16

I 73-17

I 73-18

I 73-19

Jennifer
16 Higginbotham 5/6/2016 20:44

17 Jennifer Molini 5/6/2016 20:44

18 Denise Lambert 5/6/2016 21:14

19 Jenn Edwards 5/6/2016 21:16 My family and I moved to Loomis because of the small town environment. This project is NOT SMALL TOWN! Do not turn Loomis into an over populated small town.

I 73-20

20 Renee Barba 5/6/2016 21:16

Stephanie
21 ODonnell 5/6/2016 21:21

22 Elisabeth Larkin 5/6/2016 21:29

23 Kimberly Bixler 5/6/2016 21:31

24 Andrea DuBose 5/6/2016 21:31

25 Evelyn Bowers 5/6/2016 21:40

26 Mike Griswold 5/6/2016 21:41 NO!!!!

27 Amber Foster 5/6/2016 21:53

28 Renee
ODonnell 5/6/2016 21:59

29 Heidi Brink 5/6/2016 22:02

30 Michelle Crews 5/6/2016 22:05 Keep it country Loomis!

I 73-21

31 Ellie Lagerquist 5/6/2016 22:06

32 Lori sutter 5/6/2016 22:09 Keep town small

I 73-22

33 Jamie
Rodriguez 5/6/2016 22:11 Keep Loomis small!

I 73-23

34 Rachael
Mikelionis 5/6/2016 22:12 We moved here from Lincoln, a neighboring community, to get out of track home living. We paid a high price to do it also. Growth in Loomis is not the problem, it's the TYPE of growth that is proposed that is the issue. This needs to be changed!

I 73-24

35 Betty Succo 5/6/2016 22:22

36 Alexis Whiteley 5/6/2016 22:23

37 Robin Glick 5/6/2016 22:23

38 Sara martin 5/6/2016 22:24 Keep loomis small, as long time resident of Placer county, sad to see all the growth and change. How is horseshoe bar rd and Taylor rd going to handle the increase traffic?

I 73-25
I 73-26

39 Alivia Montoya 5/6/2016 22:27 Keep loomis the small town we all grew up in and love.

I 73-27

40 Jennifer Evans 5/6/2016 22:30 Stay small.

41 Rebecca Wright 5/6/2016 22:33

42 Katherine chatterton 5/6/2016 22:36

43 Tara Engelbrecht 5/6/2016 22:36 This development is NOT for Loomis!!! Our schools, streets, and community say, NO THANKS!!

I 73-28

44 Deanna Barba 5/6/2016 22:38

45 Ashley Petkus 5/6/2016 22:40 Loomis is great because it's small. I grew up in this area and it's one of the few places I feel safe 24/7. This kind growth will just increase crime, traffic, and diminish our schools. Small changes make sense but this is absolutely ludicrous.

I 73-29

46 Katie Stromberg 5/6/2016 22:40

47 Denita Patton 5/6/2016 22:42 Please dont allow this to happen to our little town!

I 73-30

48 Josh Blackwood 5/6/2016 22:47

49 Lacey Duncan 5/6/2016 22:49

50 Tracey Madden 5/6/2016 22:55 We just moved here for the small town atmosphere, this is a horrible plan.

I 73-31

51 Terrence milburn 5/6/2016 22:55

52 Lisa Shaver-Neill 5/6/2016 22:55

53 Stephanie Steiner 5/6/2016 22:59

54 Cody Barker 5/6/2016 22:59 Keep it small
I read the comments on the contractors website about how everyone is so excited at the prospect of this development. what a joke! I grew up in Loomis and know many of the families with deep roots here a not be is excited. There are plenty of tract homes in Rocklin, Roseville or Lincoln that these people can choose from!

I 73-32
73-33

56 Susie Alwin 5/6/2016 23:04

57 Katie 5/6/2016 23:04 Please keep loomis small!!

I 73-34

58 Christen Edwards 5/6/2016 23:07

59 Joey zappala 5/6/2016 23:08 Loomis will be the next rocklin if this happens

I 73-35

60 Lisa Ward 5/6/2016 23:09

61 Correen Carroll 5/6/2016 23:10 Keep Loomis small!

62 Seanna Soria 5/6/2016 23:14

63 Scott Edwards 5/6/2016 23:15

64 Christie Willis 5/6/2016 23:15

65 Catherine Hicks 5/6/2016 23:16 Keep Loomis the small town we all moved here for!!!

I 73-36

66 Marcie Holman 5/6/2016 23:21 The only people who want this are developers who see a good thing and want to exploit it. They will destroy what is most valued in this community.

I 73-37

67 Mykaela 5/6/2016 23:21 Keep Loomis a small town but a big family. Not big town no family..

I 73-38

68 Ronnie Raddigan 5/6/2016 23:23

69 Karley Spaulding 5/6/2016 23:25 Let's keep Loomis country.

I 73-39

70 Sandy mclaughlin 5/6/2016 23:26

71 Christine Brennan 5/6/2016 23:27

72 Andrea Bell 5/6/2016 23:31 Keep Loomis small!

I 73-40

73 Krista 5/6/2016 23:32

74 Shannon
Preisendorfer 5/6/2016 23:40

75 Victoria Jopson 5/6/2016 23:44

76 Anna crosetti 5/6/2016 23:45 Keep Loomis small!!

I 73-41

77 Rae Corbett 5/6/2016 23:49

78 Katie Beloberk 5/6/2016 23:51

79 Kaitlynn
Johnson 5/7/2016 0:02

80 Vicky Dessert 5/7/2016 0:07

81 Jennifer 5/7/2016 0:11 Keep it the amazing small town it is!!

I 73-42

82 David eddy 5/7/2016 0:14 Keep Loomis small!

I 73-43

83 Winter
neubauer 5/7/2016 0:18 My reasons against this project are too numerous to list. We moved
out here for a reason. Please don't ruin our town.

I 73-44

- 84 Heather 5/7/2016 0:20
- 85 Jenni Mills 5/7/2016 0:25
- 86 Lisa Brammer 5/7/2016 0:29
- 87 Molly Isenberg 5/7/2016 0:30 Keep or motto true..."small town is like a big family" We have changed our minds and don't want you in our town! [73-45
- 88 Rachel Baird 5/7/2016 0:33 Lets all remember the town slogan "A small town is like a big family". If you add this many people to our community you might as well find a new town slogan. Cause your going to ruin what we have. [73-46
- 89 Stacey Shields 5/7/2016 0:35
- 90 Nancy Medley 5/7/2016 0:36 Keep Loomis rural! It is what makes it so special! [73-47
- 91 Holly Jackman 5/7/2016 0:36 This is very upsetting. I love these small areas. I hope they don't do this. I'm happy to sign and spread the word. [73-48
- 92 Jodi Laugenour 5/7/2016 0:38
- 93 Cara 5/7/2016 0:38 Thank you for sharing [73-49
- 94 Melanie pigeon 5/7/2016 0:43
- 95 Brooke Craycraft 5/7/2016 0:51 Keep it small [73-50

96	Ashley Engelbrecht	5/7/2016 0:51		
97	Eva Marshall	5/7/2016 0:53	I am not in favor of The Village as it is currently being proposed.	I 73-51
98	Lensi Hopkins	5/7/2016 0:55		
99	Justin Garrett	5/7/2016 0:55	Keep Loomis beautiful.	I 73-52
100	Jacob Steffes	5/7/2016 1:01	No way is our small town ready to increase the population by almost 20% in a few years. Leave it be.	I 73-53
101	Kelsey Zieour	5/7/2016 1:08		
102	Julie	5/7/2016 1:08		
103	Lori Johnson	5/7/2016 1:08	My husbands family moved to the area 60 years ago and has always loved the small town feel. My family moved to the area 30 years ago because of it being a rural community. Please don't change this community to a city!!	I 73-54
104	Kayla hattery	5/7/2016 1:09		
105	Bill Brennan	5/7/2016 1:11		
106	Ann Marie Long	5/7/2016 1:18		
107	Lisa rose	5/7/2016 1:20		

108 Sarah Davis 5/7/2016 1:37

109 Kelley Everett 5/7/2016 1:44

110 Jesika Moore 5/7/2016 1:55 We moved to Loomis for a small town. I do not think this is the right move for our town.

I 73-55

111 Matt Mancasola 5/7/2016 1:56

112 Jodi Barker 5/7/2016 2:01

113 Karol Locke 5/7/2016 2:03

114 Ellen Curran 5/7/2016 2:04

115 Suzanne Moen 5/7/2016 2:08

116 Carol Salci 5/7/2016 2:10

117 Kirsten Jensen 5/7/2016 2:17 Keep our town small. That is why we live here.

I 73-56

Development is good, and should move forward. But only within the confines of the previously established culture and ideology of The town of Loomis. Please keep the zoning reasonable, there is no need for this density here. One can simply drive 5 minutes to rocklin, or 10 to roseville. Loomis represents rural country living, and always had. There is nothing to gain for the existing citizens by allowing this zoning exception. Do what is right for those who live here and please represent our best interests first and foremost.

73-57

118 Andy bell 5/7/2016 2:18

119 Marci allendale 5/7/2016 2:21

120 Josh Brown 5/7/2016 2:23

121 Mariah Hohn 5/7/2016 2:25 No thank you! Keep Loomis small.

I 73-58

122 Ardella Newton 5/7/2016 2:52

123 Mackenzi Landry 5/7/2016 3:00

124 Nicole Staiti 5/7/2016 3:02

125 Karen Edson 5/7/2016 3:02 Please keep open. Important to so many people.

I 73-59

126 Kathryn Clanton 5/7/2016 3:16 Keep Loomis small.

I 73-60

127 Molly Walker 5/7/2016 3:29

128 Lisa Graham 5/7/2016 3:38

129 William Golart 5/7/2016 3:40

130 Micah Brosnan 5/7/2016 3:42

131	Jessika Buzzard	5/7/2016 3:45	Keep Loomis small	I 73-61
132	Rebekah Fox	5/7/2016 3:47		
133	Lucas Moosman	5/7/2016 3:56		
134	Christian Koenig	5/7/2016 3:58		
135	Lori Johnson	5/7/2016 4:00	My husbands family moved to the area 60 years ago and has always loved the small town feel. My family moved to the area 30 years ago because of it being a rural community. Please don't change this community to a city!!	I 73-62
136	Samantha Mallory	5/7/2016 4:06	Keep Loomis small.	I 73-63
137	Elaina Holloway	5/7/2016 4:14		
138	Ryan Williams	5/7/2016 4:19		
139	Jacquelyn Carpenter	5/7/2016 4:19		
140	James wilson	5/7/2016 4:19		
141	Adrienne Rose	5/7/2016 4:25		
142	Scott Brening	5/7/2016 4:26	Keep Loomis the way it is.	I 73-64

143	Savannah	5/7/2016 4:32		
144	Jessica dubendorf	5/7/2016 4:33		
145	MB	5/7/2016 4:33		
146	Desiree Ochotorena	5/7/2016 4:44		
147	Traci Davis	5/7/2016 5:06	<p>This constant drive for more and more is suffocating us. We need to stand up to this uncontrolled growth and start looking at sustainability. Which involves asking the question, "What does Loomis have now that we do not want to see lost?" Growth in our area is inevitable. However, the residents of Loomis might still have the power in numbers to insure that growth continues within limits. Limits that protect the community and civic groups, agricultural areas (because that too is part of our history), small business (sole proprietorships - no LLP's or franchises larger than two). We need solutions that improve air quality and truly</p>	<p>I 73-65 I 73-66 I 73-67</p>
148	Dennis Oliveira	5/7/2016 5:19		
149	Keri conn	5/7/2016 5:22		
150	Ruth Rudy	5/7/2016 5:44		
151	Kimberly Bradley	5/7/2016 6:02		
152	Bret Moore	5/7/2016 6:09	The plan goes completely against who we are as a small community	I 73-68
153	Everette Montoya	5/7/2016 6:15	Keep Loomis small!!!!!!	I 73-69
154	Lori wolfley	5/7/2016 6:38	High density housing has no place in a small town where most residents have horses, goats, sheep, and the rural life is prized. Please don't approve this project!	I 73-70

- 155 Chelsea Shipley 5/7/2016 7:10
- 156 Dina 5/7/2016 7:19 Moved here 30 years ago for small town living. Keep Loomis small. I 73-71
- 157 Lisa Garcia 5/7/2016 7:35
- 158 Shannon 5/7/2016 7:44 Keep Loomis Small!! I 73-72
- 159 Katie Conkle 5/7/2016 7:45
- 160 Jacquelyn Euer 5/7/2016 9:30 I am opposed to this massive development, and to the zoning changes required for such an inappropriate development for a small, rural town. I 73-73
- 161 Karen Meteer 5/7/2016 11:51 Before adding stressors to the infrastructure, someone had better look at existing water pipes leading to existing homes. When county workers uncrossed water lines on our street 5 years ago, they showed us the corrosion in the city pipes leading up to the homes. What was once 1.5" is about 1/4". While water quality at the test site may be safe, those pipes are leaching corrosive metals and crud into our homes. THEY NEED TO BE RELACED! AND, how are former farm properties being treated to remove the cyanide from the soil where these homes are being built and "open space" is further exposed to citizens? This was discussed in the Loomis News a couple of years ago. (Reminds me of "Poltergeist" when developers built over the cemetery)! Thank you! I 73-74
I 73-75
- 162 Steve 5/7/2016 12:47 This over-sized project would do irreparable arm to our amazing town through increased traffic adversely impacting our air, water and noise! They try to appease us by donating park land, but the town will get stuck with increased maintenance and security costs which we already cannot afford. I 73-76
I 73-77
- 163 Tricia Peters 5/7/2016 13:40
- 164 Jennifer Powers 5/7/2016 13:46 High density...why? We are not Rocklin! Keep it rural! We love it! I 73-78

- 165 Jaime black 5/7/2016 13:47
- 166 Laura 5/7/2016 13:54
- 167 Devin Brittain 5/7/2016 13:55
- 168 sara mattia 5/7/2016 13:55 Moving to Loomis 8 years ago was prompted because we wanted to live in a small town to raise our family. This development just brings too much development, too high density and makes Loomis lose its charm and character and turns it into another Roseville. NO NO NO!!!!
- 169 Edward Stoessel Jr 5/7/2016 13:56 This is ridiculous this development fundamentally changes Loomis and the community, it is not what the community wants. It will forever add traffic, more people, to the country roads, small schools . It will dilute home values and make Loomis look like every other high density suburb out there.
- 170 nick mattia 5/7/2016 13:58 Stop this
- 171 Corinna Dalton 5/7/2016 14:23
- 172 Kimberly Dales 5/7/2016 14:23 Keep Loomis the small rural town that we all love.
- 173 Tiffany Tudsbury Valdez 5/7/2016 14:28
- 174 HJordes Norman 5/7/2016 14:31
- 175 HOLLY DEVITO 5/7/2016 15:08
- 176 Jennifer Ybarra 5/7/2016 15:31

73-79

73-80

73-81

73-82

73-83

73-84

177	Lindsay McLaughlin	5/7/2016 15:31		
178	Rebecca Alexandro	5/7/2016 15:45		
179	Barbara Norman	5/7/2016 16:02	Keep Loomis the way it is. We don't want to expand!	I 73-85
180	Sara ayers	5/7/2016 16:02	Keep Loomis a small town.	I 73-86
181	Erin Silva	5/7/2016 16:23		
182	Glen Sewell	5/7/2016 16:23	The current Village at Loomis plan is far too dense. More stand-alone single story single family homes on larger lots, and I would feel better about it.	I 73-87
183	Coral Sage	5/7/2016 16:24	Keep Loomis rural and small town. If people want to live in the "urban" feel then there are plenty of places for them to move.	I 73-88
184	Shelley Waltman	5/7/2016 16:33		
185	Gabrielle Ferguson	5/7/2016 16:44		
186	Jackie Willis	5/7/2016 16:56		
187	Heather Zimmerman	5/7/2016 17:20	Grew up there and lived the life I was given!	I 73-89
188	Deborah Thompson	5/7/2016 17:57		

189	Jessica Burns	5/7/2016 17:59	
190	Claire	5/7/2016 18:05	
191	Joe norman	5/7/2016 18:29	
192	Jack Lewis	5/7/2016 18:56	
193	Pamela Wyman	5/7/2016 19:27	
194	Janelle vogel	5/7/2016 19:45	
195	David Greenly	5/7/2016 20:06	Keep current zoning!
196	A Miller	5/7/2016 21:28	We've all fought long and hard to keep Loomis rural, small unincorporated, and unique. Thats what makes it so special! Please take into consideration what the majority of the town folks want. Rural..
197	Ken Hill	5/7/2016 23:18	
198	Michelle Grima	5/7/2016 23:20	
199	Annette delaCruz	5/7/2016 23:23	
200	Thomas Graham	5/7/2016 23:34	I saw this same thing happen in Natomas where crime did increase and some families moved out.

I 73-90

I 73-91

I 73-92

201	Joseph Stanphill	5/7/2016 23:48	Keep loomis loomis. Small is better!	I 73-93
202	Tracy McCormick	5/8/2016 1:11		
203	Kaitlin	5/8/2016 1:27		
204	Andrea gibson	5/8/2016 2:02		
205	Danielle Callaway	5/8/2016 3:06	Keep loomis small!	I 73-94
206	Katrina	5/8/2016 3:27		
207	Monica Bailey	5/8/2016 3:37		
208	Nicole West	5/8/2016 4:04		
209	Michelle Leineke	5/8/2016 4:32	We understand that a town needs growth but not like this.	I 73-95
210	Vernon Scheuplein	5/8/2016 4:34	No more!	I 73-96
211	Kiley duncan	5/8/2016 4:41		
212	Susan McCarthy	5/8/2016 4:57	Leave Loomis alone	I 73-97

213	Kathleen Pedersen	5/8/2016 5:30	This is not an appropriate plan for this area. The members of the town council needs to represent the desires of the citizens who elected them.	I 73-98
214	Zachary Burrows	5/8/2016 7:08	Keep Loomis small!!!!!!	I 73-99
215	Dave Walter	5/8/2016 14:00		
216	Fred a Jenson Jr	5/8/2016 14:21	Keep it small	I 73-100
217	Darby Isenberg	5/8/2016 15:51	Keep Loomis population small!	I 73-101
218	Bob Isenberg	5/8/2016 15:55	Keep Loomis small!	I 73-102
219	Robin Learn	5/8/2016 16:28		
220	Tracy Baker	5/8/2016 16:37	Living in the country means seeing dirt. It does not mean filling all the dirt with buildings!	I 73-103
221	Shaena Kouza	5/8/2016 16:46		
222	Julia lembach	5/8/2016 17:58		
223	Denise gent	5/8/2016 19:00		
224	Kelsey Morris	5/8/2016 19:10		

225	Brad Jorgensen	5/8/2016 19:25	Loomis is a unique community that will be negatively impacted with developments like these. Changing the zoning would be a huge mistake.	I 73-104
226	Amy Toth	5/8/2016 19:28		
227	Shari schultz	5/8/2016 21:53		
228	Jack Arney	5/8/2016 21:57		
229	Eric salci	5/8/2016 22:01		
230	William Quenneville Sr	5/8/2016 23:52	Loomis will become East Rocklin if this project is approved. I live here because I want to be in a small town. Please keep Loomis, Loomis...	I 73-105
231	Ivanka McCourt	5/9/2016 0:24		
232	Nick Carlile	5/9/2016 1:16		
233	Crystal lau	5/9/2016 1:25	I do not want loomis to grow!!!!	I 73-106
234	Margie Weir	5/9/2016 1:25		
235	Jennifer Wyatt	5/9/2016 1:54		
236	Jenna swallow	5/9/2016 2:05		

237	Ken Nassi	5/9/2016 2:36	Keep Loomis small	[73-107
238	Jessica Quintana	5/9/2016 3:18	Any development should be appropriate to the current size and character of our community. This development is not.	[73-108
239	Sherry Mock	5/9/2016 4:09		
240	Marvin Pedersen	5/9/2016 4:26	Do as originally promised. Do what the people expect for our small town/big family. Homes with no yards means alot of kids roaming around town.	[73-109
241	Rebecca Butterfield	5/9/2016 4:33		
242	Candice Smith	5/9/2016 7:37	I grew up in Loomis and I can't bear to see more and more of the town I grew up in disappear more each year, all in the name of money.	[73-110
243	Kieran ODonnell	5/9/2016 9:05	Do not change the zoning - keep Loomis beautiful. The proposed development is out of character for Loomis and would result in a huge population change.	[73-111
244	Alyssa McCrary	5/9/2016 11:44	Please don't destroy our small town! I'm sick of developers coming in and building houses on top of one another. We should treasure what small towns are remaining in our state and forbid developers from destroying them just for profit. We moved to Loomis because it was a small town. Loomis is a reflection of what every town should be; welcoming, friendly, supportive and family oriented. If you allow developers to build those homes, Loomis will no longer be what makes Loomis great. It'll kill this town and all the small family businesses within this beautiful town.	[73-112
245	Patrick Miller	5/9/2016 11:59	This is a horrible idea! Keep our town small, stop the growth.	[73-113
246	Cody Thornhill	5/9/2016 12:53		

247	Brett Tudsbury	5/9/2016 12:58	
248	Kristen Fullmore	5/9/2016 12:58	
249	Ashley Volkerts	5/9/2016 13:28	
250	Jamie Susslin	5/9/2016 15:25	
251	David Bacchi	5/9/2016 16:12	Keep Loomis a small town!
252	Alan Holman	5/9/2016 16:45	December 17, 1984, when the Town of Loomis officially incorporated. The Town was in danger of being annexed by its neighbor Rocklin and the residents voted to incorporate to preserve local control, partly on the issue of preserving the "small town" character and historic structures such as the High Hand and Blue Goose fruit packing sheds which sit between Taylor Road (a segment of historic Highway 40) and the Union Pacific Railroad tracks.
253	Monica Gavia	5/9/2016 16:47	
254	Ashley kronlund	5/9/2016 17:30	
255	Aaron Stoermer	5/9/2016 17:41	
256	Stacy Petrovich	5/9/2016 17:57	
257	Megan Sharpe	5/9/2016 18:06	

I 73-114

73-115

258	Matt sharpe	5/9/2016 18:14		
259	Jena Lyons	5/9/2016 18:33		73-116
260	Barry Lyons	5/9/2016 18:53	Retain Loomis' small town atmosphere. Don't change zoning laws to increase noise and air pollution, traffic congestion, and crime. Move to Rocklin or Roseville. Let the Loomis residents decide what is best for their community, not a handful of people looking to pad their bank account.	
261	Peggy Love	5/9/2016 19:10	Keep Loomis the small town we all know and love! Fight the greed that demands more access for those who want to enjoy the privilege of this small town but cannot afford it. By "making room" for more people to enjoy it, we destroy the very nature of it. Any new development MUST strive to maintain the rural atmosphere. We live close to metropolitanurban sprawl and we chose NOT to buy homes there for a reason! Keep the agreed upon limitations to the land in question, and keep Loomis SMALL!	73-117
262	Anthony Moyer	5/9/2016 19:22	I do not support the project. keep our town small. Thank you!	73-118
263	Kristine golden	5/9/2016 19:39		
264	Christine	5/9/2016 19:48		
265	Amy Martin	5/9/2016 19:52		
266	Sarah Bragonje	5/9/2016 20:38		
267	Tina Carey	5/9/2016 20:40	We moved here for the small town atmosphere. We came from where the mexican mafia was moving in. Crime will hit here hard IF this happens!!!!	73-119
268	Stormy Winckler	5/9/2016 21:30		

269	Shain hodge	5/9/2016 21:40	Just say no		I 73-120
270	Madison barker	5/9/2016 22:14			
271	Amanda Alston	5/9/2016 22:28			
272	Megan Harrigan	5/9/2016 22:30			
273	Yvonne Miller	5/9/2016 22:44			
274	John Pilcher	5/9/2016 22:47			
275	Harry Brown	5/9/2016 23:00	Slow down the growth		I 73-121
276	Hayden koch	5/9/2016 23:03			
277	Forrest Farman	5/9/2016 23:21	I am opposed to changing the zoning map. I am for keeping the current zoning map as is. Allowing a developer to make several million more dollars at the expense of Loomis residents is not worth it. They'll make plenty of money by developing the land in accordance with current zoning.		I 73-122
278	Brandon Rivera	5/10/2016 0:15			
279	Paige Smith	5/10/2016 0:57	Keep Loomis small.		I 73-123

280	Donna Martinez	5/10/2016 0:59	
281	Tony LaPlante	5/10/2016 1:56	Keep zoning as is, if not this will impact the way Loomis is and it's future.
282	Tim Landis	5/10/2016 2:14	Please keep our town like it is. Do not let developers bring in low income housing. We don't need more congestion. crowded schools, overwhelmed sheriffs departments.
283	Donny Allen	5/10/2016 2:20	
284	Catherine Butcher	5/10/2016 2:39	
285	John Laugenour	5/10/2016 2:40	
286	Shawna Bryant	5/10/2016 2:58	
287	Kelley Buxton	5/10/2016 3:30	Keep Loomis small!!!!
288	Marta Bibica	5/10/2016 3:43	
289	Kelsey Zieour	5/10/2016 3:54	
290	Melissa Emerzian	5/10/2016 4:10	
291	David WOLIVER	5/10/2016 4:21	

I 73-124

I 73-125
I 73-126

I 73-127

292	Matthew calapp	5/10/2016 4:53	Keep Loomis small!!!!		I 73-128
293	Michelle Richardson	5/10/2016 5:11	Please stop the council!		I 73-129
294	Jamie Bell	5/10/2016 5:24			
295	Ashley Herrmann	5/10/2016 5:31			
296	Nicole Willis	5/10/2016 5:33			
297	Misty Lunsford	5/10/2016 5:36	I grew up here I love the feel of a small town that's why I am raising my kids here. They also love the feel if a small town. D if it isn't broken don't fix it.		I 73-130
298	Kim Davidson	5/10/2016 5:37			
299	James Whiteley	5/10/2016 5:53			
300	Hannah greene	5/10/2016 6:51	No! Keep Loomis small!		I 73-131
301	Jackie stegall	5/10/2016 6:52	Dont do it		I 73-132
302	Ty Vielbig	5/10/2016 7:19			
303	Lysa Golden	5/10/2016 7:32	I moved here because of the small town atmosphere, please preserve this treasure for posterity sake.		I 73-133

304	Tim Dolan	5/10/2016 7:38	I moved to Penryn 3 years ago to get away from this type of zoning and forced low income housing. Nothing kills a neighborhood faster.	[73-134
305	Nicki Garland	5/10/2016 8:08		
306	Jody Anderson	5/10/2016 12:11		
307	Erin Cartright	5/10/2016 12:20		
308	Christian Koenig	5/10/2016 12:37		
309	Farrah Hoekstra	5/10/2016 13:12		
310	Debbie Shepard	5/10/2016 13:37		
311	Linda Smith	5/10/2016 13:52	No way! Keep Loomis a small town!	[73-135
312	Desiree cowden	5/10/2016 14:04	NO to the village !!!!! Since Rocklin commons, more crime . Keep that away from Loomis !	[73-136
313	Amanda Moore	5/10/2016 14:13		
314	Marsha Dashiell	5/10/2016 14:16	We need to keep Loomis a small country town, there's plenty of cookie cutter homes and apartments in Rocklin and Roseville. We need to preserve our history and not become another Lincoln with zero character!	[73-137
315	Pat Ellingford	5/10/2016 14:17		

316	Austin Tucker	5/10/2016 14:20		
317	Lisa Kinsman	5/10/2016 14:36		
318	Craig kinsman	5/10/2016 14:40	Loomis has always been a rural community. High density residential will change all of that which will change the entire lure of Loomis. Keep Loomis small.	I 73-138
319	Russen Bird	5/10/2016 14:40		
320	Alayne Mata	5/10/2016 14:52	Keep Loomis the small town we all know and love! 8 year resident.	I 73-139
321	rachelle wallis	5/10/2016 15:08	The "urban growth plan" is very stupid. No Loomis resident wants this expansion. Keep our small town small! This area where building is wished should be an Indian reserve! If not already. We the people of Loomis do not want any aspect of our towns nature turned to traffic	I 73-140 I 73-141 I 73-142
322	Erin Bernhard	5/10/2016 15:49		
323	Jeremiah Hopkins	5/10/2016 16:11	My wife grew up here and now we are raising our boys here and I allowed that because I love this town the way it is and the small family feel.	I 73-143
324	Kristi Christianson	5/10/2016 16:12		
325	Richard Goulas	5/10/2016 16:30	If I wanted to live in a compact, walkable, urban center, I would have moved to the city.	I 73-144
326	Amanda Milburn	5/10/2016 16:46		
327	Tracie Glashan	5/10/2016 16:47		

328	Rebecca Lightfoot	5/10/2016 16:56		
329	Ashlyn	5/10/2016 17:18	Rocklin is already changing enough Loomis dose not need to at all. please stop trying to build more and more you would be taking away a lot he natural beauty that is already there. WE DONT WANT OR NEED ANYMORE HOUSING/ COMERCIAL LOTS.	I 73-145
330	Patrick Neu	5/10/2016 17:35		
331	Sadie allende	5/10/2016 17:37	We don't need that here.	I 73-146
332	Jenna Pugh	5/10/2016 17:41		
333	julie goulas	5/10/2016 17:41		
334	Sunny powell	5/10/2016 17:50		
335	Bradley rondeau	5/10/2016 17:50	This town is fine the way it is	I 73-147
336	Gabriella	5/10/2016 18:08		
337	Matthew Davis	5/10/2016 18:10	Keep it small. Keep it libertarian.	I 73-148
338	JessieStegall	5/10/2016 18:12		
339	ERIN HAVARD	5/10/2016 18:20		

340	Stevieann karthauser	5/10/2016 18:20	
341	Madelyn Frank	5/10/2016 18:20	
342	Shawna Bryant	5/10/2016 18:21	
343	Annie Bushnell	5/10/2016 18:26	
344	Jane Heinz	5/10/2016 18:28	How can the town council consider such a drastic change to this community without publicizing the plans for input - you just met the minimal requirements!
345	Mitchell Felce	5/10/2016 18:30	Leave Loomis alone. Go build in roseville
346	Xochitl Campos	5/10/2016 18:30	No new, massive growth. No Village At Loomis!
347	Carson Percival	5/10/2016 18:30	
348	Scott Edwards	5/10/2016 18:31	
349	Hjordes Norman	5/10/2016 18:33	
350	Laura Tollefson	5/10/2016 18:34	
351	Eimile	5/10/2016 18:42	

I 73-149

I 73-150

I 73-151

352	Kristy Vandenhoff	5/10/2016 18:43	
353	Meghan	5/10/2016 18:46	
354	J Ubry	5/10/2016 18:49	
355	Hannah Jarvis	5/10/2016 18:49	
356	Judy Steele	5/10/2016 18:52	Share this petition - we need to STOP this now!!
357	Jennifer Satterlee	5/10/2016 18:53	
358	Bill Alwin	5/10/2016 18:59	Let's not forget why we love to live here
359	Shelby Forbes	5/10/2016 19:00	
360	Shane Petersen	5/10/2016 19:03	These new developments are ridiculous . Keep loomis small!
361	Kayla Edwards	5/10/2016 19:07	
362	Samantha fox	5/10/2016 19:08	
363	Julie Weirich	5/10/2016 19:15	

I 73-152

I 73-153

I 73-154

364	Brooke Craycraft	5/10/2016 19:15	
365	Nika Kasravi	5/10/2016 19:26	
366	Jack bartolomei	5/10/2016 19:29	
367	Gehard jeffrey tverberg	5/10/2016 19:30	Its going yo drive the cost of living even higher.
368	Ariel kittredge	5/10/2016 19:32	
369	Tracey Weld	5/10/2016 19:37	I am totally against this project. We moved to Loomis because it was a small town, and we want and expect it to stay a small town.
370	Chloe Lawson	5/10/2016 19:37	
371	Kyle Yamada	5/10/2016 19:37	
372	Chloe Derleth	5/10/2016 19:37	
373	David Weld	5/10/2016 19:38	
374	Kaitlin Edwards	5/10/2016 19:42	I believe if we change the zoning, which will drastically and rapidly increase the population of Loomis, it will be a huge detriment to our community. Loomis can grow and flourish while still maintaining its rural, small-town qualities.
375	Elizabeth Raynal	5/10/2016 19:50	

73-155

73-156

73-157

376	Jason Tamm	5/10/2016 19:51		
377	Carly Xepoleas	5/10/2016 19:52		
378	Toni mcdaniel	5/10/2016 19:52		
379	Jan Reynoso	5/10/2016 19:54		
380	Brian Robinson	5/10/2016 19:57	Keep it simple. Keep it small. This will ruin the small town atmosphere that is Loomis. Take your corporate greed somewhere else.	I 73-158
381	Dorothy Robinson	5/10/2016 20:05	We can't stop progress, but we can ensure it is done for the people and not the investors! NO to the expansion! Not at this scale.	I 73-159
382	Samantha Penner	5/10/2016 20:06		
383	Nannette Williams	5/10/2016 20:11		
384	Jordan Georgeson	5/10/2016 20:13		
385	Donna Ortman	5/10/2016 20:19	Keep Loomis rural	I 73-160
386	Brian Deuschel	5/10/2016 20:24	Put it to a vote! You will lose everytime. Don't destroy the reason we all live in Loomis.	I 73-161
387	Stephanie dandini	5/10/2016 20:24		

388	Rochelle Allen	5/10/2016 20:26	
389	Mickey Guerrero	5/10/2016 20:28	
390	Dawnene Alexander	5/10/2016 20:39	
391	Blaire Walker	5/10/2016 20:41	
392	Lauren Luperini	5/10/2016 20:42	
393	Nick Carson	5/10/2016 20:43	
394	Ben Tatge	5/10/2016 20:47	
395	Andrew Edwards	5/10/2016 20:49	We don't need this. Keep Loomis small.
396	Kyle DuPriest	5/10/2016 20:51	I have no problem with increasing Loomis, but the "low-income" accommodation for these residents is not what I believe Loomis wants. The type of people who are willing to settle for houses that you can reach out the window and touch the neighboring house are not the type of people that Loomis regularly houses. I predict a clash of personalities between the people that want to fill these homes and the current residents of Loomis if these types of homes are built. That being said some new homes are good for the local economy, but not anything that can be classified as low-income. This does not mean they need to be big or expensive houses, just something in-between.
397	Hersey Dandini	5/10/2016 20:54	

73-162

73-163

73-164

73-165

398	Elizabeth Rocha	5/10/2016 20:57	Keep Loomis small		I 73-166
399	Russell Anderson	5/10/2016 21:00	I've lived in Loomis since '96 and have witnessed the encroaching urban sprawl. Walmart should not have been built in Rocklin, this is beautiful horse country and it should stay that way. It's already crowded and being taken over by city folk.		I 73-167
400	Erin Meredith	5/10/2016 21:02			
401	Perry Thompson	5/10/2016 21:02			
402	Phil Waite	5/10/2016 21:08			
403	Bibi C	5/10/2016 21:12			
404	Nicki Garland	5/10/2016 21:19			
405	Jessica DuPriest	5/10/2016 21:23			
406	Sam Rhoads	5/10/2016 21:25	Over the last few years Loomis has already been loosing a lot of the charm that was there when I grew up. I see more cheap housing that makes us start to change from charmingly rural to trashy. The awesome small businesses I used to see everywhere are starting to suffer. And even the local police are more confrontational. We're in danger of loosing Loomis.		I 73-168
407	Mariah Barnum	5/10/2016 21:25			
408	Levi	5/10/2016 21:26	Keep loomis small! I grew up here. I want it to be a place for family not the city		I 73-169

409	Charlene Vomacka	5/10/2016 21:27		
410	Katherine Sasko	5/10/2016 21:31		
411	Rose Williams	5/10/2016 21:38		
412	Nathan goddard	5/10/2016 21:39	Keep loomis a small town	I 73-170
413	Matthew Steelman	5/10/2016 21:40	Are little town has enough traffic and people as it is! I remember when i was a kid and most of this town was dirt and fields i loved it! Now im sad to say im from loomis because people have been calling it the tweaker town because there's so many tweakers around town and if you don't know what a tweaker is it's a low life piece of crap that uses the drug methamphetamine and i feel like if loomis gets bigger and has low income apartments the "TWEAKERS" will multiple like cockroaches!	I 73-171 73-172
414	Colby Smith	5/10/2016 21:42	Thanks for reading i hope it changes there mind.	
415	Austin Capper	5/10/2016 21:42		
416	Dylan McGraw	5/10/2016 21:42	Loomis has survived for along time being a small town ! I think it would be wrong to put more people in too a community that has been a small place for so long, I believe it would mess up slot of things for private business owners and small companies around the area.	I 73-173
417	Nikole Nash	5/10/2016 21:43		
418	Jessika James	5/10/2016 21:45	Please leave my town alone. I has grown to much already.	I 73-174
419	Austin durgan	5/10/2016 21:49		

420	Alissa Hood	5/10/2016 21:52	
421	Carolyn Jansen	5/10/2016 21:52	
422	Anthony colt cotenas	5/10/2016 21:53	This is a bad idea
423	Michael Kinsey	5/10/2016 21:54	
424	Joe Bailey	5/10/2016 21:55	
425	Brandon Rees	5/10/2016 21:56	
426	Leah Songer	5/10/2016 21:56	I do not want Loomis to suffer through this "new growth". This is our home and our way of life. If we wanted traffic congestion and more people to contend with, we would have chosen to live in Auburn. Council members, we suggest you find another way to line your pocket books and leave our town as it is.
427	Toni Steelman	5/10/2016 21:58	Keep Loomis small! I don't like anything about this development! Our streets are too crowded during school hours and crime has increased in the last few years.
428	lacey Rabe	5/10/2016 22:00	
429	Tadem Williams	5/10/2016 22:00	
430	Alan Holman	5/10/2016 22:01	

73-175

73-176

73-177

431 Lindsay Geiger 5/10/2016 22:02

432 Christina 5/10/2016 22:05

433 Ryllie haynes 5/10/2016 22:05 Keep Loomis the way it is!

I 73-178

I went to high school in Loomis and the beauty of the town was it's small town feel and lack of ghetto and low life people. This is the worst idea I've ever seen. If they allow this to go through it will destroy the town all together I will not stand for such a terrible destruction of such a beautiful town!

434 Adam winter 5/10/2016 22:05

I 73-179

435 Jordan Navratil 5/10/2016 22:10

436 Maren Macleod 5/10/2016 22:11

437 SAM PRICE 5/10/2016 22:11

438 Kirsten Melin 5/10/2016 22:14

439 Mike Edwards 5/10/2016 22:14

440 Sicilia DAvolio 5/10/2016 22:15

441 Ginna Geiger 5/10/2016 22:16

442	Lindsay Geiger	5/10/2016 22:16	
443	April	5/10/2016 22:18	
444	Archie Cabanillas	5/10/2016 22:19	
445	Nick Foster	5/10/2016 22:20	This would be devastating to the town I grew up in. We have Roseville and Rocklin for local shopping. Not to mention adding "very low income" housing units to a wealthy area never turns out very well. Keep Loomis small!
446	Kim Tipton	5/10/2016 22:20	
447	Cameron M Woodward	5/10/2016 22:20	
448	Landen Heimberg	5/10/2016 22:29	Dont ruin Loomis please
449	Ryan Barnickel	5/10/2016 22:33	
450	Brent Giles	5/10/2016 22:33	
451	Connor	5/10/2016 22:37	
452	Tarryn Townsley	5/10/2016 22:38	Turning Loomis into an "urban" area destroys the point of living in a small town. Do not ruin our town for monetary gain for a handful of companies who want to over develop every piece of land they see.
453	Alexis baldes	5/10/2016 22:43	

73-180

73-181

73-182

454	Ben Stoli	5/10/2016 22:45	
455	Josh cowles	5/10/2016 22:49	Bruh! Let's build a new skate park!!!!!!!!!!!! Hahahaha
	Sasharnack		
456	Macktinger	5/10/2016 22:49	
457	Blake Stahl	5/10/2016 22:54	
458	Brittany Silva	5/10/2016 22:55	Keep loomis smalll
459	Jesse Ahlquist	5/10/2016 23:00	
460	Zach Ruybal	5/10/2016 23:02	Small town is a big family, we don't need to keep adding!
461	Danielle	5/10/2016 23:03	Keep Loomis "a small town like a big family"
	Barbara		
462	Clawson	5/10/2016 23:04	
463	Leslie	5/10/2016 23:04	
464	Hannah Swigert	5/10/2016 23:06	
	Berdie		
465	Townsley	5/10/2016 23:06	Keep it small!

I 73-183

I 73-184

I 73-185

I 73-186

I 73-187

466	Madison Alexander	5/10/2016 23:08		
467	Dustin miller	5/10/2016 23:11		
468	Phil Chappell	5/10/2016 23:13		
469	Amanda Seidel	5/10/2016 23:16		
470	Emma Leach	5/10/2016 23:16		
471	Julia	5/10/2016 23:19	Keep Loomis small! That's what makes it unique!	I 73-188
472	Alissa Stevenson	5/10/2016 23:19		
473	Avery Carlson	5/10/2016 23:20		
474	Kate callahan	5/10/2016 23:30	I live in Loomis and am strongly against this. We are a small and very safe town and want to keep it that way. Keep this development out of Loomis!!!!	I 73-189
475	Daynon Matthews	5/10/2016 23:32		
476	Mathew Vandiver	5/10/2016 23:36	This is my hometown. I live going back, and seeing it as it was 20+years ago. What I don't appreciate is the fact that Rocklin has impeded upon loomis's property lines for all of the new developments, and loomis hasn't received any of the proceeds from this. Keep our quaint little town just as it is.	I 73-190
477	Ciara Webber	5/10/2016 23:37	This is ridiculous. Keep Loomis small	I 73-191

478 Laura 5/10/2016 23:38

479 Macie Pingree 5/10/2016 23:39

480 Neil Campbell 5/10/2016 23:41

481 Sarah Hodson 5/10/2016 23:41

482 Brittany 5/10/2016 23:42

483 Carole Laydon 5/10/2016 23:42 Keep Loomis small - I don't see this adding anything to Loomis except more population.

I 73-192

484 Lizzie Meredith 5/10/2016 23:42

485 Rachel 5/10/2016 23:43

486 Craig DuBose 5/10/2016 23:45

487 Lane Sanchez 5/10/2016 23:45

488 Racine Shaw 5/10/2016 23:46

489 Melissa Belleci 5/10/2016 23:56

490	Jessie Spurgeon	5/10/2016 23:57	I do not live in Lomis. But it's people are asking for our help to save their town. So I gladly give my signature to help preserve their rights and land from the hands of hoggish like minds. Lets save what little land we have left for our children to dream, and explore on.	73-193
491	Ron	5/11/2016 0:01		
492	Sarah Stokes	5/11/2016 0:05		
493	Diana Harless	5/11/2016 0:14	keep our small town small!	73-194
494	Melissa	5/11/2016 0:15		
495	Jesse Beard	5/11/2016 0:19		
496	Richard A Lyman	5/11/2016 0:24	We have neither the resources nor the desire to see our small community become a bay area bedroom community.	73-195
497	Alicia mcgrath	5/11/2016 0:26		
498	Jack DeYager	5/11/2016 0:31		
499	Sydney	5/11/2016 0:33		
500	Leslie Giovannoni	5/11/2016 0:34		
501	Tylor Allyn	5/11/2016 0:34		

502	Taylor Shepard	5/11/2016 0:35	
503	Mia Veal	5/11/2016 0:36	
504	Jamie Gephart	5/11/2016 0:50	
505	Suzanne Pratt	5/11/2016 0:53	Do not do to Loomis what was done to Roseville!!! I was born and raised in Roseville and I don't even like driving in that town now!!!
506	sierra santaella	5/11/2016 0:54	
507	Kiley	5/11/2016 0:54	
508	joanne santaella	5/11/2016 0:54	
509	nick	5/11/2016 1:02	Keep Loomis small!
510	Samantha Matheus	5/11/2016 1:06	
511	Izabel Jusino	5/11/2016 1:16	
512	Tony	5/11/2016 1:19	
513	Judie Edwards	5/11/2016 1:21	

I 73-196

I 73-197

514	Margaret Burkett	5/11/2016 1:33		
515	Hank Friese	5/11/2016 1:40		
516	Michael Petree	5/11/2016 1:42	This would ruin Loomis and its atmosphere. Having the new Walmart is bad enough, and it's not even in the town. I really hope this does not pass. Home won't be the same.	I 73-198
517	Corbin Whitlow	5/11/2016 1:53		
518	Krista Jones	5/11/2016 1:59		
519	peter goddard	5/11/2016 2:00	Keep loomis small	I 73-199
520	Jeanne Cole	5/11/2016 2:02	I object to the rapid growth and increased housing.	I 73-200
521	Karly Lamar	5/11/2016 2:11	Loomis wouldnt be the same if it expanded.	I 73-201
522	Zack Scott	5/11/2016 2:14		
523	James Winckler	5/11/2016 2:22	Keep our small town small we dont need publicity	I 73-202
524	Nicholas lewis	5/11/2016 2:41		
525	Keenan	5/11/2016 2:42		

526	Meghan	5/11/2016 2:43	Keep loomis small!
527	Kelsey Seaman	5/11/2016 2:45	
528	Sandra ellingford	5/11/2016 2:49	
529	Cody	5/11/2016 3:00	
530	Kylie Hentschke	5/11/2016 3:08	
531	Nancy Friese	5/11/2016 3:10	
532	Kate morgan	5/11/2016 3:12	
533	Jake Mann	5/11/2016 3:16	
534	Patricia Self	5/11/2016 3:23	Family lives on horseshoe bar rd. Rural lifestyle should be protected. I have been in my Fair Oaks home for 50 yrs. and I see what happens without protection.
535	Corynn welch	5/11/2016 3:24	
536	Shyla Stahl	5/11/2016 3:31	
537	Haley Robinson	5/11/2016 3:39	Loomis is a wonderful small town that maintains its beauty from being so small. Re-zoning and allowing for more homes in Loomis would completely take away from the small town's homeliness. It is tremendously important to the residents of loomis that the town remain small.

I 73-203

I 73-204

I 73-205

538	Erik Rivera	5/11/2016 3:41		
539	Troy sturgill	5/11/2016 3:41		
540	Jamie Arellano	5/11/2016 3:42		
541	Joni	5/11/2016 3:45		
542	Kayla Sowinski	5/11/2016 3:53		
543	Austin flowers	5/11/2016 3:55		
544	Megan	5/11/2016 4:00		
545	Khaye	5/11/2016 4:02	Don't cut down the trees like Rocklin, there is an abundance of wildlife and trees that help with air quality!! Focus on downtown and new businesses, we have none. What they want to do will be sad and not an improvement for our town.	I 73-206 I 73-207
546	David Lua	5/11/2016 4:05	KEEP IT SMALL.	I 73-208
547	Gabrielle Hamburg	5/11/2016 4:12		
548	Madison Tatge	5/11/2016 4:19		
549	Anita Anderson	5/11/2016 4:21		

550	Sean Vandenhoff	5/11/2016 4:22	
551	Mendy Smith	5/11/2016 4:25	
552	Laura Tollefson	5/11/2016 4:28	
553	Sofia Eneqvist	5/11/2016 4:34	
554	Seth Ahlquist	5/11/2016 4:35	
555	Peyton Wheeler	5/11/2016 4:45	
556	Susanna Hadley	5/11/2016 4:46	
557	Ashlee sinclair	5/11/2016 4:54	
558	Antonio E Gutierrez	5/11/2016 4:58	Let's make this happen!!
559	Richard Tverberg	5/11/2016 5:05	We don't need anymore in Loomis. We have all we want!
560	Eva Holland	5/11/2016 5:05	Keep loomis a small town. Do not allow massive development.
561	Matthew heavingham	5/11/2016 5:15	Dont change loomis!

I 73-209

I 73-210

I 73-211

I 73-212

562	Liv Falco	5/11/2016 5:18		
563	Joey Muscarella	5/11/2016 5:19		
564	Lauren Sunderman	5/11/2016 5:29	Keep small town small.	73-213
565	Tyler Thomas	5/11/2016 5:40		
566	Kelsee	5/11/2016 5:50		
567	Corrine Sanford	5/11/2016 5:54		
568	Connie Lombardo	5/11/2016 5:59	I am opposed to any high density development in our community because we do not have the infrastructure to support such density. If the infrastructure was rebuilt to support it, we would lose our small town community feeling. This could lead to lower property values as well as higher crime rates. Please keep the medium density zoning as it stands.	73-214 73-215
569	Danielle karppala	5/11/2016 6:03		
570	Susan Davis	5/11/2016 6:36	Please keep our town a small family. Put the money and resources into beautifying Taylor Road, not inviting more traffic, wear and tear, noise, crime, and city bustle to our safe haven.	73-216
571	David Chappell	5/11/2016 6:45		
572	Bruce Hicks	5/11/2016 6:46		

573	Rachel Schramm	5/11/2016 6:49	
574	Susan Lehner	5/11/2016 6:54	Keep Loomis the way it is!
575	Brian Bynum	5/11/2016 7:04	There is no need to ruin a small town simply for profit.
576	Abby	5/11/2016 7:06	
577	Alex Stacy	5/11/2016 7:25	
578	Christian Bryan	5/11/2016 7:26	
579	Tara Dolin	5/11/2016 8:18	
580	Matthew Langowski	5/11/2016 8:19	
581	Brianna Kilpatrick	5/11/2016 10:21	
582	yvonne messimer	5/11/2016 11:37	
583	Jordan Tibbits	5/11/2016 11:41	
584	Holly Ellis	5/11/2016 12:27	I love my small town!

I 73-217

I 73-218

I 73-219

585	Dan Foster	5/11/2016 12:53		
586	Daniel Brear	5/11/2016 12:55		
587	Giulia Marangon	5/11/2016 13:01		
588	Chris Barker	5/11/2016 13:08	We don't need more people in the area.	I 73-220
589	Kim Tarabetz	5/11/2016 13:15	Please do not move forward with this project. This growth is a radical expansion, in terms of both scope and scale, that would adversely impact the culture and rural lifestyle of Loomis.	I 73-221
590	Holly Brear	5/11/2016 13:36		
591	Drake Baumert	5/11/2016 13:56		
592	Emmy Ainsworth	5/11/2016 14:03	Don't ruin our town!	I 73-222
593	Katy Franceschi	5/11/2016 14:43		
594	Triston Rue	5/11/2016 14:51	It's happening to auburn and Rocklin and it is unbearable to watch. We don't need more pop ups!	I 73-223
595	Dain Lyon	5/11/2016 15:01	Do not change the zoning. It is imperative to protect our small town community as well as the environment and wildlife that resides in the areas in that close of vicinity to creeks and the lakes	I 73-224 I 73-225
596	Sequoia Rue	5/11/2016 15:08		

597	Gina	5/11/2016 15:23	
598	Moses Wolfe- Polgar	5/11/2016 15:24	
599	Jeff Dueck	5/11/2016 15:42	Do not change the zoning!
600	Dylan Smith	5/11/2016 16:03	I grew up in Loomis. It will always be my home. I would hate to see it change so drastically.
601	Ariana Judd	5/11/2016 17:02	
602	Sarah Cudworth	5/11/2016 17:10	
603	Katherine Sheldon	5/11/2016 17:19	
604	Taylor manausa	5/11/2016 17:28	
605	Anya Musilli- Olmsted	5/11/2016 17:31	Keep Loomis a small town!
606	Lexy	5/11/2016 17:43	We moved here for a reason. Don't take that away
607	Haley Lawson	5/11/2016 18:03	
608	Justin schmitz	5/11/2016 18:06	

[73-226

[73-227

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[73-229

609	Lori Thomas	5/11/2016 18:20	Keep Loomis small!!	I 73-230
610	Chelsea Frye	5/11/2016 18:22		
611	Tim Thomas	5/11/2016 19:18		
612	Kate Jackson	5/11/2016 19:21		
613	Brian Hood	5/11/2016 20:45	Low income housing creates crime... It's not a stereotype it's a proven fact..	I 73-231
614	Alice Neff	5/11/2016 21:07	Keep our small town small!!	I 73-232
615	Megan	5/11/2016 21:21		
616	Maryann Good	5/11/2016 21:29		
617	Maya Longtin	5/11/2016 21:49		
618	Madison Wilson	5/11/2016 21:50		
619	Nina Anderson	5/11/2016 22:35		
620	J Watson	5/11/2016 22:47		

621	Tabbitha balley	5/11/2016 23:15	
622	Alexandreea Ainbinder	5/12/2016 0:24	Loomis is just fine the way it is.
623	Luke schneider	5/12/2016 1:08	
624	Michele frank	5/12/2016 1:11	
625	Sara Boccoleri	5/12/2016 1:15	
626	Kelly Schostag	5/12/2016 1:19	
627	Lindsey Fretland	5/12/2016 1:48	
628	Brittany Jinks- Nolen	5/12/2016 2:09	
629	Terri Tatge	5/12/2016 2:28	I am not in favor of growth I want to keep Loomis small
630	Cheryl Tatge	5/12/2016 2:36	
631	Nick Wallace	5/12/2016 3:14	
632	Nicole Mix	5/12/2016 3:15	

I 73-233

I 73-234

633	Ibrahim Abukhdair	5/12/2016 4:04		
634	Brandy Saporito	5/12/2016 4:21	Loomis should stay a small town. That is what makes Loomis, Loomis!	I 73-235
635	Mason Gray	5/12/2016 4:34	We live on the border of the greenbelt and love the nature. Schools will be even more over crowded.	I 73-236 I 73-237
636	Courtney Chapman	5/12/2016 5:41		
637	Margo Bolander	5/12/2016 6:14	Please do not ruin Loomis. Rocklin and Roseville is a much more appropriate place for this village.	I 73-238
638	K good	5/12/2016 12:57		
639	Felicia glissman	5/12/2016 13:43	I vote no.	I 73-239
640	Bree lovell	5/12/2016 14:23	Keep it small	I 73-240
641	Stephanie Hayworth	5/12/2016 14:56	Keep Loomis small! Against proposed growth plan	I 73-241
642	Brenda Sue Maciel	5/12/2016 15:08	I grew up in Loomis and still have family there. We always loved the small town look and feel. I would like my grandchildren to be able know this same feeling of community. Please don't build this VILLAGE in our town.	I 73-242
643	Adam Welch	5/12/2016 15:33		
644	Jasper	5/12/2016 15:44		

645	Torri Baggaley	5/12/2016 16:55	People love it here because of the small town feel. Stop trying to populate every inch of land.
646	John Hunter Laugenour	5/12/2016 18:46	
647	TJ Baggaley	5/12/2016 20:38	
648	Dustin weirich	5/12/2016 21:57	
649	Ashley Vonk	5/13/2016 1:26	This is a safe small family town. Keep it small.
650	Amy Engle	5/13/2016 2:00	Don't let Loomis turn into Rocklin.
651	Nicholas Johnson	5/13/2016 2:06	
652	Alexa Michael	5/13/2016 3:30	
653	Louie Euer	5/13/2016 3:32	
654	Shane Ransbury	5/13/2016 4:04	
655	Charmaine Skellenger	5/13/2016 5:58	
656	Angela hyder	5/13/2016 7:40	

I 73-243

I 73-244

I 73-245

657	Carol Baker Bauer	5/13/2016 12:02	
658	Cheyann Ortman	5/13/2016 16:56	
659	Bob Vierstra	5/14/2016 6:27	This town goes into grid lock every morning between 7:30 & 8:00 am. How can anyone be ok with an 18% growth increase from one project. How much other building is slated during this same time period?
660	cody turner	5/14/2016 16:49	
661	Kevin Holley	5/15/2016 14:11	
662	Terry I Gonzalez	5/16/2016 20:01	
663	Michelle Dowd	5/17/2016 4:38	
664	Delayne lacefield	5/17/2016 5:38	
665	Dee Dee Eller	5/17/2016 16:41	
666	Jennifer	5/17/2016 16:43	Keep Loomis small!!
667	Kathy Watts	5/17/2016 17:43	
668	Patricia Miller	5/17/2016 17:50	

73-246

73-247

669	Cameron Miller	5/17/2016 17:51	
670	Jason cureo	5/17/2016 18:01	
671	Tawni brown	5/17/2016 18:04	Keep Loomis small. We don't need crowded streets an schools.
672	Kristen Fullmore	5/17/2016 18:24	
673	Katherine Cody	5/17/2016 18:37	
674	Dave Robinson	5/17/2016 18:44	No to growth in Loomis
675	Jessica Horton	5/17/2016 18:45	Slow growth!
676	Clay Miller	5/17/2016 19:03	Loomis would not be the same if you went through with this.
677	Kylie Lindner	5/17/2016 19:04	
678	Dana Percival	5/17/2016 19:07	
679	Sharryn Norris	5/17/2016 19:19	We moved to Loomis in 1965 and lived off of Val Verde for over 20 years. Would hate to see the atmosphere of Loomis change.
680	Michelle Boyd	5/17/2016 19:21	Oppose Loomis development

I 73-248

I 73-249

I 73-250

I 73-251

I 73-252

I 73-253

681	Leah Songer	5/17/2016 19:37	I want my home to stay as it is with slow growth. My kids and grandbabies deserve to be able to enjoy Loomis just as it is.	I 73-254
682	Michael and Debbie Leard	5/17/2016 19:38	This small town is being swallowed up with traffic congestion as it is with the new Walmart shopping center,3+ new subdivisions already approved,Granite Drive building more commercial.....and this project with another...what....1800 cars potentially on our already potholed streets!! not to mention over extending the water and sewer systems. What happened to moderate well planned growth? For more exciting news go to OBAMAZONING.ORG,and see ,if passed,the Feds bypassing the locally elected city/county officials and force low income housing wherever they see fit! Timt to take some serious stands I'd say.	I 73-255 I 73-256 I 73-257
683	Andrea Scott	5/17/2016 19:54	Check out this interesting website obamazone.org	I 73-258
684	Aundrea burkhead	5/17/2016 20:07		
685	Donna Martinez	5/17/2016 21:25		
686	Jennifer Heeter	5/17/2016 21:48		
687	Andrew McGargill	5/17/2016 21:51	Keep Loomis small. That is why we live here and not in every other city in California.	I 73-259
688	Melissa Garcia	5/17/2016 21:55		
689	Kaleb Scheffler	5/17/2016 21:57	Don't do it!	I 73-260
690	Tracee Arrowood	5/17/2016 22:12		

691	Dennis Bartell	5/17/2016 22:37	Keep loomis rural	I 73-261
692	Jennifer Hamburg	5/17/2016 22:49		
693	Kyle Setterlund	5/17/2016 22:49		
694	Andrew bell	5/18/2016 0:32		
695	Laurie otten	5/18/2016 2:04	No thanks! Not a good fit for our Loomis	I 73-262
696	Rosemary Parker	5/18/2016 3:01	Keep Loomis Small and Rural	I 73-263
697	William Fox	5/18/2016 3:21		
698	Craig Sanborn	5/18/2016 3:32	Keep our small town small! This development goes against the core of what Loomis is – a small town, not a high-density in-fill development. Adding 439 units will drastically impact our rural town with multiple negative repercussions. Please stop this development!	I 73-264
699	Renee Sanborn	5/18/2016 3:45	Stop this development!	I 73-265
700	Jenn homen	5/18/2016 3:51	No no no and more no!!!	I 73-266
701	John homen	5/18/2016 4:09	Really. Why do politicians have to ruin good communities. We live in placer county to stay away from criminals. Look what happened when they allowed low income in roseville. Weird the crime rate went up	I 73-267
702	Paul Parker	5/18/2016 4:18	Keep the big \$\$\$ developers out of Loomis!!	I 73-268

703	Scot Bernhard	5/18/2016 4:38	Leave small towns alone, our land can't be bought.	I 73-269
704	Jason Bettini	5/18/2016 4:41	Vote NO on this development! Keep Loomis a small town, big family feel.	I 73-270
705	Shelley Kincaid	5/18/2016 4:52	I grew up in this town and I'm raising my kid here as will. I love it because it's a small country town. The schools are crowded as they are, and we still have to worry about Bickford Ranch bring more traffic too. There is lots roads & sidewalks to fix & and repair. Maintain, the original building of our down town. Or we will loose them to all the new stuff they want to put in. We need to take care of the downtown area that we all love so much.	I 73-271 I 73-272 I 73-273
706	Leila Noorani	5/18/2016 5:22	Please work to retain the small town charm and old fashioned style that has been the town of Loomis's hallmark. Simplicity, community, and old school values is what makes Loomis a wonderful place.	I 73-274
707	Janet Van-Y	5/18/2016 11:24	I am against this development.	I 73-275
708	Elena DalFavero	5/18/2016 18:55		
709	Paul Burkhead	5/18/2016 18:57		
710	Troy Sullivan	5/18/2016 22:36	WE do not need high density housing in this community. It will not be good for this area. There are other places to build. This will wreck this small town. I vote NO.	I 73-276
711	Kristy	5/18/2016 23:14		
712	Judy Bowen	5/19/2016 0:16		
713	Alysia Kool	5/19/2016 0:29		

714	Aaron Filimonuk	5/19/2016 0:44	I wish other counties would take note !!
715	DAN STEUER	5/19/2016 5:57	
716	Mary Lou Steuer	5/19/2016 6:04	
717	Rodger Thomas	5/19/2016 6:10	
718	Yana Hawkins	5/19/2016 6:58	
719	Tiffany Tharp	5/20/2016 16:47	
720	Phillip Percival	5/20/2016 16:53	
721	Jamie Graves	5/21/2016 17:32	Let's leave Loomis the way it is.
722	Josh redforf	5/21/2016 22:20	
723	Leslie	5/23/2016 18:25	
724	amy toth	5/23/2016 18:34	
725	Tom Maguire	5/23/2016 18:34	

I 73-277

I 73-278

726	andrew toth	5/23/2016 19:02	
727	Krista Neighbours	5/23/2016 19:59	
728	Holly Wojcik	5/23/2016 20:04	
729	Miranda Rasband	5/23/2016 23:06	I am against this rapid growth
730	Debra Freeman	5/24/2016 1:37	
731	Sheileen Wills	5/24/2016 2:34	
732	Susan Forbes	5/24/2016 2:44	
733	Alison bowen	5/24/2016 2:44	Huge no on this proposed development.
734	Holly Enberg	5/24/2016 2:58	My family moved to Loomis for its small-town atmosphere many years ago. We then moved from rural Loomis to Old Town Loomis, as we downsized our family, because we put faith in our town motto that promises that a small-town is like a big family. Now, some want to change all that. If this goes through, Doc Barnes will have increased traffic that will negatively impact us. Please keep your promise to our community. Family shouldn't treat each other this way.
735	Austin Phillips	5/24/2016 3:08	
736	Lana Fredrickson	5/24/2016 3:46	

I 73-279

I 73-280

I 73-281

737	Frederick Wilson	5/24/2016 5:19		
738	Kimberley Triplett	5/24/2016 5:45		
739	Alayne Mata	5/24/2016 6:25		
740	Kalynne pointer	5/24/2016 7:05		
741	Erika Madden	5/24/2016 8:52		
742	Deanna Lyman	5/24/2016 10:10		
743	Li Fu	5/24/2016 14:12		
744	Christian Koenig	5/24/2016 15:26		
745	Jasmine Blue	5/24/2016 15:29		
746	Misty lunsford	5/24/2016 16:21		
747	Deborah Toohey	5/24/2016 17:14		
748	Cory Mello	5/24/2016 17:25		

749	Diane anaya	5/24/2016 19:50	I was thinking of moving to Loomis, but not if high density. Need some places left untouched for solitude and peace and beauty.	73-282
750	Monica Toohey-Krause	5/24/2016 20:02	lived here since I was 12 - Im a small town girl - love the feeling that everyone is family ! lets not change that!	73-283
751	Ray Miller	5/24/2016 20:04	The whole reason for choosing Loomis is for its low growth and rule characteristics. I have been fortunate, worked hard to be able to afford to live here, maintain a business and on other properties here in Loomis. Its disheartening to think that the Town is willing to change its long time values only to blend in with the surrounding towns . I would hope you would reconsider and think about what Jewel the town to Loomis is. Just the way it is... Maybe Focus on some specialty businesses and shops.	73-284
752	Mark Andrews	5/24/2016 20:13	It will happen, just not now!	73-285
753	Katie Gavzy	5/24/2016 20:28		
754	Pamela Gatlin	5/24/2016 20:43	Remember "A small town is like a big family". Please keep our small town small.	73-286
755	Ellie	5/24/2016 20:50		
756	Desiree	5/24/2016 20:52		
757	lesley meyer	5/24/2016 20:57		
758	Jodi Laugenour	5/24/2016 21:14		
759	Shayne wooden	5/24/2016 21:14		

760	Rebecca Serrao	5/24/2016 21:40	
761	Gary Huntzinger	5/24/2016 21:42	After careful review of the proposed development material, I've concluded that this simply isn't the right fit for Loomis. Back to the drawing board. Let's see if this or another developer can present a proposal that truly enhances, rather than spoils, our beloved community.
762	Alan Holman	5/24/2016 21:43	
763	Shawna Bryant	5/24/2016 21:52	
764	Amy Riga	5/24/2016 21:53	We like our small town, develop what we already have! Rocklin border shows what one developed area does to the small town feel.
765	Jason Bryant	5/24/2016 21:53	
766	Bill Brennan	5/24/2016 22:05	Please don't let the Village project move forward. The Village project would have my vote if it was comprised of single family homes on not less than 1 acre parcels.
767	Lisa clevenger	5/24/2016 22:09	I move out here from city to raise kids in a small town.I am a single mom low income but we make it work out here. Just because we love this town the way it is. Thank you
768	Amy Rogers	5/24/2016 22:42	I grew up here and it was perfectly quaint! I hope it remains perfectly quaint for generations to come!!!
769	Misty lunsford	5/24/2016 22:48	
770	Adrienne sandvos	5/24/2016 23:01	

73-287

73-288

73-289

73-290

73-291

771 Kathleen Watts 5/24/2016 23:09

772 KRISTA BREWER 5/24/2016 23:12 We live in Loomis because we like a small town.

I 73-292

773 Cortney Taylor 5/24/2016 23:18

774 Nick Lyons 5/24/2016 23:21

775 Erika Small 5/24/2016 23:33

776 Elizabeth Hiller 5/24/2016 23:35 Please Keep Loomis...Loomis.

I 73-293

777 Cheryl Hadley 5/24/2016 9:01 Please Don't grow Loomis

I 73-294

778 Michael Morris 5/24/2016 9:02 Keep Loomis small

I 73-295

779 Jo-Lene Crisman 6/6/16 Rachel Lane Loomis Keep it small.

I 73-296

780 Patricia Ant 5/24/2016 Rachel ct.

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Response to Comment Letter 73

Facebook Comments

May 6–24, 2016

73-1 This comment expresses hope that the Town Council votes against the project in favor of the petition, not the developers.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-2 This comment states that Loomis should stay small and to not change the General Plan and zoning.

This comment raises an objection to the project based on concern over the project's impact on community character but does not question the adequacy or accuracy of the content of the Draft EIR. The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the proposed project's and Modified Transportation Alternative's significant and unavoidable impacts on the character of the project site and its surroundings. Refer to Master Response 3 for a discussion of the proposed rezoning of the site to Planned Development and adoption of the Village at Loomis Planned Development Preliminary Development Plan.

73-3 This comment states that a zoning change will cause an increase in population by developing 129 low-income housing units and 117 multi-family housing units. This comment also states that the proposed project "is expected to increase the population in Loomis by 18.5% over the already projected growth through 2019."

As discussed in Master Response 7, under either the proposed project or the Modified Transportation Alternative, the project does not include any low-income housing at this time, although it is possible that the multi-family residential component could be developed as low-income housing. Furthermore, as outlined in the project description, the project includes only 124 total multi-family units, 117 of which are in the high-density area and 7 of which are in the mixed-use area.

The population growth that would result from the project is consistent with the projected growth rates and the Town's population would not exceed the Town's projected population as identified in the General Plan. As stated in section 1.4 and

evaluated throughout this EIR, subsequent to public review of the Draft EIR, the project applicant proposed to implement measures to reduce the projects impacts to biological resources by removing eight dwelling units from the project. Thus the project, under either the proposed project or the Modified Transportation Alternative, would develop 418 dwelling units rather than the 426 evaluated in the Draft EIR. As discussed in Section 4.2.3 under Impact 4.2-1 in the EIR, the project would add approximately 1,208 new residents to the Town. If the project were fully built-out and occupied in 2014, it would have accommodated an 18% increase in the Town's population that year. The EIR also considers the effect of the project on the Town's population in 2019, which is when the EIR assumed the project would be fully built-out and occupied. For this analysis, the EIR identified the population that would be expected in 2019 without the project by applying the average annual growth rate to the 2014 population. The EIR then identifies that the project, with 418 dwelling units, would accommodate a 17.8% increase in the 2019 population. In contrast, the General Plan anticipated and accommodated for a higher growth rate, projecting that the Town's population would reach 9,700 people by 2015. Thus, the population accommodated by the project would not result in the overall population of the Town exceeding the General Plan projections.

73-4 This comment suggests that Loomis should not have components that focus on an urban center.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. Refer to Master Response 2 regarding the proposed project's and Modified Transportation Alternative's consistency with the General Plan, including a discussion of the land uses anticipated for the project site under the Town's General Plan.

73-5 This comment expresses the desire to keep Loomis rural, commit to slow quality growth, and to maintain the current zoning map, as described in Alternative 1b.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of consistency with the General Plan, which seeks to maintain the Town's character and response 15-4 regarding the EIR analysis of the project's significant and unavoidable impacts on the character of the project site and its surroundings. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR. Also refer to Master Response 3 for a discussion of the proposed rezoning of the site and

- adoption of the Village at Loomis Planned Development Preliminary Development Plan and Master Response 13 for a discussion regarding project alternatives.
- 73-6** This comment states that the commenter loves the current small town charm of Loomis.
- Refer to response 73-5 regarding the project’s effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-7** This comment expresses opposition to the development or zoning change.
- The EIR evaluates the proposed project and Modified Transportation Alternative as proposed, including the effects of the proposed zoning changes. As stated in the text added to EIR Section 2.1 and discussed in Master Response 3, subsequent to public review 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 zoning districts specific to the project site. Refer to Master Response 3 and Section 4.1 of the EIR for a discussion of the proposed development standards. As noted in response 58-3, the change in the proposed zoning does not alter the type, location, density, and amount of land uses proposed by the project. The EIR evaluates the proposed project and the Modified Transportation Alternative under the proposed Village at Loomis Planned Development Preliminary Development Plan zoning and the proposed development standards. This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-8** This comment states that the project will alter the character of downtown Loomis and its school.
- Refer to response 73-5 regarding the proposed project’s and Modified Transportation Alternative’s effects on community character and response 8-6 and Master Response 9 regarding the project’s impacts to schools.
- 73-9** This comment expresses concern about increased traffic and patronage at the Raley’s shopping center.
- Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the

project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

73-10 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the project's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-11 This comment states that the General Plan should be followed.

The EIR evaluates the proposed project and the Modified Transportation Alternative under the proposed Village at Loomis Planned Development Preliminary Development Plan and the land use districts it describes. Refer to Master Response 2 for a discussion of General Plan consistency.

73-12 This comment states that the commenter is opposed to the project and that the project will lower property values.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. Changes in property values would be an economic effect and not a physical effect on the environment, and thus are not required to be evaluated in the EIR.

73-13 This comment suggests that there are too many variables and that Loomis does not have the infrastructure to support the project.

The commenter does not specify which variables they are referring to. Public service impact, including infrastructure, are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to public services would be reduced to less than significant. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information.

73-14 This comment contends that the development conflicts with the character of the Town.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the project's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-15 This comment suggests that the Town needs more green space for sports.

Please refer to Master Response 12 regarding provision of parks within the project site and payment of parkland dedication in-lieu fees. As evaluated in Section 4.12.3 of the EIR, the Town requires provision of 5 acres of active parkland and 5 acres of passive parkland and/or open space for every 1,000 residents. The General Plan and Municipal Code do not specify what types of facilities, such as sports fields, must be provided in the required active parkland. The proposed project and Modified Transportation Alternative would accommodate a population of 1,208 people and thus would generate a need for 12.08 acres of parkland, including 6.04 acres of active parks. The proposed project and the Modified Transportation Alternative would provide 1.08 acres of active parkland and active recreational facilities. For each alternative, under Mitigation Measure 4.12b, the project applicant would be required to pay the Town's in-lieu fees, sufficient to meet the parkland dedication requirements of Chapter 12.24 of the Town's Municipal Code. Thus, the project's impacts related to demand for open space and recreational facilities in the Town would be reduced to a less than significant level.

73-16 This comment states that the Town has insufficient police, fire, and Town staff to support more sprawl.

Public service impacts are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to public services would be reduced to less than significant. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information.

73-17 This comment states the downtown looks run down and that the roads are already in poor condition.

The EIR evaluates the proposed project and the Modified Transportation Alternative as proposed. There are no currently proposed projects to redevelop or revitalize downtown. The proposed project development would be funded by the project applicant and would not draw resources from the Town that could be used to pursue

public projects downtown or elsewhere in Town. Section 4.6 of the EIR evaluates the project's impacts on local roads and identifies mitigation measures that would ensure the project does not adversely affect levels of service and safety on the Town's transportation network.

- 73-18** This comment suggests that more housing density will compound problems and the Town Council already struggles with existing issues.

The EIR evaluates the proposed project and the Modified Transportation Alternative as proposed, including the proposed housing density. This comment does not identify specific problems that the project would contribute to and does not identify any deficiencies or inaccuracies in the content of the Draft EIR, thus no further response is required.

- 73-19** This comment contends that the schools cannot increase enrollment.

Please refer to Master Response 9, School Capacity. The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The project's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact.

- 73-20** This comment suggests that the project will overpopulate the Town.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-21 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-22 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-23 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-24 This comment offers that growth is not the issue but rather the type of growth.

The EIR evaluates the proposed project and Modified Transportation Alternative as proposed, including the type of growth that the project would support. This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-25 This comment states to keep Loomis small and that the commenter is saddened by the growth in Placer County.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-26 This comment wonders how Horseshoe Bar Road and Taylor Road will accommodate the increased traffic.

Refer to response 8-8 and Master Response 6 regarding the EIR analysis of the project's traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the

cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative.

As discussed in response 11-18, under the proposed project, construction of Doc Barnes Drive through the project site is expected to divert a portion of the existing traffic on Taylor Road to this new roadway. The analysis in section 4.6 shows that there is expected to be a net decrease in traffic volumes on Taylor Road as a result of the project. However, the diversion of traffic from Taylor Road to Doc Barnes Road would also increase traffic on Horseshoe Bar Road by more than 5%, which is considered a significant impact of the project according to the Town's General Plan. As discussed on page 4.6-34, implementation of Mitigation Measures 4.6c and 4.6d, which require provision of traffic controls that would limit left turns onto Horseshoe Bar Road during peak periods, the traffic volumes on Horseshoe Bar Road would be reduced so that the net traffic increase on this segment would be less than 5% over the existing volume; therefore, the impact would be reduced to less than significant.

Under the Modified Transportation Alternative, which includes construction of the Webb Street extension through the project site and its associated roundabouts as well as construction of Doc Barnes Drive through the project site, it is expected that a portion of the traffic currently using some segments of Taylor Road and Horseshoe Bar Road would be diverted to other routes. Thus, under the Modified Transportation Alternative the project would reduce congestion on Taylor Road between Oak Street and King Road and reduce congestion on Horseshoe Bar Road between Taylor Road and Doc Barnes Drive.

Under either alternative, the project would add traffic to Horseshoe Bar Road between Doc Barnes Drive and Laird Road but the volume of traffic would remain well-below the roadway's capacity and these segments would continue to operate at level of service A.

73-27 This comment states a desire to keep Loomis small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-28 This comment states that this development is not for Loomis and that the schools, streets, and community do not want the project.

This comment does not question the adequacy or accuracy of the content of the Draft EIR. Refer to Master Response 9, School Capacity, for a discussion of the project's impacts on and mitigation for schools. The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-29 This comment states that Loomis should stay small and that the development will increase crime, traffic and impact schools.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

Refer to Master Response 7, Affordable Housing (which discusses crime), Master Response 6, Traffic Impacts, and Master Response 9, School Impacts. Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2 an increase in population can be reasonably expected to produce a net increase in crime simply due to an increase in the number of people in the area. However, there is no evidence in the record or provided by this comment that the average per-capita level of crime is likely to increase.

Refer to response 8-8 and Master Response 6 regarding the EIR analysis of the project's traffic impacts. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Refer to Master Response 6 and response 8-8 for additional discussion of this impact

The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity

of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The project's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concluded that there would be a less-than-significant cumulative impact.

73-30 The commenter requests that the Town not allow the project to happen.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-31 This comment implies that the project conflicts with the small town atmosphere.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-32 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-33 This comment states that there are tract homes in other jurisdictions that people can move to.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-34 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-35 This comment states that Loomis will become the new Rocklin if the project is developed.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-36 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-37 This comment asserts that only the developers are in support of the project and it will destroy the value of Loomis.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-38 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-39 This comment suggests that Loomis should stay country.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-40 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-41 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-42 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-43 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-44 This comment states that the project will ruin the Town.

Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency

73-45 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-46 This comment states that the project will ruin the Town.

Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency

73-47 This comment states that Loomis should stay rural.

- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-48** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-49** This comment expresses gratitude to the creator of the petition.
- This comment does not raise any environmental issues or question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-50** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-51** This comment expresses opposition to the project as currently proposed.
- The EIR evaluates the project as proposed. This comment does not raise any environmental issues or question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-52** This comment states that Loomis should stay beautiful.
- The EIR concludes in Section 4.5 that the proposed project and Modified Transportation Alternative would have a less than significant impact due to loss of visual resources. Specifically, under Impact 4.5-1, the EIR concludes that there would be a short-term loss of scenic resources due to reduction in the existing tree canopy cover. However, once mature, the project landscaping would provide similar canopy height and cover as exists in the current scenic environment. Refer to response 73-5 for additional discussion regarding the project's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-53** This comment asserts that the Town cannot handle a 20% increase in population.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR. Refer to Master Response 2 for a discussion of General Plan consistency.

73-54 This comment states that Loomis should not change the community to a city.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-55 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-56 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.

73-57 This comment suggests that development should occur within the context of the community and this type of development conflicts with the Town.

This comment does not question the adequacy or accuracy of the content of the EIR, and no response is required. Refer to Master Response 2 for a discussion of General Plan consistency. Refer to Master Response 3 for a discussion of zoning.

73-58 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed

- project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-59** This comment asks that the petition remain open.
- This comment does not question the adequacy or accuracy of the content of the EIR, and no response is required.
- 73-60** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-61** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-62** This comment states that Loomis should not change the community into a city.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and Master Response 2 for a discussion of General Plan consistency.
- 73-63** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-64** This comment states that Loomis should stay the way it is.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-65 This comment suggests that the growth should be sustainable and the community should limit growth to reasonable limits.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-66 This comment offers that growth should protect community and civic groups, agricultural areas and small businesses.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-67 This comment states that we need solutions to improve air quality.

This comment is a general statement and does not question the adequacy or accuracy of the content of the Draft EIR; nevertheless, air quality impacts were analyzed in Section 4.8, Air Quality.

73-68 This comment states that the development conflicts with the small community.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-69 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-70 This comment suggests that the high density housing conflicts with community feel.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed

project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency. The existing zoning for the project site includes a high-density overlay, indicating that a portion of the site has been planned for high-density residential uses.

73-71 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-72 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-73 This comment expresses opposition to the development and zoning change.

The EIR evaluates the proposed project and the Modified Transportation Alternative as proposed, including the proposed zoning changes. This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-74 This comment asserts that the development needs to ensure that the water pipes themselves are sound and can support the project.

The proposed project and the Modified Transportation Alternative will be required to install new water lines within the project boundaries to serve the project's proposed land uses. While the commenter has expressed concern about the condition of existing water lines to existing homes, CEQA does not require the proposed project to repair existing deficiencies to water lines leading to existing homes. This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-75 This comment asks how the cyanide will be removed from the soil of former farm properties, as it was discussed in Loomis News in the past.

In Section 4.13.1 under subheading Soil Sampling, the EIR states that, due to orchard cultivation during a time of historical pesticide use, soil samples of the project site were taken in accordance with the sampling methods established by the California

Department of Toxic Substance Control. Additional soil samples were taken during the Phase II Assessments, which concluded that materials were present in concentrations that are within acceptable levels, and no further investigation is required. Additional information is provided in the Phase I and Phase II Assessments included as Appendix I of the EIR.

73-76 This comment states that the project will harm the Town through increased traffic and its effect on air, water, and noise.

This comment is a general statement and does not question the adequacy or accuracy of the content of the Draft EIR. The EIR evaluates the proposed project's traffic impacts (Section 4.6), air quality (Section 4.8), water quality (Section 4.11), and noise (Section 4.7). No further response is required. Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information.

The proposed project's and Modified Transportation Alternative's impact on air quality is evaluated in Section 4.8.3 of the EIR. The EIR concludes that the project would generate temporary construction emissions above the Placer County Air Pollution Control District's thresholds, which would be a significant and unavoidable impact despite implementation of Mitigation Measures 4.8a, 4.8b, and 4.8c. The project would have a less-than-significant impact during project operation. The full text of the mitigation measures is provided in Section 4.8.4 of the EIR. Water quality concerns, including groundwater quality, are examined in Section 4.11.3 under Impacts 4.11-1 and 4.11-5 of the EIR. Impact 4.11-1 evaluates the proposed project's and Modified Transportation Alternative's effects on surface water and groundwater quality, and determines that the project would have a less-than-significant impact, noting that state and federal law require the project applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) to identify specific best management practices (BMPs) that would be implemented on site to ensure that water quality is protected both during and after construction. Impact 4.11-5 evaluates the proposed

project's and Modified Transportation Alternative's contribution to cumulative violations of water quality standards and concluded that the project would have a less-than-significant impact on cumulative water quality violations. Refer to Section 4.11.3 Impacts 4.11-1 and 4.11-5 in the EIR for additional information. The proposed project's and Modified Transportation Alternative's impact on noise levels in the vicinity are evaluated in Section 4.7.3 of the EIR. Specifically, Impact 4.7-2 examines if the project would expose people within the project site to traffic noise that exceed the established noise standards. The EIR concludes that, with implementation of Mitigation Measures 4.7b through 4.7e, which include various noise attenuation measures, the proposed project and Modified Transportation Alternative would have a less-than-significant impact. The full text of these mitigation measures is provided in Section 4.7.4 of the EIR. Project impacts to traffic and pollution are thoroughly addressed in EIR Sections 4.6.3 and 4.8.3, respectively.

73-77 This comment suggests that donating park funding is not enough because it still requires that the Town pay for maintenance and security.

Maintenance of the parks within the proposed project and the Modified Transportation Alternative will be paid for by future residents of the project in the form of an assessment district or similar funding mechanism placed on the future homeowners of the project. In Section 4.12.3, under Impact 4.12-13, the EIR discusses that the proposed project and Modified Transportation Alternative would not meet the standard for providing active parkland, and would be required under Mitigation Measure 4.12b to pay the Town's in-lieu fees, sufficient to comply with Chapter 12.24 of the Town's Municipal Code under Mitigation Measure 4.12b. The full text of Mitigation Measure 4.12b is provided in Section 4.12.4 of the EIR. Please refer to Master response 12 for a more detailed response.

73-78 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. Refer to Master Response 2 for a discussion of General Plan consistency.

73-79 This comment states that the project will change the small town character of the Town.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-80 This comment expresses the opinion that the project is ridiculous.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-81 This comment states that the project will alter the character of the community and dilute home values.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency. CEQA does not require that the EIR evaluate economic issues such as home values.

73-82 This comment states that the project will add traffic and people to the roads and schools.

The comment is general in nature and does not comment upon the adequacy or accuracy of the Draft EIR. Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 Traffic Impacts and Mitigation.

In Section 4.2.3 under Impact 4.2-1, the EIR states that the proposed project and Modified Transportation Alternative would add approximately 1,208 new residents to the Town which would increase the Town's population by approximately 18%. Further the EIR finds that this would not represent a significant impact because it is consistent with the growth anticipated and accommodated for in the General Plan. Additional information is provided in the full analysis in Section 4.2.3 of the EIR under Impact 4.2-1.

73-83 This comment states that the project should stop.

- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-84** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency
- 73-85** This comment states that Loomis should stay the way it is.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency
- 73-86** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-87** This comment states that the project plan is far too dense; there should be more stand-alone, single-story, single-family homes on larger lots.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to Master Response 2 for a discussion of General Plan consistency and Master Response 3 for a discussion of the proposed zoning ordinance amendments. Also refer to Master Response 13 for a discussion of project alternatives.
- 73-88** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-89** This comment states that the commenter grew up in Loomis and loved the life he or she was given.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-90 This comment states that the project site should keep the current zoning.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density, including the proposed zoning changes. Refer to Master Response 2 for a discussion of General Plan consistency and Master Response 3 for a discussion of the proposed zoning ordinance amendments.

73-91 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-92 This comment states that the same thing happened in Natomas where crime increased and families moved out.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can be reasonably expected to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

73-93 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-94 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-95 This comment states that while the Town needs growth, it should not be this development.

- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-96** This comment expresses opposition to any more development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-97** This comment expresses the desire to leave Loomis alone.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency. Chapter 5, Alternatives, includes analysis of two version of the No Project Alternative – one in which the project site remains vacant and one in which the project site is developed under the existing General Plan and zoning designations. This analysis provides the Town's decision-makers the opportunity to consider denying the proposed project.
- 73-98** This comment states that the development is not appropriate for the Town and that the Council needs to represent the desires of those that elected them.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-99** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-100** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-101** This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-102 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-103 This comment states that living in the country means dirt and not buildings.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. Refer to Master Response 2 for a discussion of General Plan consistency.

73-104 This comment states that Loomis is a unique community, will be negatively impacted by development, and changing the zoning will be a mistake.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments.

73-105 This comment states that the commenter does not want Loomis to become East Rocklin and that Loomis should stay small.

This comment does not question the adequacy or accuracy of the content of the Draft EIR. The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-106 This comment states that the commenter does not want Loomis to grow.

As discussed in response 26-1, the Draft EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the

project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-107 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-108 This comment states that development should be appropriate for the size and character of the

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-111 This comment states that the zoning should be changed, the development conflicts with the character of Loomis and it would result in a huge population change.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments. Please refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-112 This comment states that the development would alter the character of Loomis.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-113 This comment expresses the opinion that the project is a horrible idea and that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-114 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

- 73-115** This comment states that the town incorporated in order to keep the small town character and to preserve its historic structures.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

- 73-116** This comment states that Loomis should keep its small town atmosphere, and should not change its zoning law to increase noise and air pollution, traffic, and crime.

Refer to Master Response 2 for a discussion of General Plan consistency. Alternative 1b, evaluated in the EIR, assumes the project site would be developed with existing General Plan designations. Under that alternative, noise impacts would be similar as under the proposed project, and air impacts and traffic impacts would be more severe than under the proposed project.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments. The proposed project's and Modified Transportation Alternative's impact on noise levels in the vicinity are evaluated in Section 4.7.3 of the EIR. Specifically, Impact 4.7-2 examines if the project would expose people within the project site to traffic noise that exceed the established noise standards. The EIR concludes that, with implementation of Mitigation Measures 4.7b through 4.7e, which include various noise attenuation measures, the project would have a less-than-significant impact. The full text of these mitigation measures is provided in Section 4.7.4 of the EIR. Project impacts to traffic and pollution are thoroughly addressed in EIR Sections 4.6.3 and 4.8.3, respectively.

The proposed project's and Modified Transportation Alternative's impact on air quality is evaluated in Section 4.8.3 of the EIR. The EIR concludes that the project would generate temporary construction emissions above the Placer County Air Pollution Control District's thresholds, which would be a significant and unavoidable impact despite implementation of Mitigation Measures 4.8a and 4.8b. The project would have a less-than-significant impact during project operation. The full text of the mitigation measures is provided in Section 4.8.4 of the EIR.

Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably expect to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase and it would be speculative to assume otherwise. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

- 73-117** This comment states that Loomis should stay small and any development must strive to maintain the rural atmosphere.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

- 73-118** This comment states that Loomis should stay small and that the commenter does not support the project.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

- 73-119** This comment states that the commenter moved to Loomis for the small town and left an area with the Mexican mafia and expresses concern for increased crime.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed

project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency. Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably expect to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase and it would be speculative to assume otherwise. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

73-120 This comment states that the Town should say no.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-121 This comment states that the growth should be slowed down.

As discussed in response 26-1, the Draft EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-122 This comment states that the commenter is opposed to changing the zoning map and suggests that the developer will make enough money developing as zoned.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments. Refer to Master Response 2 for a discussion of the General Plan consistency.

73-123 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-124 This comment states that Loomis should keep the zoning as is or it will impact Loomis in the future.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments.

73-125 This comment states that the Town should remain as is and not to allow low-income housing.

As discussed in Master Response 7, the proposed project does not include any low-income housing at this time, although it is possible that the multi-family residential component could be developed as low-income housing.

73-126 This comment states that the Town does not need more congestion, crowded schools, and overwhelmed sheriff's departments.

The comment is general in nature and does not specifically comment on the adequacy or accuracy of the Draft EIR. Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4.

The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The project's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concluded that there would be a less-than-significant cumulative impact. Law enforcement impacts are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to law enforcement would be reduced to less than significant. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information.

73-127 This comment states that Loomis should stay small.

- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-128** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-129** This comment pleads that the Council should be stopped.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-130** This comment states that the commenter loves the feeling of a small town.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-131** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-132** This comment states that the development should not happen.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-133** This comment states that the commenter moved to Loomis for the small town atmosphere and that it is a treasure that should be preserved.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed

- project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-134** This comment states that this type of zoning and forced low-income housing kills a neighborhood.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments. As discussed in Master Response 7, the proposed project does not include any low-income housing at this time, although it is possible that the multi-family residential component could be developed as low-income housing.
- 73-135** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-136** This comment states that there has been an increase in crime since the Rocklin Commons and it should be kept away from Loomis.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-137** This comment states that Loomis should remain a small country town.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-138** This comment states that the high density will change the rural community and that Loomis should remain small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-139** This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-140 This comment expresses the opinion that an urban growth plan is very stupid.

As discussed in response 26-1, the Draft EIR finds that although the project would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-141 This comment expresses that the project site should be an Indian reserve.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. In comments submitted on the Draft EIR, the United Auburn Indian Community did not suggest that the site should be protected as an Indian reserve.

73-142 This comment states the community does not want more traffic.

Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

73-143 This comment expresses that the commenter loves the small town feel.

- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-144** This comment states that the commenter would live in the city if he or she wished to live in a compact, walkable, urban center.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. Refer to Master Response 2 regarding the proposed project's and Modified Transportation Alternative's consistency with the General Plan, which calls for higher density uses in the downtown area.
- 73-145** This comment states that development will take away the natural beauty and the Town does not need more housing or commercial lots.
- The EIR concludes in Section 4.3 that the proposed project and Modified Transportation Alternative would have a significant and unavoidable effect on visual resources.
- 73-146** This comment expresses that the development is not needed.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-147** This comment expresses that the Town is fine as is.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-148** This comment states that Loomis should stay small and libertarian.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-149** This comment states that the Council should have published the plans for input because it is such a drastic change and that they only met the minimal requirements.
- Notifications about the availability of the Draft EIR were published in the local newspaper, at the County Clerk's Office, and through mailers delivered to individual

residences. Furthermore, the Draft EIR was available online on the Town’s website, and hard copies were available at Town Hall and the local library. This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. Refer to Master Response 1 for additional details of the public notice provided for this project.

- 73-150** This comment exclaims that the Loomis should be untouched and development should occur in Roseville.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

- 73-151** This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

- 73-152** This comment expresses the desire to stop the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

- 73-153** This comment reminds the community to remember why they live in Loomis.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

- 73-154** This comment states that Loomis should stay small and that new development are ridiculous.

This comment does not question the adequacy or accuracy of the content of the Draft EIR. The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project’s and Modified Transportation Alternative’s effects on community character and to Master Response 2 for a discussion of General Plan consistency.

- 73-155** This comment states that the project will drive up the cost of living.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-156 This comment expresses opposition to the project and the expectation that Loomis will remain a small town.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-157 This comment states that the development will be a detriment to the community if the zoning is changed and suggests that Loomis can grow and while maintaining its rural, small-town qualities.

This comment does not question the adequacy or accuracy of the content of the Draft EIR. The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments.

73-158 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-159 This comment expresses opposition to development at this scale.

This comment does not question the adequacy or accuracy of the contents of the Draft EIR, and no response is required.

73-160 This comment states that Loomis should stay rural.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-161 This comment urges the community to vote and to not destroy the reason that they live in Loomis.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-162 This comment states that Loomis should stay small.

- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-163** This comment is in opposition to the low-income aspect of the project.
- Refer to Master Response 7 for a discussion regarding affordable housing. As discussed in Master Response 7, the proposed project and Modified Transportation Alternative do not include any low-income housing at this time, although it is possible that the multi-family residential component could be developed as low-income housing.
- 73-164** This comment argues that the kind of people that live in high density housing are not the kind of people who will choose rural Loomis and there is an expectation of personality clashes.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-165** This comment states that new homes are good for the economy but not low-income housing.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-166** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-167** This comment states that urban sprawl is taking over the area and states that Walmart should not have been built in Rocklin. This comment also states Loomis is beautiful horse country and should stay that way, and that it is already crowded.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-168** This comment states that cheaper housing leads to a loss in small town charm, development makes local businesses suffer, and law enforcement more confrontational.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-169 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-170 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-171 This comment states that there is already sufficient traffic and people in Loomis.

The comment is general in nature and does not comment upon the adequacy or accuracy of the Draft EIR's analysis of traffic impacts (Section 4.6) or population and housing impacts (Section 4.2). Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

In Section 4.2.3 under Impact 4.2-1, the EIR states that the proposed project and Modified Transportation Alternative would add approximately 1,208 new residents to the Town. As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for

development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR. Additional information is provided in the full analysis in Section 4.2.3 of the EIR under Impact 4.2-1.

- 73-172** This comment expresses concern that the increase in development and population will lead to an increase in drug use and a decline in Town reputation and safety.

Social impacts, such as crime and drug use, are not environmental impacts under CEQA. In Section 4.2.3 under Impact 4.2-1, the EIR states that the proposed project and Modified Transportation Alternative would add approximately 1,208 new residents to the Town. As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR and the commenter does not provide any evidence that the increase in development or population would result in a higher net drug use or a decrease in safety.

- 73-173** This comment states that Loomis has been a small town and an increase in population will be problematic for small businesses and companies.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

- 73-174** This comment expresses opposition to the project.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

- 73-175** This comment expresses opposition to the project.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-176 This comment expresses opposition to the project and suggests that Councilmembers find another way to make money.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-177 This comment states that Loomis should stay small, schools are overcrowded and crime has increased.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency. Refer to Master Response 9 regarding school capacity.

The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The project's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably expect to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase and would be speculative to assume otherwise. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

73-178 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-179 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-180 This comment states that Loomis should stay small and opposes low-income housing.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency. Refer Master Response 7 regarding affordable housing. As discussed in Master Response 7, the proposed project and the Modified Transportation Alternative does not include any low-income housing at this time, although it is possible that the multi-family residential component could be developed as low-income housing.

73-181 This comment expresses opposition to the project.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-182 This comment states that the project conflicts with the small town.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-183 This comment suggests a new skate park should be constructed.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required. The EIR evaluates the proposed project and Modified Transportation Alternative as proposed. There are no current plans to develop a skate park at the project site or elsewhere in Town.

73-184 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-185 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-186 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-187 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-188 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-189 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-190 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-191 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed

- project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-192** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-193** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-194** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-195** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-196** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-197** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-198** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-199 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-200 This comment objects to rapid growth and increased housing.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-201 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-202 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-203 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-204 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-205 This comment states that rezoning will take away Loomis’s small town feel.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Refer to response 73-5 regarding the proposed project’s and Modified Transportation Alternative’s effects on community character and to Master Response 2 for a discussion of General Plan consistency. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments.

73-206 This comment states that the project will impact trees, wildlife and air quality.

The comment is general in nature and does not comment upon the Draft EIR’s adequacy or accuracy with respect to the analyses of impacts to biological resources (Section 4.3) or air quality (Section 4.8). Biological impacts are evaluated in Section 4.3.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.3.4. The EIR concludes that all potential impacts to biological resources would be reduced to less than significant except for a cumulative loss of habitat for common and special-status wildlife species (Impact 4.3-6). Please refer to the impact assessments in EIR Section 4.3.3, and the mitigation measures provided in EIR Section 4.3.4 for additional information. The proposed project’s and Modified Transportation Alternative’s impact on air quality is evaluated in Section 4.8.3 of the EIR. The EIR concludes that the project would generate temporary construction emissions above the Placer County Air Pollution Control District’s thresholds, which would be a significant and unavoidable impact despite implementation of Mitigation Measures 4.8a and 4.8b. The project would have a less-than-significant impact during project operation. The full text of the mitigation measures is provided in Section 4.8.4 of the EIR.

73-207 This comment states that efforts should be focused on downtown and new businesses.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-208 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project’s and Modified Transportation Alternative’s effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-209 This comment expresses opposition to the development and support for the petition.

- This comment does not question the adequacy or accuracy of the contents of the Draft EIR, and no response is required.
- 73-210** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-211** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-212** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-213** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-214** This comment expresses opposition to high density development and states that Loomis does not have the infrastructure to support it.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. As discussed in Chapter 4.12 of the Draft EIR, with implementation of Mitigation Measures 4.12a and 4.12b, the proposed project and Modified Transportation Alternative would not have any significant impacts related to public services and utilities.
- 73-215** This comment states that Loomis will lose its small town feel and the development could lead to lower property values and higher crime rates.
- Social and economic impacts, such as property values and crime, are not environmental effects under CEQA. As discussed in response 26-2, an increase in population can reasonably expect to produce a net increase in crime simply due to an

increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase and it would be speculative to assume otherwise. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

73-216 This comment expresses opposition to the development and suggests revitalizing Taylor Road instead of increased traffic, noise, crime and city bustle.

The comment is general in nature and does not comment upon the adequacy or accuracy of the Draft EIR's analysis of traffic, noise, or public services impacts. Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

The proposed project's and Modified Transportation Alternative's impact on noise levels in the vicinity are evaluated in Section 4.7.3 of the EIR. Specifically, Impact 4.7-2 examines if the project would expose people within the project site to traffic noise that exceed the established noise standards. The EIR concludes that, with implementation of Mitigation Measures 4.7b through 4.7e, which include various noise attenuation measures, the project would have a less-than-significant impact. The full text of these mitigation measures is provided in Section 4.7.4 of the EIR. Project impacts to traffic and pollution are thoroughly addressed in EIR Sections 4.6.3 and 4.8.3, respectively.

Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably expect to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

73-217 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-218 This comment expresses opposition to the project.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-219 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-220 This comment expresses opposition to an increase in population.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-221 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-222 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-223 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-224 This comment states that zoning should not be changed.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a

discussion of the proposed zoning ordinance amendments. Refer to Master Response 2 for a discussion of General Plan consistency.

- 73-225** This comment suggests that the community protect itself as well as its environment, wildlife, and water systems.

The comment is general in nature and does not address the adequacy or accuracy of the Draft EIR's analysis or conclusions. The EIR addressed the proposed project's and Modified Transportation Alternative's potential conflict with land use plans, policies, and regulations in Section 4.1.3 under Impact 4.1-1. The EIR concludes that, with applicable mitigation measures as discussed in other technical sections of the EIR, impacts would be less than significant. Analysis of the project's consistency with the General Plan is provided in Appendix B of the EIR. Additionally, General Plan regulations specific to the project site are defined in Section 4.1.2 under the subheading Local Regulations. The comment does not identify specific land use plans or regulations. Biological impacts are evaluated in Section 4.3.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.3.4. The EIR concludes that all potential impacts to biological resources would be reduced to less than significant except for a cumulative loss of habitat for common and special-status wildlife species (Impact 4.3-6). Please refer to the impact assessments in EIR Section 4.3.3, and the mitigation measures provided in EIR Section 4.3.4 for additional information. Water service impacts are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to water services would be reduced to less than significant. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information.

- 73-226** This comment states that the zoning should not be changed.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments.

- 73-227** This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

- 73-228** This comment states that Loomis should stay small.

- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-229** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-230** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-231** This comment states that low-income housing creates crime.
- Social impacts, such as crime, are not environmental impacts under CEQA. As discussed in response 26-2, an increase in population can reasonably expect to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase and it would be speculative to assume otherwise. The commenter does not provide any evidence to support the notion that there would be an increase in crime.
- 73-232** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-233** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-234** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed

- project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-235** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-236** This comment expresses love for green spaces.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-237** This comment states that the schools will be even more crowded.
- Refer to Master Response 9 regarding school capacity. The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The project's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact.
- 73-238** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-239** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-240** This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-241 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-242 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-243 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-244 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-245 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-246 This comment expresses concerns about increased population and traffic.

Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the

cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

In Section 4.2.3 under Impact 4.2-1, the EIR states that the proposed project and Modified Transportation Alternative would add approximately 1,208 new residents to the Town. The EIR concludes that a conservative estimate for growth would be an 18% increase over 2014 levels, which would not represent a significant impact because that is consistent with the growth anticipated and accommodated for in the General Plan. Additional information is provided in the full analysis in Section 4.2.3 of the EIR under Impact 4.2-1.

73-247 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-248 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-249 This comment expresses opposition to growth.

As discussed in response 26-1, the Draft EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-250 This comment supports slow growth.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-251 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-252 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-253 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-254 This comment supports slow growth.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-255 This comment expresses concerns about the increase in traffic.

Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and

unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

73-256 This comment expresses concerns about overextending water and sewer systems.

Water and sewer service impacts are evaluated in Section 4.12.3 of the EIR, and mitigation measures to reduce impacts are provided in Section 4.12.4. The EIR concludes that all potential impacts to water and sewer services would be reduced to less than significant. Please refer to the impact assessments in EIR Section 4.12.3, and the mitigation measures provided in EIR Section 4.12.4 for additional information.

73-257 This comment expresses opposition to the Affirmatively Furthering Fair Housing Act.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-258 This comment is an unrelated website.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-259 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-260 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-261 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed

- project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-262** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-263** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-264** This comment states that Loomis should stay small and the high density housing will have long lasted repercussions for the community.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size, density and zoning. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency. Please refer to Master Response 3 for a discussion of the proposed zoning ordinance amendments.
- 73-265** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-266** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-267** This comment states that the crime rate will increase.
- Social impacts, such as crime, are not environmental impacts under CEQA. An increase in population can reasonably expect to produce a net increase in crime simply due to an increase in the number of people in the area. However, the average per-capita level of crime is unlikely to increase and it would be speculative to assume otherwise. The commenter does not provide any evidence to support the notion that there would be an increase in crime.

73-268 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-269 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-270 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-271 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-272 This comment states that the schools are already crowded and the project will increase traffic.

The comment is general in nature and does not comment upon the adequacy or accuracy of the Draft EIR. Please refer to Master Response 6, regarding traffic, and Master Response 9, regarding the proposed project's and Modified Transportation Alternative's impacts related to school capacity. Traffic impacts are evaluated in Section 4.6.3 of the EIR, and mitigation measures to reduce traffic impacts are provided in Section 4.6.4. The EIR concludes that all potential impacts to traffic would be reduced to less than significant except for the project's contribution to the cumulative increase in traffic at the Horseshoe Bar Road/Taylor Road intersection (Impact 4.6-8), which would result in a significant and unavoidable impact under the proposed project and the project's contribution to the cumulative increase in traffic on the segment of Interstate 80 west of Horseshoe Bar Road (Impact 4.6-8), which would result in a significant and unavoidable impact under both the proposed project and the Modified

Transportation Alternative. Please refer to the impact assessments in EIR Section 4.6.3, and the mitigation measures provided in EIR Section 4.6.4 for additional information. Please also refer to Master Response 6 and response 8-8.

The EIR evaluates the proposed project's and Modified Transportation Alternative's impacts on local schools in Section 4.12.3 under Impacts 4.12-9 and 4.12-10. The EIR notes that although the addition of students from the project would exceed the capacity of Loomis Grammar School until improvements are completed to increase capacity, the students would be housed at other schools within the Loomis Union School District. Under Government Code 65996, the project applicant is required to pay a school impact fee to Loomis Union School District and Placer Union High School District to offset the increase in student enrollment, which would ensure that impacts associated with the addition of students would be less than significant. The project's contribution to the cumulative demand on schools is evaluated under Impact 4.12-10, and the EIR concludes that there would be a less-than-significant cumulative impact.

73-273 This comment suggests that efforts be focused on revitalizing the downtown.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-274 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-275 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-276 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-277 This comment expresses the desire that other counties take note.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-278 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-279 This comment expresses opposition to rapid growth.

As discussed in response 26-1, the EIR finds that although the proposed project and Modified Transportation Alternative would cause an approximately 18% increase in population relative to the population of the Town in 2014, this population growth would represent a less-than-significant impact because it is within the anticipated growth of the Town, the growth would occur in a location planned for development, and public services and utilities are available. This comment raises an objection to the project based on concern over the project's impact on community character but does not identify any deficiencies or inaccuracies in the Draft EIR.

73-280 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-281 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-282 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-283 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-284 This comment expresses opposition to the development.

This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.

73-285 This comment expresses opposition to the development.

- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-286** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-287** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-288** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-289** This comment expresses opposition to the high density proposed.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-290** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-291** This comment expresses opposition to the development.
- This comment does not question the adequacy or accuracy of the content of the Draft EIR, and no response is required.
- 73-292** This comment states that Loomis should stay small.
- The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.
- 73-293** This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-294 This comment expresses that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-295 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.

73-296 This comment states that Loomis should stay small.

The EIR evaluates the proposed project and the Modified Transportation Alternative at their proposed size and density. Refer to response 73-5 regarding the proposed project's and Modified Transportation Alternative's effects on community character and to Master Response 2 for a discussion of General Plan consistency.