



## STAFF REPORT

### TOWN COUNCIL MEETING OF JUNE 14, 2016

**To:** Town Council  
**From:** Public Works Director  
**Subject:** 2016 Circulation Element Update  
**Date:** June 14, 2016

#### RECOMMENDATION

Approve the Initial Study/Mitigated Negative Declaration and Amend the General Plan by Adopting the 2016 Circulation Element Update.

#### DISCUSSION:

The Circulation Element is one of seven mandated elements in a General Plan. The Circulation Element is the backbone for developing a circulation system as the Town's population grows. The Town of Loomis determined that the Circulation Element required an update in 2015 to meet the requirements of State law, the demands of the growing population and to accommodate traffic entering the Town for neighboring jurisdictions.

The Town of Loomis retained a traffic engineering firm and with the assistance of the Town Engineer began the process of developing the 2016 Circulation Element Update. The 2016 Circulation Element Update was developed under three major steps;

- Analysis of Existing Conditions and Future Baseline Conditions
- Formulation of Transportation Goals and Policies
- Preferred Transportation System

The Update takes into account the expected population increase within the Town due to new developments.

The Draft Initial Study/Mitigated Negative Declaration was prepared for the 2016 Circulation Element Update and was circulated per California Environmental Quality Act (CEQA) requirements from March

14 through April 13, 2016 (30-day review period). During this time public agencies and the general public had the opportunity to provide comments in support or opposition of the Project. Comments were received from four public agencies. Additionally, the Town of Loomis held a Workshop on April 21, 2016 where the general public, Town Council, and Town Planning Commission also provided comments in support or opposition of the proposed Project. All the comments received were recorded in a Final Initial Study/Mitigated Negative Declaration and were responded to per requirements under CEQA. Based on the comments received the 2016 Circulation Element Update was revised and finalized.

The Circulation Element and the Initial Study/ Mitigated Negative Declaration were presented to the Planning Commission on May 24, 2016. The Planning Commission approved Resolution 16-02 recommending that the Town Council approve the Initial Study/Mitigated Negative Declaration and amend the General Plan by adopting the 2016 Circulation Element Update.

## **CEQA**

Pursuant to the California Environmental Quality Act (CEQA), a Draft IS/MND has been prepared and circulated for public/agency review. Based on comments received during the circulation and workshop a Final IS/MND has been prepared. Each individual project will undergo its own environmental review.

## **TOWN OF LOOMIS**

### **RESOLUTION NO. 16-**

#### **A RESOLUTION OF THE TOWN COUNCIL APPROVING INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND AMENDING THE TOWN OF LOOMIS GENERAL PLAN BY ADOPTING 2016 CIRCULATION ELEMENT UPDATE**

**WHEREAS,** In July 2001 the Town of Loomis adopted the General Plan Circulation Element

**WHEREAS,** in 2015 the Town determined that the Circulation Element required an update to meet the requirements of State law, the demands of the growing population and to accommodate traffic entering the Town for neighboring jurisdictions; and

**WHEREAS,** the Town hired an engineering firm and prepared an update to the Circulation Element; and

**WHEREAS,** on April 21, 2016 the Town of Loomis held a Workshop where the public provided comments in support and opposition of the 2016 Circulation Element Update and to discuss changes in the goals, policies, and programs from the previous element; and

**WHEREAS,** comments from the public are included in the Final Initial Study/Mitigated Negative Declaration (IS/MND)

**WHEREAS,** on May 24, 2016 the Planning Commission Adopted Resolution 16-02 recommending that the Town Council approve the Initial Study/Mitigated Negative Declaration and amend the General Plan by adopting the 2016 Circulation Element Update;

**NOW, THEREFORE, IT IS HEREBY RESOLVED** that the Town Council of the Town of Loomis does hereby Approve the Initial Study/Mitigated Negative Declaration and Adopt the 2016 Circulation Element Update.

**PASSED AND ADOPTED** by the Council of the Town of Loomis this 14th day of June, 2016 by the following vote:

**AYES:**

**NOES:**

**ABSTAINED:**

**ABSENT:**

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Mayor

ATTEST: 

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Town Clerk

## IV. Circulation

### A. Introduction

#### Purpose

This chapter constitutes the Circulation Element of the General Plan. Information is presented regarding near-term and long-term circulation conditions, with and without implementation of the General Plan. This chapter also presents goals and policies related to circulation, and it defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town.

#### Background

The Town of Loomis is rich in history, dating back to the mid 1800's when both stagecoach and railroad first came through town. Named eventually after James Oscar Loomis, the first railroad station agent, the town grew, following the gold rush, as a stable fruit farming community. The rich agricultural soils coupled with a railroad station and an interstate highway, U.S. 40, which could reach destinations throughout the United States, enabled Loomis to produce and distribute fruit throughout the country. The early economic opportunity brought immigrants from all over the world to work and settle. Farming, fruit packing sheds and the railroad kept Loomis a thriving town for many years.

With a surge of growth and development in the Sacramento region in the early 1980's, Loomis found themselves wanting to protect their tight knit rural community against strong development pressures occurring within south and western Placer County that could potentially turn their now semi-rural community into more of a suburban lifestyle. To gain more political control over the growth and development of their semi-rural community, the Town incorporated in 1984, and is now lead by their own Town Council. To this day, only the addition of Interstate 80 and its interchanges in the early 1960's, the backbone circulation system serving the Town of Loomis remains much the same.

#### Circulation System Development

The preferred circulation system was developed in three major steps:

- *Analysis of Existing Conditions and Future Baseline Conditions* - extensive data was collected, and calculations prepared, to summarize the condition of the existing transportation system and evaluate future conditions under this General Plan (i.e., future baseline conditions) without physical improvements.
- *Formulation of Transportation Goals & Policies* - the General Plan committee selected service level policies and improvement standards to address existing and future transportation needs.

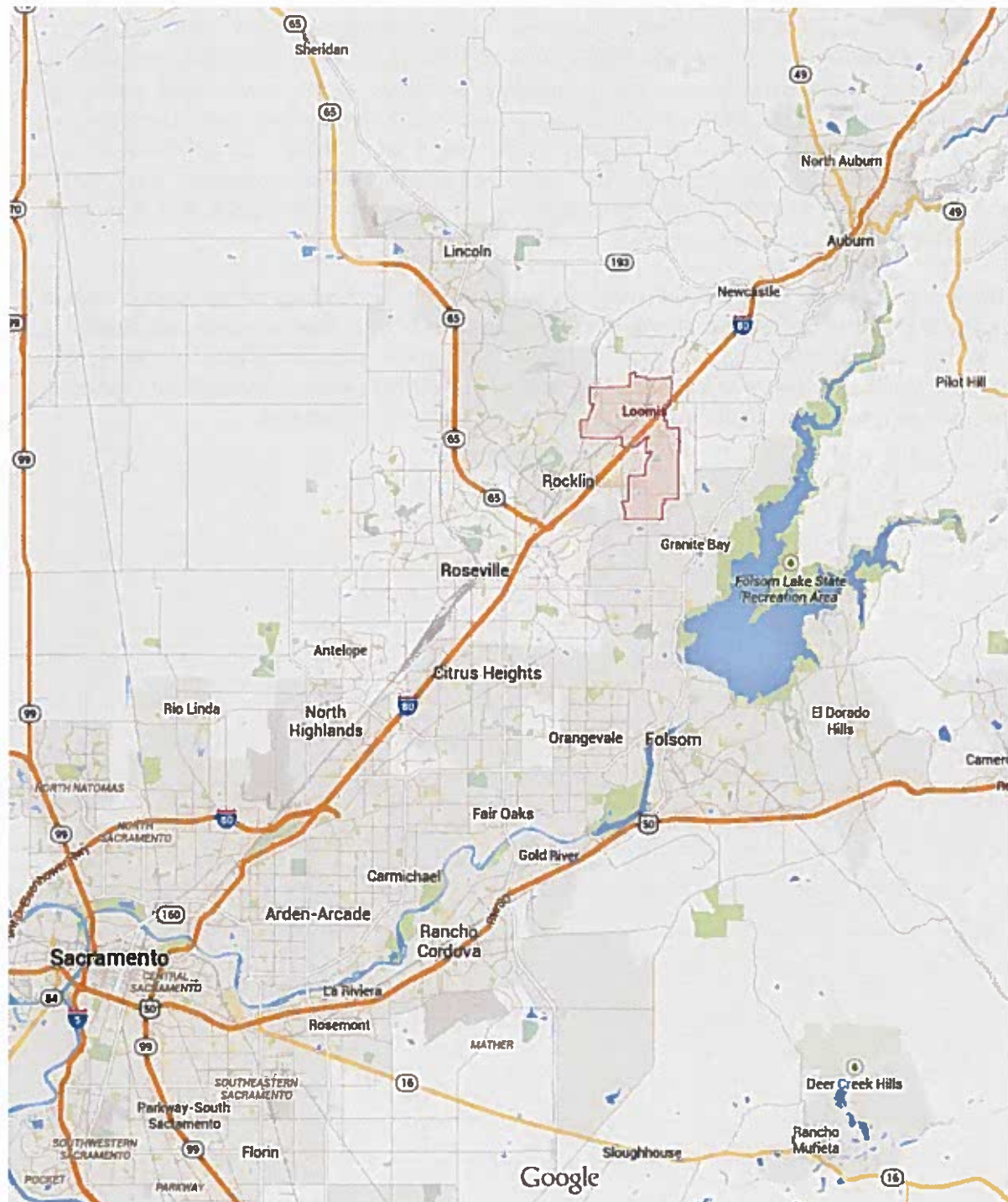
- *Preferred Transportation System* - using a transportation travel demand model, projected travel for the Town's preferred land use plan was evaluated in combination with the goals and policies to identify a preferred transportation system (including costs and phasing).

## B. Existing Conditions

### Transportation Setting

Loomis is located about 25 miles northeast of the City of Sacramento and about 90 miles southwest of Lake Tahoe, along Interstate 80 (I-80). Loomis is situated in the Loomis Basin, which is part of the foothills of Placer County. The adjacent City of Rocklin is directly west of the town limits, and the Granite Bay community is directly south. I-80 is the primary interstate highway providing regional access to San Francisco to the west, Reno and the rest of the United States to the east. Traffic to and from the I-80 corridor is served by Horseshoe Bar Road and Sierra College Boulevard. I-80 runs diagonally through the center of Loomis and divides the town into two areas. The northwestern section consists of higher density residential development, existing retail, office and industrial developments, bounded by larger, semi-rural residential lots. Within the northwestern section is the Downtown Area, which encompasses the portion of Taylor Road between the intersections of Oak Street and Webb Street. The southeastern section consists of rural, agricultural, and large-lot residential areas. Loomis is approximately 7.25 square miles in area and at an elevation about 400 feet. Based on data from the 2012 American Community Survey (ACS), population in Loomis has increased from 6,260 in 2000 to 6,527 in 2012, a .035% compound annual growth rate increase. Figure 1 shows the study area and vicinity map.

Figure 1 - Vicinity Map

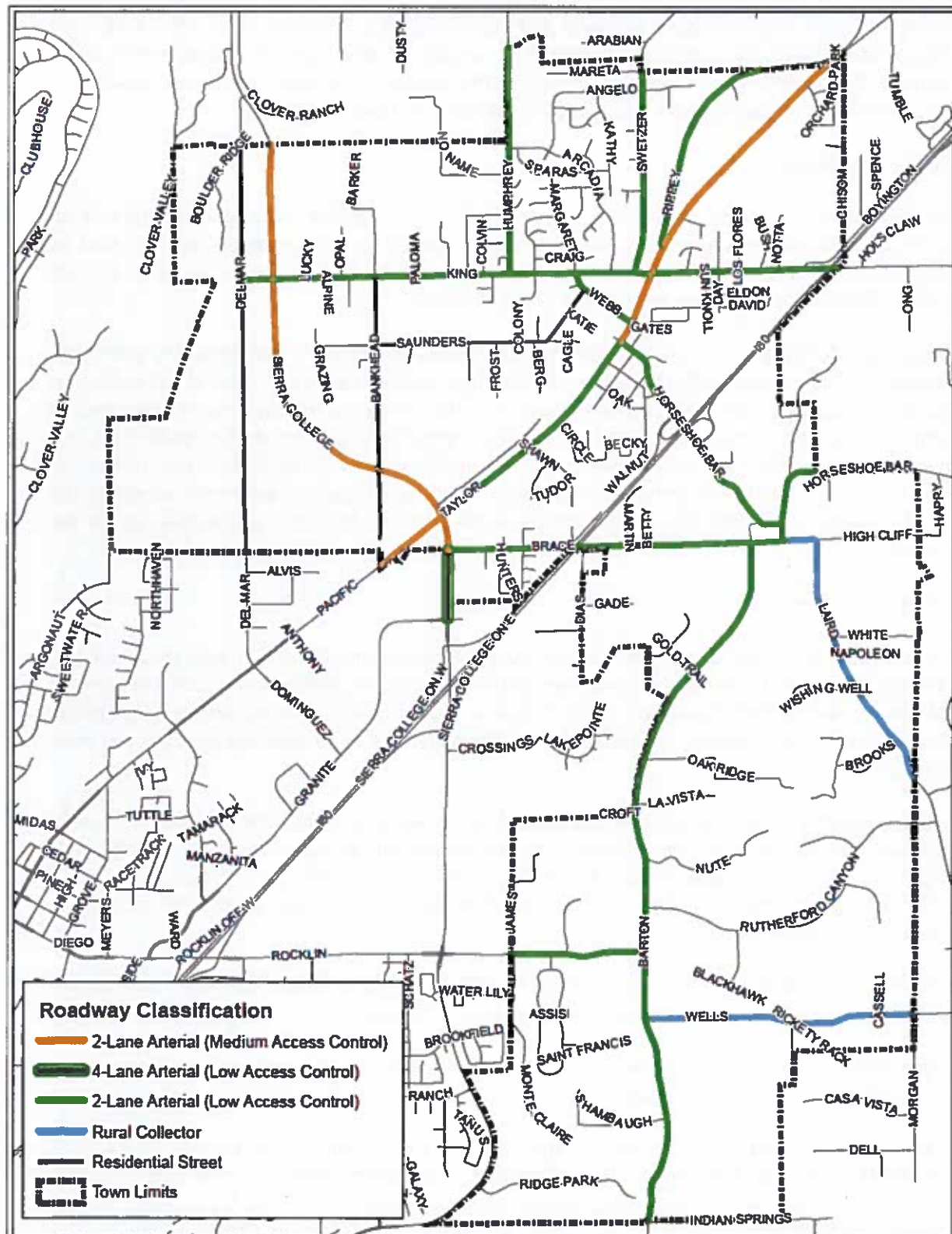


## Existing Roadway System

The backbone roadway system serving the Town of Loomis has not changed substantially since the rural community evolved in the 1800's. Prior to 1984, the Loomis community remained in Placer County and utilized the County roadway standards as the community grew and developed over time. In 1984, when the Town incorporated, more urban street classifications and standards were adopted and utilized within small and medium lot subdivisions and commercial/industrial development. For larger lot residential development, rural street classifications and standards have been kept to help maintain the historic and semi-rural character of the Town and community.

The existing physical and operational conditions for the Loomis roadway network are shown in Figure 2 and described below. This description is organized by roadway components, beginning with the regional roadway classification followed by the existing conditions inventory, and existing conditions level of service. The inventory of existing conditions consists of data collected for roadway pavement conditions, speed surveys, and daily traffic volumes.

### Figure 2 - Existing Functional Roadway Classification Map



## Existing Roadway Classification

A hierarchy of streets provides access to and from residential, commercial, and industrial uses throughout Loomis. A route's design, including number of lanes needed, is determined by its functional classification and its projected traffic levels to achieve "safe and convenient movement at the development intensity anticipated in the Land Use Element."

### State Highways

Controlled access facilities whose junctions are free of at-grade crossing with other road, railways or pedestrian pathway, and instead are served by interchanges are classified as highways. Highway speeds range from 55 to 70 miles per hour (mph), and can be toll or non-toll roads. The following highway services the Town of Loomis:

**Interstate 80 (I-80)** is a major transcontinental east-west interstate that traverses across the northern United States. I-80 serves as the major inter-regional auto and truck travel route that connects Loomis to Reno and beyond to the rest of the country to the east, and the Sacramento and San Francisco areas to the west. I-80 is a major recreational and commuter travel route, and within Loomis is a six-lane divided freeway with a posted speed limit of 65 mph. Loomis has one full access interchange at Horseshoe Bar Road. Roadways in Loomis also have access to the Sierra College Boulevard interchange to the south, and the Penryn Road interchange to the north.

### Arterial Streets

Arterial facilities serve to connect areas of major activity within the urban area of Loomis and function primarily to distribute cross-town traffic from freeways/highways to collector streets. Within Loomis, arterial streets are mostly two lane facilities with operating speeds ranging from 25 to 50 mph. The following are descriptions of the major and minor arterials servicing the Town of Loomis:

**Taylor Road** is a major arterial that parallels I-80 to the west, from Eureka Road in Roseville through Rocklin, Loomis, Penryn, Newcastle, and terminating at State Route 193 (SR 193) near Auburn. Prior to the construction of I-80, Taylor Road, as U.S. 40, was part of the National Highway System. Within Loomis, Taylor Road has generally one lane in each direction with center turn channelization.

**Horseshoe Bar Road** is an east-west arterial from Taylor Road to Folsom Lake in unincorporated Placer County. Horseshoe Bar Road has one lane in each direction.

**King Road** is an east-west arterial from Del Mar Avenue across I-80 to beyond Folsom-Auburn Road. King Road has one lane in each direction.

**Sierra College Boulevard** is a major arterial from SR 193, south through Loomis, Rocklin, and Roseville, and into Sacramento County, where it becomes Hazel Avenue. Sierra College Boulevard has one lane in each direction from SR 193 to Taylor Road. From Taylor Road, through Loomis, Sierra College Boulevard is four lanes with turn channelization to Granite Drive.

**Barton Road** is a north-south arterial from Brace Road into Granite Bay in unincorporated Placer County. Barton Road has one lane in each direction.

**Brace Road** is an east-west arterial from Sierra College Boulevard across I-80 to Horseshoe Bar Road. Brace Road has one lane in each direction.

### Collectors

Collectors function as connector routes between local and arterial streets and provide access to residential, commercial, and industrial property. Collector streets within Loomis are facilities with operating speeds around 30 mph and maximum capacity of 10,000 vehicle-trips per day.

**Swetzer Road** is a two-lane collector street from King Road to beyond Loomis town limits.

### Local Streets

Local streets provide direct access to properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes of less than 4,500 and operating speeds of 25 to 35 mph.

## Existing Traffic Volumes

The Town of Loomis roadway facilities were evaluated for 38 key segments on a daily basis using Average Daily Traffic (ADT) counts collected by Omni-Means on Tuesday September 30 and Thursday October 2, 2014. The existing conditions traffic operations and deficiencies were identified by generating a "Level of Service" (LOS) determination. Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

Roadway classifications were identified for the 38 key segments and were used to calculate the existing roadway LOS. The LOS was calculated using the roadway capacity thresholds from *Sacramento County Traffic Impact Analysis Guidelines* as presented in Table 3.

TABLE 3 - ROADWAY CLASSIFICATION CAPACITY THRESHOLDS

Facility Type		# of Lanes	Maximum Volume for Given Level of Service				
			A	B	C	D	E
Residential	R	2	600	1,200	2,000	3,000	4,500
Rural Collector <sup>1</sup>	RC	2	3,000	5,000	6,500	8,000	9,000
Two-Lane Low Access Control <sup>2</sup>	AL 2	2	9,000	10,500	12,000	13,500	15,000
Two-Lane Low Access Control with Roundabouts <sup>3</sup>	ALR 2	2	12,000	14,000	14,500	16,000	18,000
Four-Lane Low Access Control <sup>2</sup>	AL 4	4	18,000	21,000	24,000	27,000	30,000
Six-Lane Low Access Control <sup>2</sup>	AL 6	6	27,000	31,500	36,000	40,500	45,000
Two-Lane Moderate Access Control <sup>4</sup>	AM 2	2	10,800	12,600	14,400	16,200	18,000
Two-Lane Moderate Access Control with Roundabouts <sup>5</sup>	AMR 2	2	13,500	15,750	18,000	20,000	22,500
Four-Lane Moderate Access Control <sup>4</sup>	AM 4	4	21,600	25,200	28,800	32,400	36,000
Six-Lane Moderate Access Control <sup>4</sup>	AM 6	6	32,400	37,800	43,200	48,600	54,000

Notes:

<sup>1</sup> Rural Collector is 22' - 28' of Pavement, no curb

<sup>2</sup> Low Access Control is 4+ stops/mile, frequent driveway access, 25-30 mph

<sup>3</sup> Low Access Control with Roundabouts, frequent driveway access, 25-30 mph

<sup>4</sup> Moderate Access Control, limited (right in/right out) driveway access, 25-35 mph

<sup>5</sup> Moderate Access Control with Roundabouts, limited (right in/right out) driveway access, 25-35 mph

## Level of Service Thresholds

The *Town of Loomis General Plan Circulation Element* specifies minimum LOS standards for all streets and intersections within Loomis, as follows:

**Level of Service policy:** In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when:

1. The deficiency is substantially caused by "through" traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or
2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

**Mitigation of impacts from unincorporated area projects:** Notwithstanding any other General Plan policy or provisions, in the event that significant adverse impacts will result from the construction of large developments on the Town's perimeter, the Town shall make every reasonable effort to have the developers adequately mitigate the adverse impacts.

## Existing Transportation Conditions and Operations

Table 4 summarizes the existing number of travel lanes, posted speed limit, pavement conditions, and 85th percentile speed of these roadways. **Pavement conditions** were rated as very good, good, poor, or very poor, depending on the frequency of potholes, cracks, and pavement overlays, based on field observations. The 85th percentile speeds are results of a speed survey conducted by Omni-Means in September and October, 2014 for the roadway segments.

**Posted speed limits** range from 25 miles per hour on roadways with fronting residences such as Bankhead Road to 55 miles per hour on limited access major arterials such as Sierra College Boulevard. The segments of Taylor Road and Horseshoe Bar Road near the downtown area and Sierra College Boulevard near Taylor Road carry the greatest volumes of traffic (between 10,000 and 20,000 vehicles per day). Traffic volumes on Barton Road, Brace Road, King Road, Laird Road, Swetzer Road, and Webb Street range from approximately 1,900 to 6,200 vehicles per day. In some or all segments of Bankhead Road, Brace Road, Del Mar Avenue, Webb Street, and Sierra College Boulevard, pavement conditions are poor and result in difficult driving conditions. Travel speeds through downtown (Taylor Road, King Road, and Webb Street) and residential areas such as Barton Road, Humphrey Road, and Laird Road, are also perceived as excessive by many for pedestrian and bicycle safety.

Table 5 summarizes the existing **roadway segment operations** (based on capacities in Table 3), and presents the following:

- Existing Level of Service
- Daily Volume to Capacity Ratio
- Average Daily Traffic
- Number of Lanes
- Roadway Classification

Currently, the following five roadway segments are operating at unacceptable LOS and are bolded in Table 5:

- Horseshoe Bar Road - Taylor Road to I-80 Bridge
- Taylor Road - Horseshoe Bar Road to King Road

Figure 3 presents the existing average daily traffic (ADT) for the study segments within Loomis.

TABLE 4 - EXISTING ROADWAY SYSTEM

Street	Roadway Segments	Posted Speed Limit	Pavement Condition	85th Percentile Speed
Bankhead Rd	King Rd to Saunders Ave	25	Poor	26
	Saunders Ave to Sierra College Blvd	25	Poor	30
Barton Rd	Brace Rd to Gold Trail Way	40	Very Good	46
	Gold Tail Way to Rocklin Rd	40	Very Good	49
	Rocklin Rd to Indian Springs Rd	40	Very Good	50
Brace Rd	Sierra College Blvd to I-80 Bridge	35	Poor	38
	I-80 Bridge to Laird Rd	40	Poor	47
Del Mar Ave	King Rd to N. Town Limit	35	Poor	35
	S. Town Limit to King Rd	35	Poor	33
Horseshoe Bar Rd	Taylor Rd to I-80 Bridge	25	Good	32
	I-80 Bridge to Horseshoe Bar Rd	35	Good	38
	Brace Rd to N. Town Limit	35	Good	38
Humphrey Rd	Arcadia Ave to N. Town Limit	25	Very Good	42
	King Rd to Arcadia Ave	35	Very Good	35
King Rd	Del Mar Ave to Bankhead Rd	40	Very Good	42
	Bankhead Rd to Humphrey Rd	35	Very Good	40
	Humphrey Rd to Taylor Rd	35	Very Good	37
	Taylor Rd to Bush Ln	35	Good	41
	Bush Ln to I-80 Bridge	35	Good	46
Laird Rd	Brace Rd to White Ln	35	Good	41
	White Ln to S. Town Limit	35	Very Good	50
Ripley Rd	Taylor Rd to N. Town Limit	30	Very Good	41
Rocklin Rd	James Dr to Barton Rd	40	Very Good	50
Saunders Ave	Bankhead Rd to McAllen Ln	25	Very Good	36
	McAllen Ln to Webb St	25	Very Good	29
Sierra College Blvd	N. Town Limit to King Rd	50	Poor	56
	King Rd to Bankhead Rd	50	Very Good	54
	Bankhead Rd to Brace Rd	45	Very Good	47
	Brace Rd to N. Granite Dr	40	Very Good	44
Swetzer Rd	King Rd to N. Town Limit	35	Good	35
Taylor Rd	S. Town Limit to Sierra College Blvd	40	Very Good	42
	Sierra College Blvd to Circle Dr	40	Very Good	41
	Circle Dr to Horseshoe Bar Rd	25	Good	30
	Horseshoe Bar Rd to King Rd	25	Very Good	32
	King Rd to N. Town Limit	40	Very Good	47
Webb St	King Rd to Taylor Rd	25	Poor	35
Wells Ave	Barton Rd to Rickety Rack Rd	40	Very Good	49
	Rickety Rack Rd to Morgan Place	40	Very Good	43

TABLE 5 - ROADWAY SEGMENT OPERATIONS - EXISTING CONDITIONS (2014)

Street	Roadway Segments	Roadway Classification	Number of Lanes	Average Daily Traffic	Daily Volume to Capacity Ratio (v/c)*	Level Of Service
Bankhead Rd	King Rd to Saunders Ave	R	2	407	0.09	A
	Saunders Ave to Sierra College Blvd	R	2	670	0.15	B
Barton Rd	Brace Rd to Gold Trail Way	AL 2	2	1,925	0.13	A
	Gold Trail Way to Rocklin Rd	AL 2	2	2,304	0.15	A
	Rocklin Rd to Indian Springs Rd	AL 2	2	7,413	0.49	A
Brace Rd	Sierra College Blvd to I-80 Bridge	AL 2	2	3,539	0.24	A
	I-80 Bridge to Laird Rd	AL 2	2	2,846	0.19	A
Del Mar Ave	King Rd to N. Town Limit	R	2	211	0.05	A
	S. Town Limit to King Rd	R	2	627	0.14	B
Horseshoe Bar Rd	Taylor Rd to I-80 Bridge	AL 2	2	14,142	0.94	E
	I-80 Bridge to Horseshoe Bar Rd	AL 2	2	7,961	0.53	A
	Brace Rd to N. Town Limit	AL 2	2	5,137	0.34	A
Humphrey Rd	Arcadia Ave to N. Town Limit	AL 2	2	1,226	0.08	A
	King Rd to Arcadia Ave	AL 2	2	2,707	0.18	A
King Rd	Del Mar Ave to Bankhead Rd	AL 2	2	2,973	0.20	A
	Bankhead Rd to Humphrey Rd	AL 2	2	3,172	0.21	A
	Humphrey Rd to Taylor Rd	AL 2	2	5,493	0.37	A
	Taylor Rd to Bush Ln	AL 2	2	4,866	0.32	A
	Bush Ln to I-80 Bridge	AL 2	2	4,907	0.33	A
Laird Rd	Brace Rd to White Ln	RC	2	4,040	0.45	B
	White Ln to S. Town Limit	RC	2	3,857	0.43	B
Ripley Rd	Taylor Rd to N. Town Limit	AL 2	2	798	0.05	A
Rocklin Rd	James Dr to Barton Rd	AL 2	2	11,694	0.78	C
Saunders Ave	Bankhead Rd to McAllen Ln	R	2	329	0.07	A
	McAllen Ln to Webb St	R	2	787	0.17	B
Sierra College Blvd	N. Town Limit to King Rd	AM 2	2	11,361	0.63	B
	King Rd to Bankhead Rd	AM 2	2	10,608	0.59	A
	Bankhead Rd to Brace Rd	AM 2	2	12,085	0.67	B
	Brace Rd to N. Granite Dr	AL 4	4	20,005	0.67	B
Swetzer Rd	King Rd to N. Town Limit	AL 2	2	6,230	0.42	A
Taylor Rd	S. Town Limit to Sierra College Blvd	AM 2	2	10,966	0.61	B
	Sierra College Blvd to Circle Dr	AM 2	2	10,435	0.58	A
	Circle Dr to Horseshoe Bar Rd	AL 2	2	9,935	0.66	B
	Horseshoe Bar Rd to King Rd	AL 2	2	16,354	OC	F
	King Rd to N. Town Limit	AM 2	2	7,380	0.41	A
Webb St	King Rd to Taylor Rd	AL 2	2	3,861	0.26	A
Wells Ave	Barton Rd to Rickety Rack Rd	RC	2	2,647	0.29	A
	Rickety Rack Rd to Morgan Place	RC	2	2,454	0.27	A

## Notes:

R: Residential

RC: Rural Collector

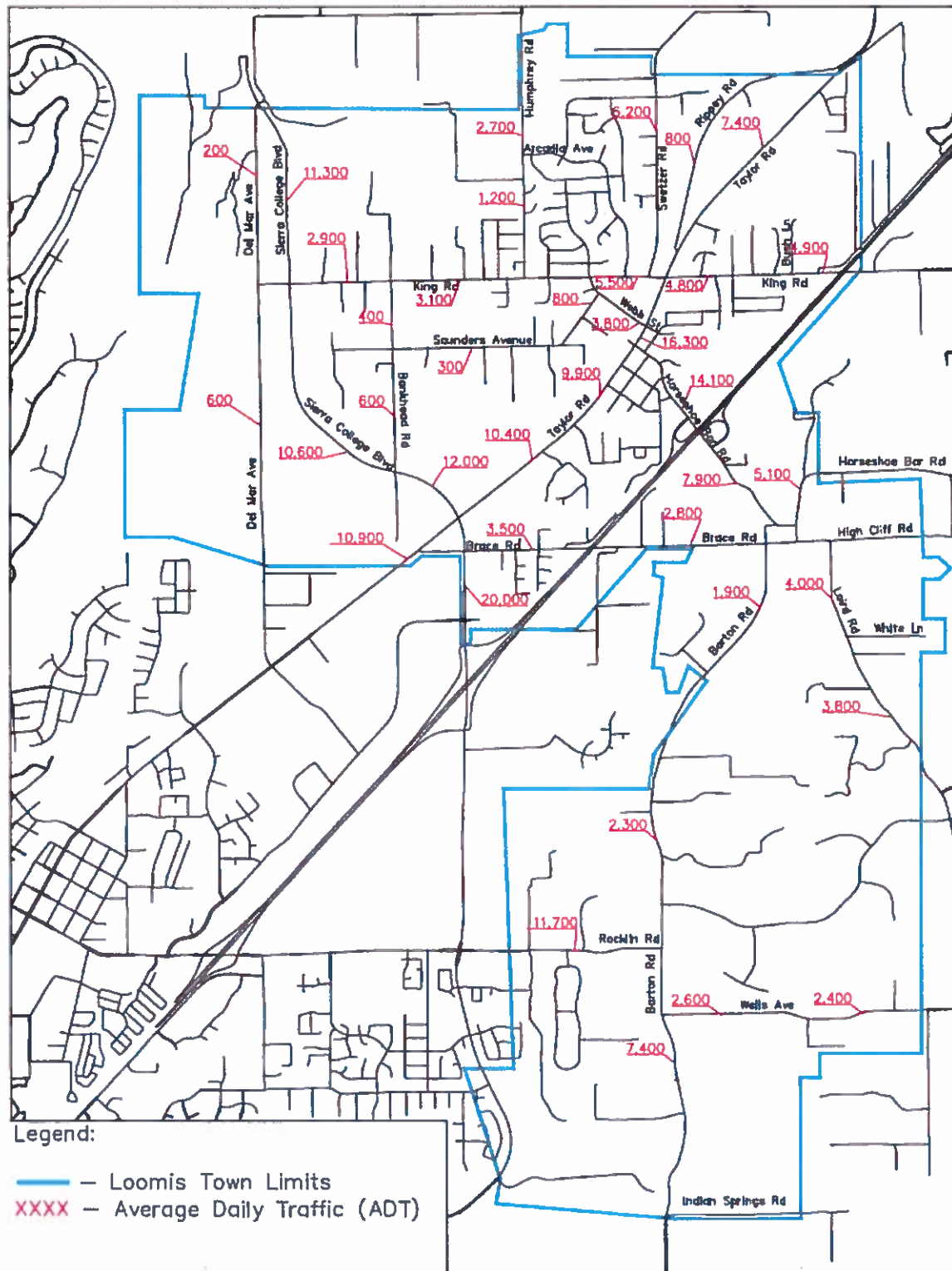
AL 2: 2 Lane Arterial Low Access Control (4+ stops/mile, frequent driveway access, 25-35 mph)

AL 4: 4 Lane Arterial Low Access Control (4+ stops/mile, frequent driveway access, 25-35 mph)

AM 2: 2 Lane Arterial Moderate Access Control (2-4 stops/mile, limited driveway access, 35-45 mph)

\*Volume to capacity ratio is the volume of current traffic in relation to the maximum amount of traffic the roadway can safely accommodate. "OC" means Over Capacity.

Figure 3 - Existing Average Daily Traffic



**Levels of Service** have been calculated for all intersection control types using the methodologies documented in the Transportation Research Board publication *Highway Capacity Manual, Fifth Edition, 2010* (HCM 2010). For signalized intersections, all-way-stop-controlled (AWSC) intersections, and roundabouts, the intersection delays and Levels of Service are average values for all intersection movements. For two-way-stop-controlled (TWSC) intersections, the intersection delays and Levels of Service are representative of those for the worst-case approach. Level of Service criteria for different types of intersection controls are outlined in Table 6. This methodology determines the level of service by computing the average delay per vehicle and comparing the results to the thresholds shown in Table 6.

Table 7 shows the existing AM and PM peak hour levels of service for selected intersections on the major circulation system serving the Town of Loomis. Available existing AM and PM peak hour counts used this analysis were obtained in September, 2013 and March, 2014. As evidenced in Table 7, the stop-controlled intersections of Horseshoe Bar Road/I-80 Eastbound Ramps and Taylor Road/Webb Street fall below acceptable Levels of Service and meet traffic signal warrants for future signalization.

Traffic signals are located on Taylor Road at Sierra College Boulevard, Horseshoe Bar Road, and King Road. Traffic signals are also located on Sierra College Boulevard at the I-80 eastbound and westbound ramps intersections, Granite Drive, Brace Road, King Road, and on Horseshoe Bar Road at the I-80 westbound ramps intersection. The remaining study intersections are stop-controlled.

TABLE 6 - INTERSECTION LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY	STOPPED DELAY/VEHICLE (SEC)		
				SIGNALIZED	ROUND-ABOUT	STOP CONTROL
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	$\leq 10.0$	$\leq 10.0$	$\leq 10.0$
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	$>10$ and $\leq 20.0$	$>10$ and $\leq 15.0$	$>10$ and $\leq 15.0$
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	$>20$ and $\leq 35.0$	$>15$ and $\leq 25.0$	$>15$ and $\leq 25.0$
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	$>35$ and $\leq 55.0$	$>25$ and $\leq 35.0$	$>25$ and $\leq 35.0$
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	$>55$ and $\leq 80.0$	$>35$ and $\leq 50.0$	$>35$ and $\leq 50.0$
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	$> 80.0$	$> 50.0$	$> 50.0$

References: Highway Capacity Manual 2010

**TABLE 7 - PEAK HOUR INTERSECTION OPERATIONS - EXISTING CONDITIONS**

#	Intersection	Control Type <sup>1,2</sup>	Target LOS	AM Peak		PM Peak		Warrant Met? <sup>3</sup>
				Delay	LOS	Delay	LOS	
1	Sierra College Boulevard/I-80 EB	Signal	C	21.7	C	16.8	B	
2	Sierra College Boulevard/I-80 WB	Signal	C	16.9	B	20.7	C	
3	Sierra College Boulevard/Granite	Signal	C	25.3	C	22.9	C	
4	Sierra College Boulevard/Brace	Signal	C	13.7	B	14.1	B	
5	Sierra College Boulevard/Taylor	Signal	C	28.0	C	26.8	C	
6	Horseshoe Bar Road/Laird Rd	AWSC	C	12.3	B	19.4	C	Yes (PM)
7	Horseshoe Bar Road/I-80 EB Ramps	TWSC	C	18.3	C	35.3	E	Yes
8	Horseshoe Bar Road/I-80 WB	Signal	C	19.8	B	20.5	C	
9	Horseshoe Bar Road/Library Drive	TWSC	C	17.5	C	23.9	C	
10	Horseshoe Bar Road/Taylor Road	Signal	C	30.2	C	33.8	C	
11	Taylor Road/Webb Street	TWSC	C	23.8	C	29.9	D	Yes (PM)
12	Taylor Road/King Road	Signal	C	33.8	C	20.8	C	
13	King Road/Switzer Road	TWSC	C	14.0	B	6.0	A	
14	King Road/Boyington Road	TWSC	C	18.7	C	10.9	B	

**Notes:**

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDDBT = Roundabout

2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDDBT

3. Warrant = Based on California MUTCD Warrant 3

Table 7 shows that each intersection currently operates at LOS C or better during the AM and PM peak hours with the exception of Horseshoe Bar Road/I-80 Eastbound Ramps and Taylor Road/Webb Street intersections, which operate at LOS E and LOS D during the PM peak hour, respectively.

Field observations indicate that this intersection (King/Taylor) actually operates at LOS E or F during the peak 30 minutes in the morning when school is in session. To avoid this congested intersection, many motorists use Webb Street to travel between northwest Loomis and the downtown area.

Although the Taylor Road/Horseshoe Bar Road intersection operates at LOS C or better during each peak hour, field observations indicated for a duration within the peak hours significant queuing does occur of northbound right-turn vehicles (queues extended beyond Laird Street), eastbound through vehicles, and westbound left-turn vehicles (queues exceeded the available turn lane storage).

The presence of the Union Pacific Railroad tracks limits access between northwest Loomis and the downtown area. At-grade crossings are currently provided at King Road, Webb Street, and Sierra College Boulevard. Union Pacific Railroad representatives and the Loomis Fire Protection District are concerned about the close spacing (about 1,000 feet) of the railroad crossings at Webb Street and King Road. Given that trains frequently exceed 1,000 feet in length, it is possible that a slow moving or stopped train could simultaneously block the Webb Street and King Road at-grade crossings. The primary connections between southeast Loomis and the downtown area (i.e., across I-80) are Horseshoe Bar Road and Brace Road. These two roads have

narrow travel lanes and little or no paved shoulders, which limits travel speeds for emergency vehicles.

## Truck Routes

With the exception of Sierra College Boulevard, none of the roadways within Loomis are posted as truck routes. By observation, Sierra College Boulevard, Taylor Road and Horseshoe Bar Road (north of I-80) carry the greatest volume of truck traffic in Loomis. King Road has "Not a Truck Route" signs, while Brace Road has signs indicating truck weight restrictions.

## Bus Service

Public bus service is provided to the Loomis area by Placer County Transit. The Loomis-Penryn Shuttle interconnects Loomis, Penryn, Lincoln, and Sierra College in Rocklin. This route has stops within Loomis at Taylor Road/King Road, Flag Stop (at Stahr Liquor Store), Del Oro High School, and Raley's. Service is provided between 6:30 AM and 4:15 PM, Monday through Friday, with four stops per day. Loomis is also served by the Auburn-Roseville Express Shuttle, which runs from 6:00 AM to 8:00 PM, Monday through Friday, and 10:00 AM to 6 PM on Saturday. This service operates with one-hour headways (the time between bus pick-ups/drop-offs). Dial-A-Ride (DAR) paratransit is also available in Loomis near I-80 and Taylor Road.

## Bicycle/Pedestrian System

The Town of Loomis has assessed the 2010 Bicycle Transportation Plan and the 2010 Trails Master Plan in coordination with the goals and policies expressed in this document, as an effort to provide the long term framework to improve and encourage the enhancement of the local and regional bikeway and pedestrian network.

The existing bicycle system consists of a series of Class I (Multi-Use Paths) and Class II (Bike Lanes). The bikeway classifications are described below:

**Class I.** Typically known as multi-use bike paths, Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

**Class II.** Known as bike lanes, Class II facilities provide a striped and signed lane for one-way bicycle travel on each side of a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

**Class III.** Known as bike routes, Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

A Class I bike trail exists on the southeast side of Taylor Road between King Road and Del Oro

High School. Also, a Class I bike trail exists on the northwest side of Taylor Road between Circle Drive and Sierra College Boulevard, but lacks proper connectivity to downtown Loomis. A short portion of King Road east of Bankhead Road also features a Class I bike trail. Class II bike lanes are provided at the following locations:

- Sierra College Boulevard between Granite Drive and Del Mar Avenue,
- Taylor Road between Sierra College Boulevard and Oak Street,
- Taylor Road between Oak Street and Webb Street on the south side only, and
- King Road between Sierra College Boulevard and I-80.

The existing pedestrian facilities are irregularly located within Loomis. Sidewalks are partially provided on Sierra College Boulevard, King Road, Taylor Road, Horseshoe Bar Road, and Swetzer Road. Some of the sidewalks are old in design and do not meet current ADA standards. Crosswalks are provided at four signalized intersections and at a number of other unsignalized locations.

## **Rail Service**

Existing train traffic through Loomis is the Union Pacific Railroad (UP), which has two tracks that run through Loomis; the one adjacent to Taylor Road is utilized by westbound trains, and the second is located close to Sierra College Boulevard and is utilized by eastbound trains. Currently, there are no passenger or freight rail transportation service stops located within Loomis.

Switching improvements may be made in the Loomis area so that passenger rail service will use the Taylor Road tracks for both directions of travel. The historic train station at the terminus of Horseshoe Bar Road is a possible location for future passenger service.

The existing Capitol Corridor train service is an intercity passenger train that provides service between San Jose and Auburn. Capitol Corridor has two stops in neighboring areas of Roseville, Rocklin, and Auburn. The existing Capitol Corridor train services stops east of Sacramento in the areas of Roseville, Rocklin, and Auburn with two trains per day. From Sacramento to San Jose, Capitol Corridor provides four trains per day. Expansion is possible and may be expanded to include Loomis and Newcastle.

## Existing Deficiencies

Existing deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 8. A review of the transit and rail systems did not reveal any existing deficiencies.

**TABLE 8 - EXISTING DEFICIENCIES**

<b>Roadway Facilities</b>	<b>Description of Deficiency</b>
Horseshoe Bar Road between Taylor Road and I-80 Bridge	Existing traffic volumes are near the capacity of the road.
Horseshoe Bar Road south of I-80	Sharp curves and narrow travel lanes and shoulders results in difficult driving conditions
Taylor Road between Horseshoe Bar Road and King Road	Existing traffic volumes are near the capacity of the road.
Bankhead Road and Barton Road	Narrow travel lanes and shoulders results in difficult driving conditions.
Bankhead Road, Brace Road, Webb Street, and Sierra College Boulevard north of King Road	Poor pavement conditions, excessive travel speeds, and narrow travel lanes result in difficult driving conditions.
<b>Intersections</b>	<b>Description of Deficiency</b>
Horseshoe Bar Road/I-80 EB Ramps	Significant delays occur on the westbound approach in the PM peak hour. The high volumes on the off-ramp satisfies the peak hour signal warrant.
Taylor Road/Webb Street	Significant delays occur on the northbound approach in the PM peak hour.
Taylor Road/Horseshoe Bar Road	Although LOS is C, there are significant delays on most approaches due to heavy traffic volumes and inefficient signal timings.
Taylor Road/King Road	Although LOS is C, significant delays occur on some approaches in the AM peak when school is in session. Insufficient turn lane storage westbound.
<b>Bicycle/Pedestrian System</b>	<b>Description of Deficiency</b>
Taylor Road through the Downtown area	The striping for the Class II bicycle lane is weathered and difficult to see. The Class II bicycle lane on the north side of Taylor Road terminates at Oak Street creating a gap to King Road.
Taylor Road through the Downtown area	The Class I bike/pedestrian pathway from Sierra College boulevard to Circle Drive lacks proper connectivity to Downtown Loomis and the multi-modal center.

## C. Future Conditions

This section provides an assessment of future transportation conditions assuming build-out of this General Plan land uses and Year 2035 development in the surrounding region. This "future baseline" condition establishes the need for the planned improvements identified in the subsequent sections.

### Previously Planned Transportation Improvements

#### 1998 Town of Loomis General Plan Circulation Element

The previous 1998 Loomis General Plan included the following improvements:

- Widen Sierra College Boulevard to six lanes immediately north of I-80, and to four lanes north of Taylor Road;
- Reconstruct the I-80/Sierra College Boulevard interchange (completed);
- Widen I-80 from a six-lane to an eight-lane freeway east and west of Horseshoe Bar Road;
- Install bicycle lanes on Taylor Road from Midas Avenue (in Rocklin) to Sierra College Boulevard and from King Road to Loomis Town Limits (partially complete); and
- Attempt to provide passenger rail service in Loomis.

#### Placer County Transportation Planning Agency (PCTPA) 2035 Regional Transportation Plan (RTP)

The PCTPA is the regional transportation planning agency for the western slope of the Sierra Nevada mountains in Placer County, and part of the larger Sacramento metropolitan planning jurisdiction, Sacramento Area Council of Governments (SACOG). The 2035 Regional Transportation Plan (RTP), adopted in 2010, is an update of the Placer County 2027 RTP, which served as the transportation blueprint for the Placer County portion of the SACOG 2035 Metropolitan Transportation Plan (MTP). The 2035 RTP is developed to address existing and future multi-modal transportation needs within Placer County, which includes the Town of Loomis. The following transportation-related improvements are listed in the PCTPA 2035 RTP as planned or programmed projects for the Town of Loomis:

##### Programmed:

- Swetzer Road/King Road Signalization - Install a signal that is synchronized with the UPRR crossing at the Swetzer Road/King Road intersection and synchronize with the King Road/Taylor Road intersection (completed 2014);
- Loomis Rail Station Enhancements - Design and construct pedestrian and landscaping improvements at the multi-modal center including a Class I bike facility adjacent to

- Taylor Road from downtown Loomis to Sierra College Boulevard (partially completed 2011);
- Sierra College Boulevard/Bankhead Road Signalization;
  - Multi-modal Parking Facility - Phase 1 - Bus stop, pedestrian, and bicycle improvements on approximately 10 acres of UP property on Horseshoe Bar Road, adjacent to downtown Loomis. Phase 1 includes environmental, engineering and design, property acquisition, and initial construction. Phases 2 & 3 cover construction only. (completed 2012)
  - Bankhead Road widening - Widen Bankhead Road to standard lane width, including possible construction of bike lanes;
  - Taylor Road Bike & Turn Lanes - Taylor Road from King Road to north town limits: add turn lanes and bike lanes (partially completed 2013);
  - Taylor Road Improvements - Taylor Road from south town limits to King Road add signals at three intersections, 2,500 feet of two-way left turn lanes, bike lanes, sidewalk, curb and gutter, and underground drainage system;
  - Taylor Road Widening - Widen Taylor Road from 2 to 4 lanes from Horseshoe Bar Road to King Road;
  - Del Oro High School/Taylor Road Signalization;
  - Horseshoe Bar Road - From Walnut Extension to Taylor Road add 1,000 feet of two-way left turn lane and bike lanes;
  - Sierra College Boulevard Widening - Widen Sierra College Boulevard from 2 to 4 lanes from Taylor Road (UPRR crossing) to north town limits, construct turn lanes, bike lanes, and landscaped median;
  - Sierra College Boulevard Widening - Widen Sierra College Boulevard from 4 to 6 lanes from Granite Drive to Bankhead Road;
  - King Road - add turn lane from King Road to Boyington Road;
  - Rocklin Road Widening - Widen Rocklin Road from 2 to 4 lanes from Barton Road to west town limits; and
  - Horseshoe Bar Road/I-80 Overcrossing Widening - Widen Horseshoe Bar Road at I-80 overcrossing from 2 to 4 lanes and improve ramps.

**Planned:**

- Widen Barton Road to standard lane widths with the inclusion of bike lanes;
- Signalize Horseshoe Bar Road/Brace Road intersection, realign two existing intersections into one, including related signalization improvements;
- Widen Brace Road to standard lane widths with the inclusion of bike lanes;
- Modify the existing King Road overcrossing to accommodate freeway access for traffic from King Road onto WB I-80. Provide a transition auxiliary lane on I-80 from King Road to Horseshoe Bar Road interchange;

- Construct a new 4 lane undercrossing at UPRR crossing at Sierra College Boulevard; and
- Construct a Class I bike & pedestrian facility along Antelope Creek, and along Secret Ravine creek system from north town limits to south town limits.

Not all of the improvements listed in the Placer County RTP are included due to additional modifications to the transportation system proposed herein.

## Future Travel Forecasts

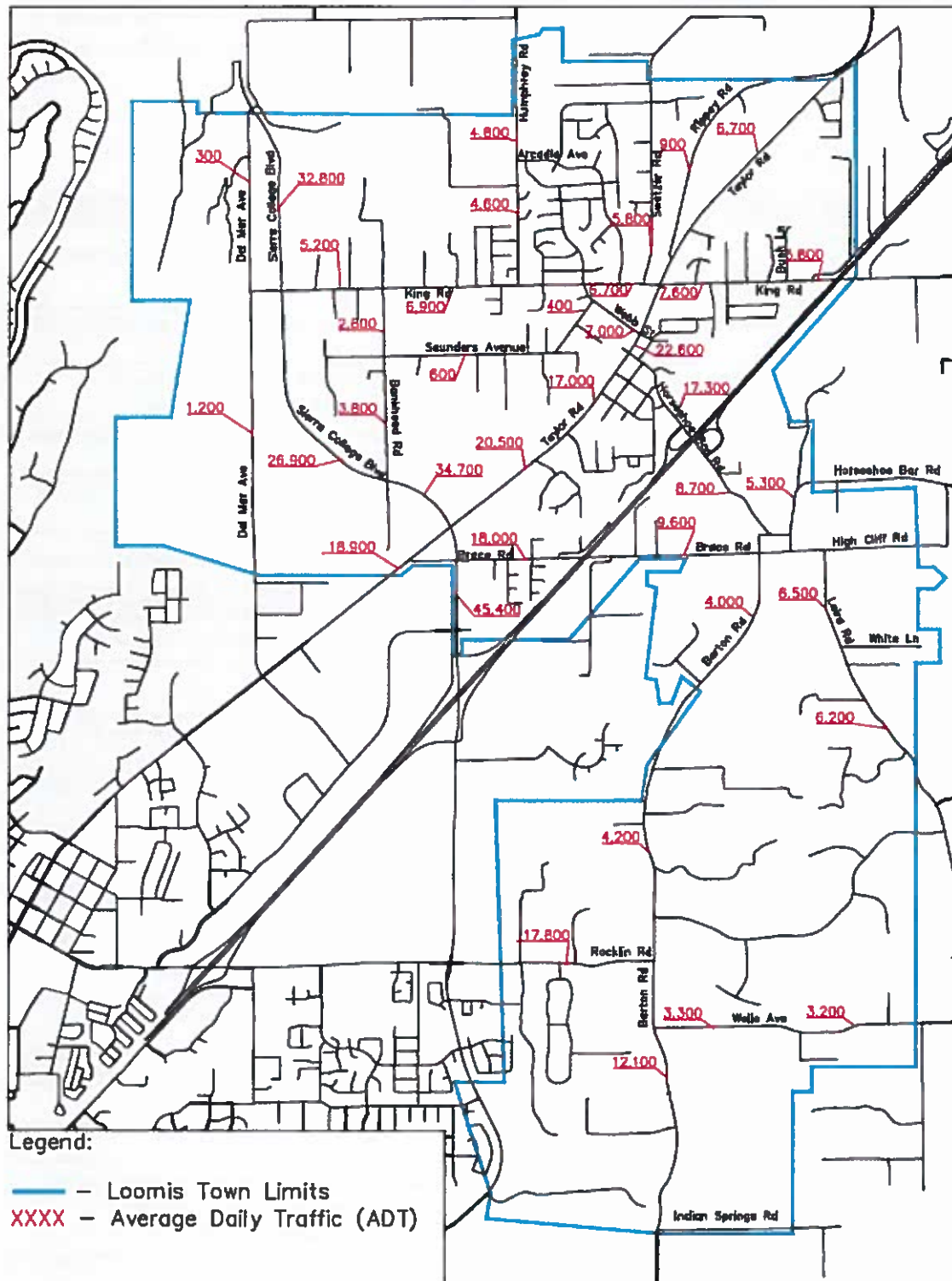
Figure 4 shows the average daily travel demands for Year 2035 conditions. Sierra College Boulevard is projected to carry between 26,900 vehicles per day south of King Road to 45,400 vehicles per day near the southern Town limits. This is an approximate three-fold increase over existing traffic that is primarily attributable to new developments, such as Twelve Bridges, Whitney Oaks, and Clover Valley Lakes planned in the surrounding communities. Traffic volumes on Taylor Road will range from about 10,100 vehicles per day near the north Town limits to about 22,500 vehicles per day through the downtown area. Traffic volumes on King Road, Swetzer Road, Webb Street, Barton Road, Laird Road, and Brace Road are expected to range from 2,500 to 11,400 vehicles per day.

Table 9 summarizes the daily volume-to-capacity ratio for the major roadways assuming no physical improvements. This table shows that projected volumes will exceed the capacity on the segments of Taylor Road, Sierra College Boulevard, Horseshoe Bar Road, Webb Street, Laird Road, Rocklin Road, Bankhead Road, Barton Road, and Brace Road if these roads are not improved.

**TABLE 9 - ROADWAY SEGMENT OPERATIONS - EXISTING AND FUTURE BASELINE CONDITIONS**

Street	Roadway Segment	Roadway Classification	Number of Lanes	Existing Conditions			Future Baseline Conditions		
				Average Daily Traffic	Daily v/c Ratio*	Level Of Service	Average Daily Traffic	Daily v/c Ratio*	Level Of Service
Bankhead Rd	King Rd to Saunders Ave	R	2	407	0.09	A	2,800	0.62	D
	Saunders Ave to Sierra College Blvd	R	2	670	0.15	B	3,800	0.84	E
Barton Rd	Brace Rd to Gold Trail Way	AL 2	2	1,925	0.13	A	4,000	0.27	A
	Gold Trail Way to Rocklin Rd	AL 2	2	2,304	0.15	A	4,200	0.28	A
	Rocklin Rd to Indian Springs Rd	AL 2	2	7,413	0.49	A	12,100	0.81	D
Brace Rd	Sierra College Blvd to I-80 Bridge	AL 2	2	3,539	0.24	A	18,000	OC	F
	I-80 Bridge to Laird Rd	AL 2	2	2,846	0.19	A	9,600	0.64	B
Del Mar Ave	King Rd to N. Town Limit	R	2	211	0.05	A	300	0.07	A
	S. Town Limit to King Rd	R	2	627	0.14	B	1,200	0.27	B
Horseshoe Bar Rd	Taylor Rd to I-80 Bridge	AL 2	2	14,142	0.94	E	17,300	OC	F
	I-80 Bridge to Horseshoe Bar Rd	AL 2	2	7,961	0.53	A	8,700	0.58	A
	Brace Rd to N. Town Limit	AL 2	2	5,137	0.34	A	5,300	0.35	A
Humphrey Rd	Arcadia Ave to N. Town Limit	AL 2	2	1,226	0.08	A	4,800	0.32	A
	King Rd to Arcadia Ave	AL 2	2	2,707	0.18	A	4,600	0.31	A
King Rd	Del Mar Ave to Bankhead Rd	AL 2	2	2,973	0.20	A	5,200	0.35	A
	Bankhead Rd to Humphrey Rd	AL 2	2	3,172	0.21	A	6,900	0.46	A
	Humphrey Rd to Taylor Rd	AL 2	2	5,493	0.37	A	6,700	0.45	A
	Taylor Rd to Bush Ln	AL 2	2	4,866	0.32	A	7,600	0.51	A
	Bush Ln to I-80 Bridge	AL 2	2	4,907	0.33	A	5,800	0.39	A
Laird Rd	Brace Rd to White Ln	RC	2	4,040	0.45	B	6,500	0.72	C
	White Ln to S. Town Limit	RC	2	3,857	0.43	B	6,200	0.69	C
Ripley Rd	Taylor Rd to N. Town Limit	AL 2	2	798	0.05	A	943	0.06	A
Rocklin Rd	James Dr to Barton Rd	AL 2	2	11,694	0.78	C	17,800	OC	F
Saunders Ave	Bankhead Rd to McAllen Ln	R	2	329	0.07	A	600	0.13	A
	McAllen Ln to Webb St	R	2	787	0.17	B	400	0.09	A
Sierra College Blvd	N. Town Limit to King Rd	AM 2	2	11,361	0.63	B	32,800	OC	F
	King Rd to Bankhead Rd	AM 2	2	10,608	0.59	A	26,900	OC	F
	Bankhead Rd to Brace Rd	AM 2	2	12,085	0.67	B	34,700	OC	F
	Brace Rd to N. Granite Dr	AL 4	4	20,005	0.67	B	45,400	OC	F
Swetzer Rd	King Rd to N. Town Limit	AL 2	2	6,230	0.42	A	5,800	0.39	A
	S. Town Limit to Sierra College Blvd	AM 2	2	10,966	0.61	B	18,900	OC	F
Taylor Rd	Sierra College Blvd to Circle Dr	AM 2	2	10,435	0.58	A	20,500	OC	F
	Circle Dr to Horseshoe Bar Rd	AL 2	2	9,935	0.66	B	17,000	OC	F
	Horseshoe Bar Rd to King Rd	AL 2	2	16,354	OC	F	22,600	OC	F
	King Rd to N. Town Limit	AM 2	2	7,380	0.41	A	6,700	0.37	A
Webb St	King Rd to Taylor Rd	AL 2	2	3,861	0.26	A	7,000	0.47	A
Wells Ave	Barton Rd to Rickety Rack Rd	RC	2	2,647	0.29	A	3,300	0.37	B
	Rickety Rack Rd to Morgan Place	RC	2	2,454	0.27	A	3,200	0.36	B

### Figure 4 - Future (2035) Average Daily Traffic



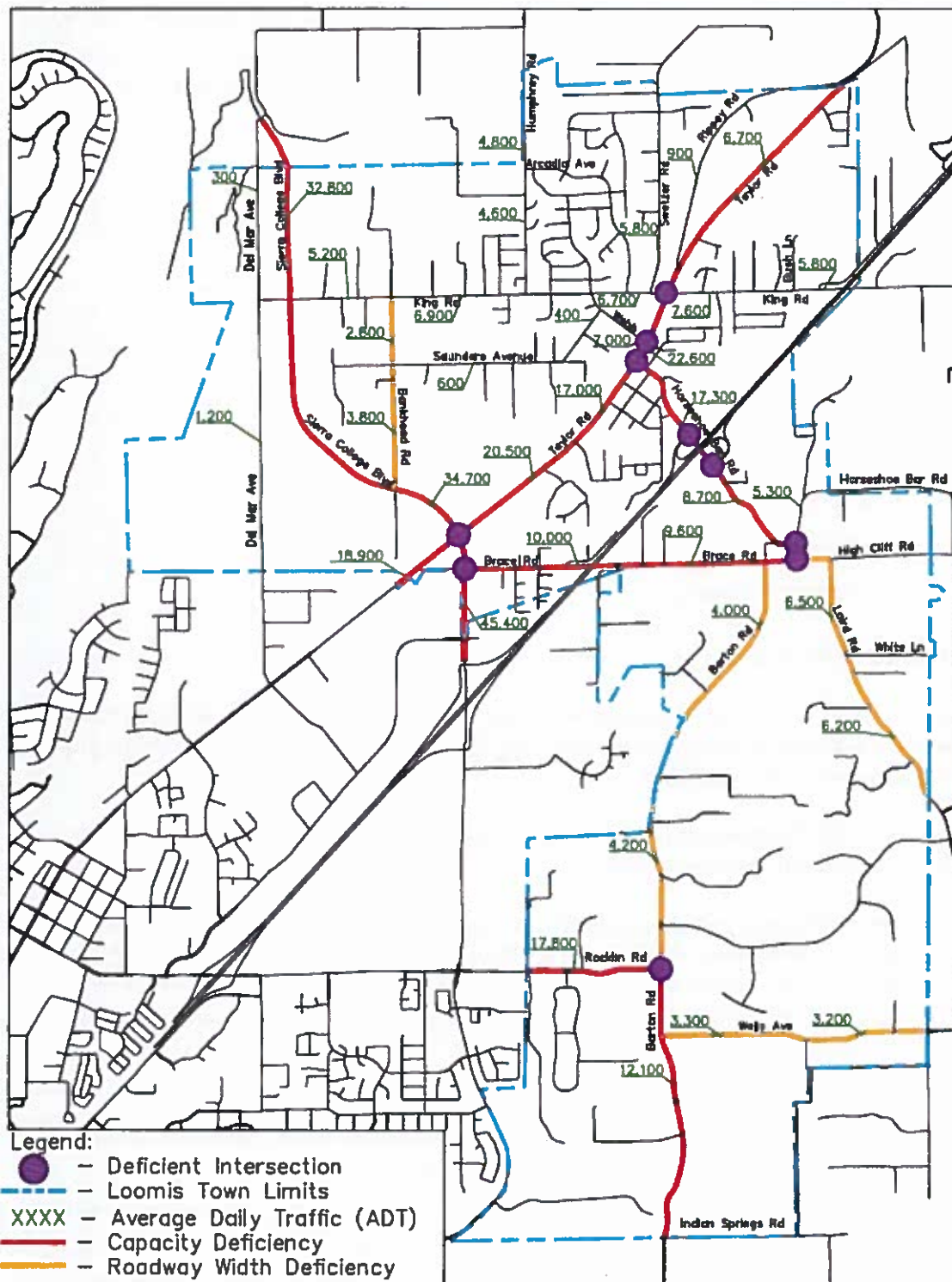
## Future Deficiencies

Future deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 10 assuming no improvements are made. A review of the transit and rail systems did not reveal any future deficiencies. Figure 5 presents the future deficiencies.

**TABLE 10 - PRIMARY FUTURE DEFICIENCIES (WITHOUT ANY IMPROVEMENTS)**

<b>Roadway Facilities</b>	<b>Description of Deficiency</b>
Horseshoe Bar Road, Taylor Road, Sierra College Boulevard, Rocklin Road, Brace Road, and Webb Street	Projected traffic volumes will exceed the capacity of these roadways in some or all sections.
Horseshoe Bar Road Between Taylor Road and I-80 bridge	Lack of turning lanes and sidewalks will become more problematic with increases in traffic volumes.
Bankhead Road, Brace Road, and Barton Road	Narrow travel lanes and little or no paved shoulders will result in difficult driving conditions with increased traffic volumes.
Taylor Road between south town limits and King Road	Lack of turning lanes and sidewalks will become more problematic with increases in traffic volumes.
Horseshoe Bar Road south of I-80	Sharp curves and narrow travel lanes and shoulders results in difficult driving conditions
Bankhead Road, Barton Road, Laird Road, and Wells Ave	Narrow travel lanes and shoulders results in difficult driving conditions.
<b>Intersections</b>	<b>Description of Deficiency</b>
Sierra College Boulevard/Taylor Road	Significant delays on most approaches due to heavy traffic volumes.
Sierra College Boulevard/Brace Road	Significant delays on all approaches.
Taylor Road/King Road	Significant delays occur in the AM peak when school is in session. Insufficient turn lane storage westbound.
Taylor Road/Webb Street	Significant delays occur on the northbound approach in the PM peak hour.
Taylor Road/Horseshoe Bar Road	Significant delays on most approaches due to heavy traffic volumes and inefficient signal timings. Heavy westbound right turning traffic.
Horseshoe Bar Road/I-80 Ramps	Significant delays on ramp approaches with stop sign control and heavy volume on Horseshoe Bar Road.
Horseshoe Bar Road/Laird Road and Brace Road	The two adjacent intersections are projected to operate inefficiently with excess queueing and significant delays.
Rocklin Road/Barton Road	Significant delays on Rocklin Road with excess queueing and a significant increase in volume.
<b>Bicycle/Pedestrian System</b>	<b>Description of Deficiency</b>
General Bicycle Facilities	Bicycle Facilities are sparse throughout the Town, and increased population and use of bicycles will create the need for additional facilities.
Taylor Road through the Downtown area	The striping for the Class II bicycle lane is weathered and difficult to see. The Class II bicycle lane on the north side of Taylor Road terminates at Oak Street creating a gap to King Road.
Taylor Road, Sierra College Boulevard, King Road, Brace Road,	Sidewalks are discontinuous throughout these roadways.

Figure 5 - Future Deficiencies



## **D. Issues, Goals, Policies, and Implementation Measures**

The policies presented here cover a broad range of topic areas and were derived, in part, from existing policies currently in place in Loomis and other nearby jurisdictions. The General Plan Steering Committee provided direction on the content of the policies covering the following topics:

- Level of Service,
- Roadway improvement standards,
- Transportation System Management (TSM),
- Roadways,
- Sidewalks,
- Bicycle routes,
- Transit service,
- Neighborhood environment,
- Roadway system funding, and
- Roadway maintenance.

### **Level of Service**

**Issue:** Growth in traffic volumes from development approved within, and adjacent to, the Town will cause increased congestion and need for roadway improvements, depending upon the chosen service level standard.

**Goal:** To strive for service levels that reflects a balance between mobility, land use, cost-effectiveness, and financial resources.

**Level of Service Policy:** In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when:

1. The deficiency is substantially caused by "through" traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or
2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

**Mitigation of Impacts from Unincorporated Area Projects:** Notwithstanding any other General Plan policy or provisions, in the event that significant adverse impacts will result from the construction of large developments on the Town's perimeter, the Town shall make every reasonable effort to have the developers adequately mitigate the adverse

impacts.

**Complement Land Use Element:** Provide and maintain a Town circulation system that is correlated with planned land uses in the Town and surrounding areas in the region consistent with Government Code 65302. Also, work to ensure compatibility and complimentary relationships between the circulation system and existing and planned land uses that helps to promote environmental objectives such as safe and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and provision of and access to, bicycle, pedestrian and transit facilities.

## Roadway Improvement Standards

**Issue:** Many roadway improvements will be needed during the life of the General Plan and design standards are needed to ensure consistency and quality.

**Goal:** To develop standards that protect public safety and provide mobility for all forms of transportation.

**Roadway Improvement Policy:** Roadway improvements within the Town of Loomis shall conform to the roadway classification system and improvement standards specified in the current version of the Town of Loomis Design & Improvement Standards after their adoption.

**Policy on Character of Roadway Improvements:** The design of Downtown roadway and streetscape improvements will continue to maintain the "small town downtown" character.

**Exception to Standards Policy:** In infill areas, where existing rights of way may not conform to the roadway standards set forth in the General Plan, but where improvements are necessary, reasonable deviations from roadway standards may be allowed by the Town Engineer.

**Implementation measure:** The Town will develop and adopt road and street improvement and design standards as funding permits.

## Transportation System Management (TSM)

**Issue:** The South Placer region has experienced significant development over the past two decades, increasing population and employment in the surrounding communities. This growth in traffic volume, as well as from future development will cause increased congestion and need for roadway improvements. TSM is a recognized strategy to promote more efficient use of streets, highways, parking facilities, public transit and bikeways. TSM promotes public transit, carpools, vanpools, biking and walking as alternatives to single-occupancy vehicular trips.

**Goal:** To increase the efficiency of the transportation system network, reduce travel demand on the Town's roadway system, reduce the amount of emissions of pollutants from automobiles, and contribute to achieving the Level of Service (LOS) goals identified in the Loomis General Plan.

**Safe and Efficient Roadways Guiding Policy:** Promote a safe and efficient roadway system for the movement of both people and goods, motorized and non-motorized.

**Circulation System Enhancements Guiding Policy:** Maintain projected level of service where possible, and ensure that future development and the circulation system are in balance. Improve the circulation system as necessary, in accordance with spacing/access standards, to support multi-modal means of transportation of all users and goods.

**Policy on Reducing Vehicle Miles Traveled:** Through layout of land uses, improved alternate modes, and provision of more direct routes, strive to reduce the total vehicle miles traveled.

**Complete Streets Policy:** Maintain and update street standards that provide for the design, construction, and maintenance of "Complete Streets". Complete Streets enable safe, comfortable, and attractive access for all users: motorists, transit riders, pedestrians, and bicyclists of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.

**Roundabouts Policy:** Roundabouts may be used in place of signalized intersections on any roadway facility or intersection type. Roundabouts are particularly encouraged at the intersection of two collector streets.

## Bicycle and Pedestrian Facilities

**Issue:** Bicycle and pedestrian facilities are limited in Loomis. Provisions to increase bicycle use, pedestrian safety and convenience will provide recreational and mobility benefits to residents and reduce vehicular traffic.

**Goal:** To implement additional bicycle facilities that result in increased bicycle usage.

### Bicycle and Pedestrian Facility Policies

1. The Town shall promote bicycle travel, as appropriate, and shall pursue all available sources of funding for the development and improvement of bicycle facilities.
2. Bicycle facilities shall be provided in compliance with the *2010 Bicycle Transportation Plan* and the *2010 Trails Master Plan* or subsequent amended versions of such documents, as well as on other appropriate routes at the discretion of the Town Council.
3. Bicycle and pedestrian connections shall be continuous and convenient to the nearest neighborhood center, school, or park.
4. Orient development to encourage pedestrian and transit accessibility. Strategies include locating buildings and primary entrances adjacent to public streets, and providing clear and direct pedestrian paths across parking areas and intersections.
5. Provide pedestrian facilities that are accessible to persons with disabilities, compliant with Americans with Disabilities Act (ADA) 2010 standards for Accessible

- Design, and ensure roadway improvement projects address accessibility and use universal design concepts.
- 6. Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists.
- 7. Use the Town of Loomis 2010 Trails Master Plan and the 2010 Bikeway Master Plan to identify, schedule, and implement pedestrian and bicycle facility improvements.

## Transit Service

**Issue:** Transit service is limited within the Town, providing little incentive for its use and limited options for transit-dependent persons.

**Goal:** To devote resources for the promotion of transit service that are appropriate for its size and financial resources using comparable cities as a benchmark.

### Transit Service Policies

1. The Town will promote and support a safe, efficient, and coordinated public transit system that meets residents' needs, reduces congestion, improves the environment, and helps provide a viable non-automotive means of transportation in and through the Town of Loomis.
2. The Town should work with Placer County Transit and other transit providers to plan and implement public transportation services within the Town that are timely, cost-effective, and responsive to growth patterns and transit demand.
  - a. Transit routes should conform to plans established by Placer County Transit, and should generally coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership.
  - b. Bus routes should follow major roads with service to residential neighborhoods via collector streets.
  - c. Bus stops should be located in conformance with the applicable policies of Placer County Transit.
3. The Town should consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.
4. The Town should support efforts to provide demand-responsive service ("paratransit") and other transportation services for those unable to use conventional transit.

## Neighborhood Environment

**Issue:** Increased development within and adjacent to the Town, creates possibility for traffic intrusion into residential neighborhoods.

**Goal:** To take actions to minimize cut-thru traffic and manage speeds on residential streets.

**Neighborhood Environment Policies:**

1. The Town shall create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic, while providing for logical traffic circulation.
2. The Town shall design streets and approve development in such a manner as to prevent and eliminate high traffic flows and parking problems within residential neighborhoods.
3. The Town shall promote the development of a circulation system that preserves the historic nature and character of neighborhoods and districts, and reinforces neighborhood identity and integrity.
4. New local streets shall be designed to promote the interconnection of residential neighborhoods while simultaneously discouraging through-traffic within residential neighborhoods.
5. The Town of Loomis shall establish and maintain a procedure through which local residents can receive assistance in managing and reducing traffic flows through their residential neighborhoods. Such assistance could be technical, the provision of equipment (such as signs) and the labor needed to install such equipment, or the provision of enhanced police traffic enforcement in neighborhoods. The Town could also participate in modifying the existing street system to reduce or eliminate through traffic intrusion into residential neighborhoods. Such modifications could include installation of speed humps, traffic diverters, traffic circles, or a variety of other techniques. Based on the identified need and available financing, priorities will be established and an appropriate level of resources (including staff time, equipment, and physical improvements) will be committed by the Town.
6. If recommended by the Town Engineer after review, and if determined to be feasible, the Town should pursue the construction of a pedestrian bridge over Sierra College Boulevard to address safety impacts. The precise location of the crossing would be determined after further review.

## **Roadway System Funding**

**Issue:** Transportation improvements are expensive and the Town has very limited financial resources.

**Goal:** To leverage the Town's resources with outside funding sources (developer fees, state funds, federal funds, etc.).

**Roadway System Funding Policies**

1. The Town shall aggressively pursue state and federal funding to implement the primary elements of the Town's Circulation Plan.

2. The Town shall require proposed new development projects to analyze their contribution to increased vehicle, pedestrian, and bicycle traffic and to implement the roadway improvements necessary to address their impact.
3. The Town shall assess fees on new development sufficient to cover the fair share portion of development's cumulative impacts on the local and regional transportation system. The cost of all on-site roadways within new development projects is the responsibility of the developer.
4. Prior to acceptance of new local streets by the Town, provisions shall be made for the ongoing maintenance of those facilities. Such provisions could include the establishment of a maintenance district covering the specific roadways identified, or assumption of all maintenance responsibilities by the pertinent homeowners association or other approved organization.

## **Roadway Maintenance**

**Issue:** Financial constraints can lead to improper maintenance, which reduces the quality and longevity of facilities.

**Goal:** To create a pavement management system that provides timely and accurate information about how to use maintenance resources.

### **Roadway Maintenance Policies**

1. The Town shall assure that the transportation system continues to provide safe, efficient, and convenient access to its residents.
2. The Town shall provide dependable and adequate resources to maintain and repair the existing system of roads and bridges, according to priorities established on an annual basis.
3. The Town shall work with the Placer County Transportation Planning Agency (PCTPA) to ensure that the PCTPA's Regional Transportation Plan is coordinated with the Town's Capital Improvement Plan. This coordination will allow access to Federal and State funds, where possible, for road maintenance and improvements.

## **E. Transportation System Improvements**

This section presents capital improvements to the transportation system for the Town of Loomis. The preferred system will need to be phased as the needs occur and the funding is available, as the proposed circulation improvements are intended to support build-out conditions.

### **Roadway Network**

Improvements to the roadway network are intended to address several future problems:

- Insufficient capacity at several locations to support build-out of the Town and growth in the surrounding communities;
- Excess "through" traffic and trucks along Taylor Road through the downtown;
- A desire to create a more pedestrian-friendly environment in downtown; and
- Safety issues related to vehicular traffic.

The primary elements of the preferred circulation system are outlined in the following section, and are shown in Figure 6; the Core Area Improvements are shown in Figure 7, and the callouts shown in Figures 6 and 7 refer to the Roadway Cross-Sections shown in Figures 8A - 8H.

Figure 6 - Town of Loomis Circulation System

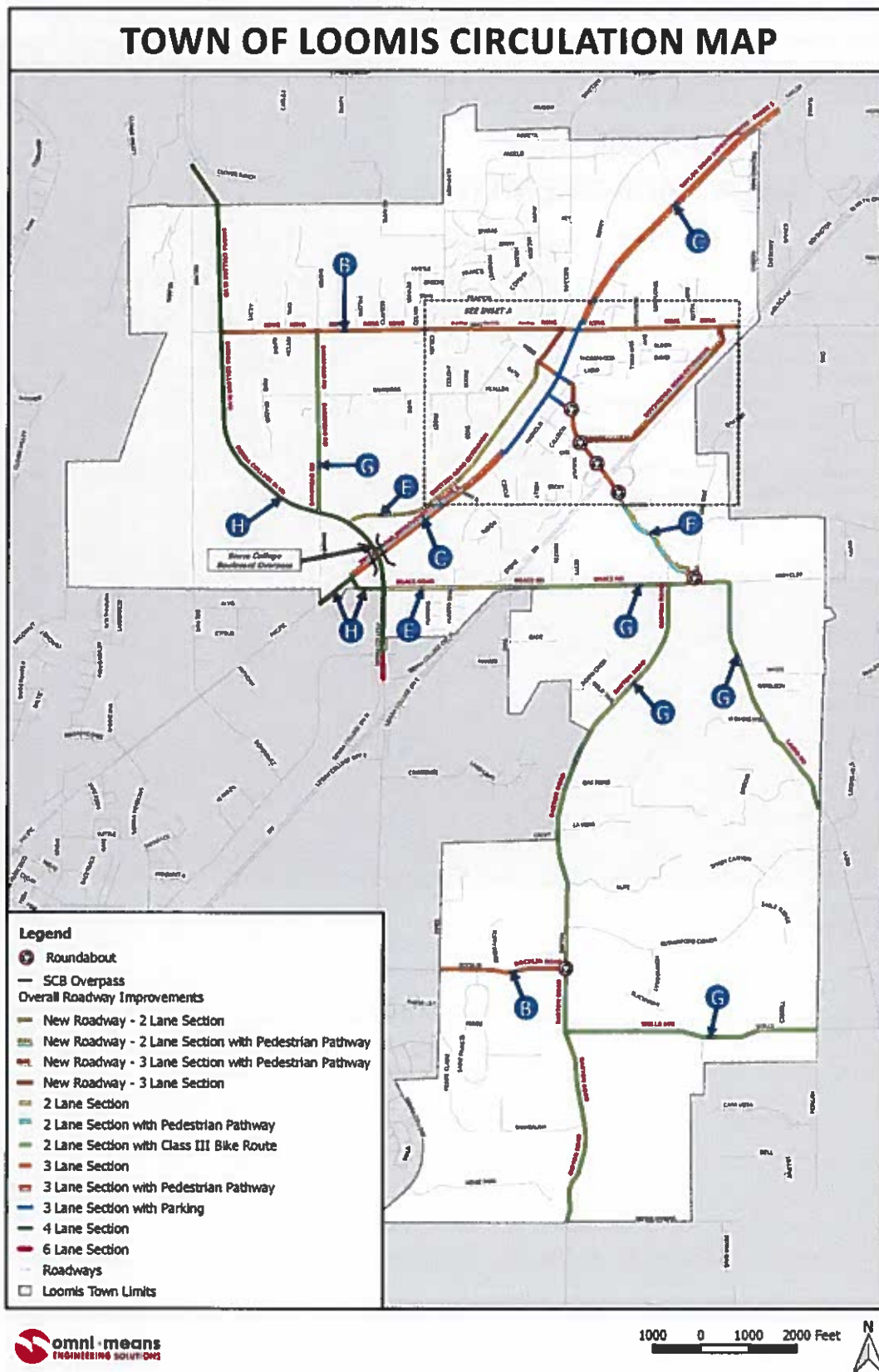
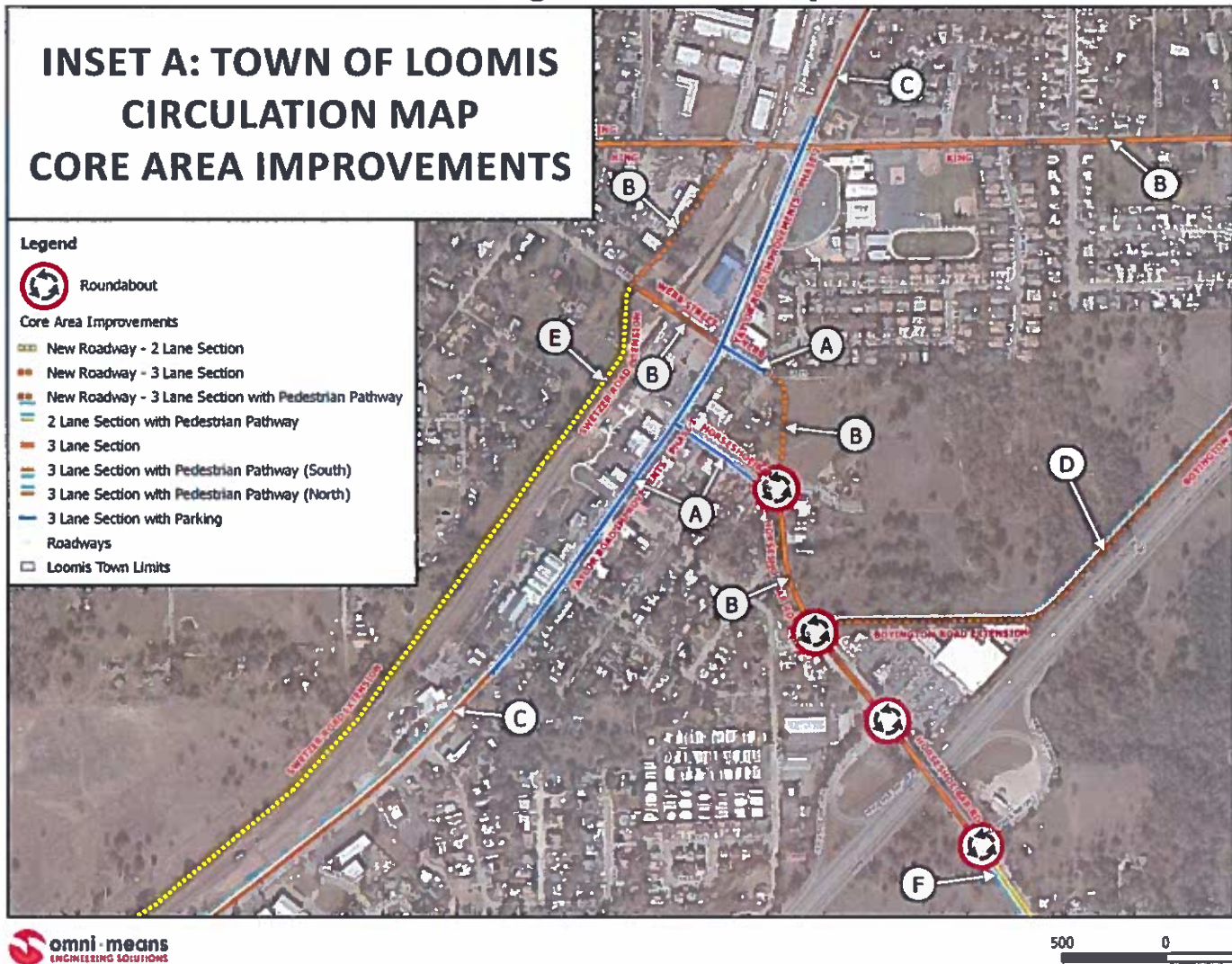


Figure 7 - Core Area Improvements



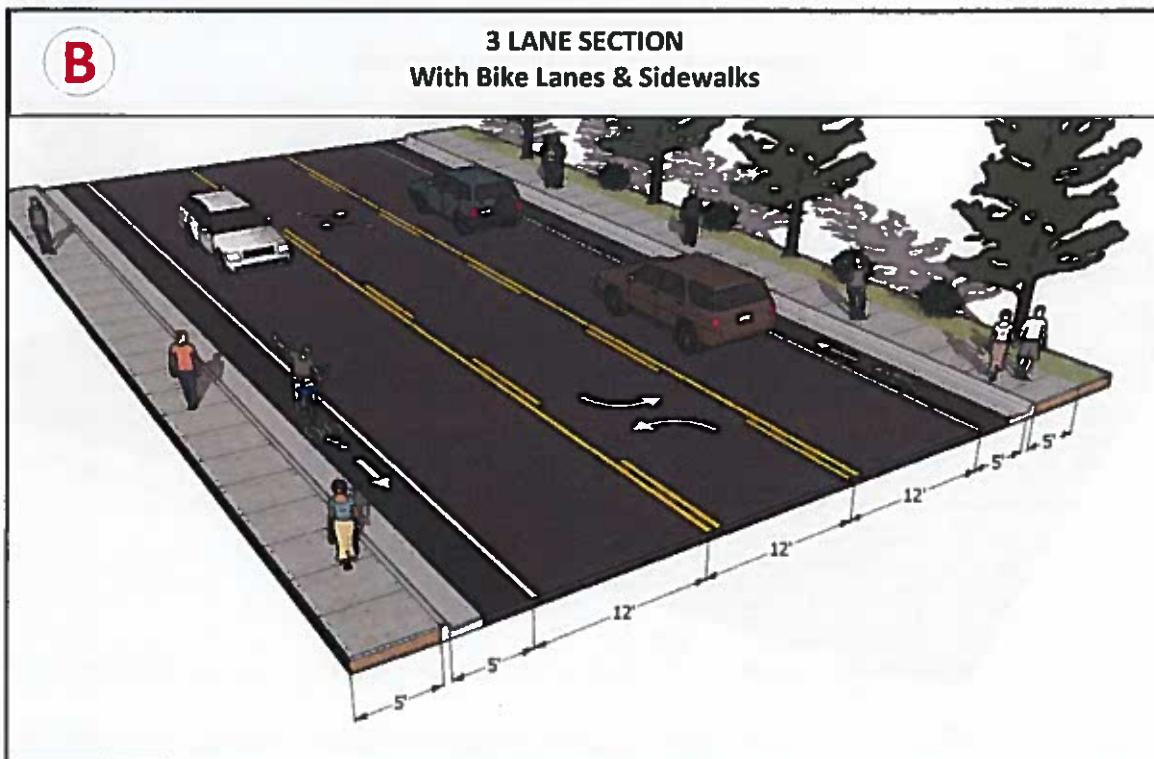
**Figure 8A – Roadway Cross-Sections****Figure 8B – Roadway Cross-Sections**

Figure 8C – Roadway Cross-Sections

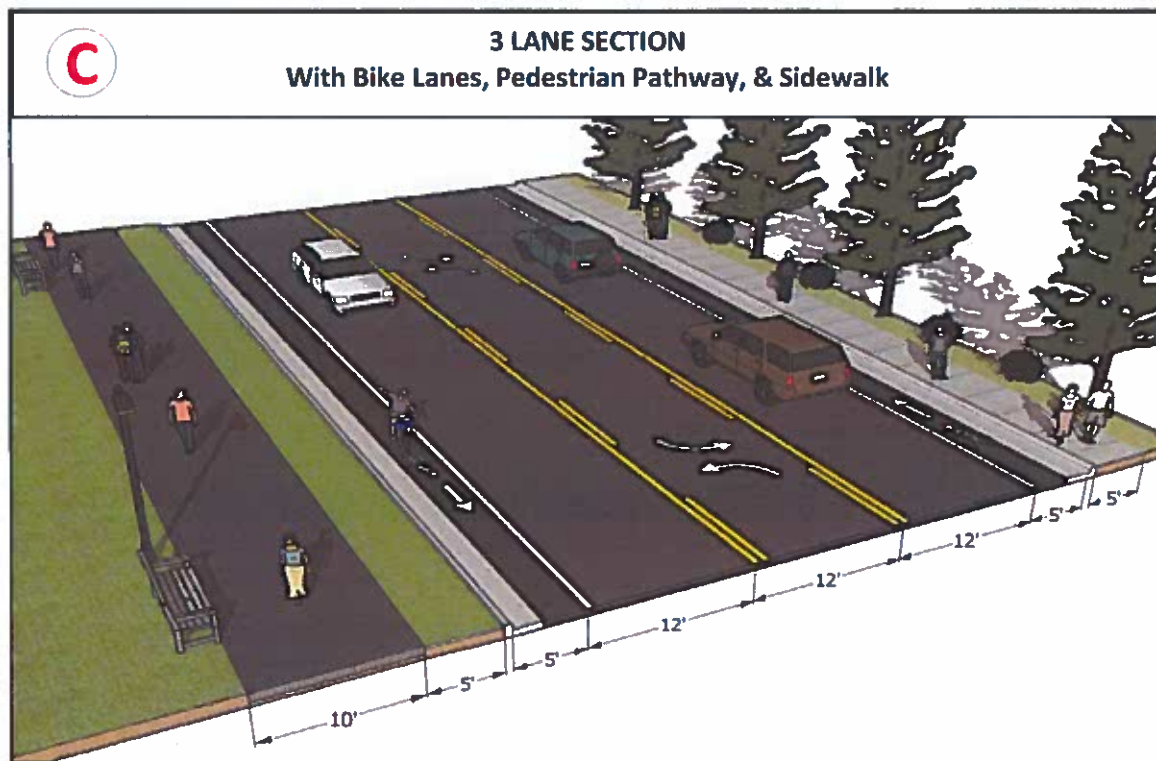


Figure 8D – Roadway Cross-Sections

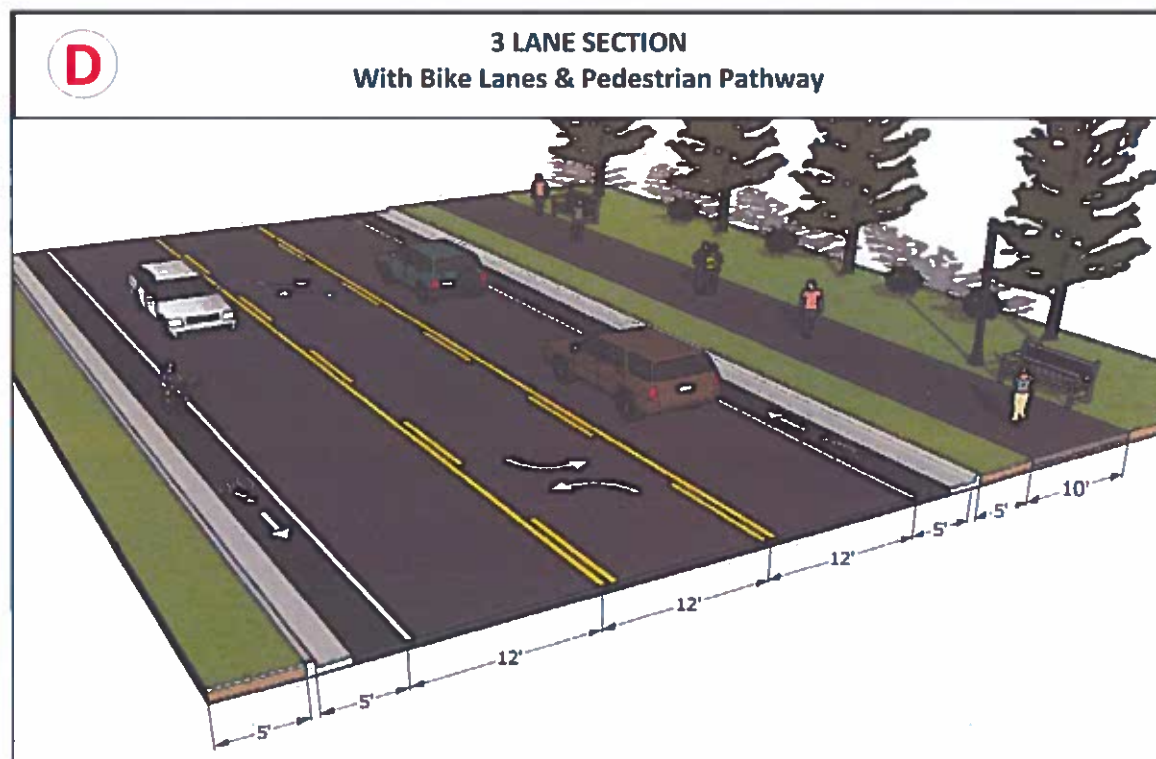


Figure 8E – Roadway Cross-Sections

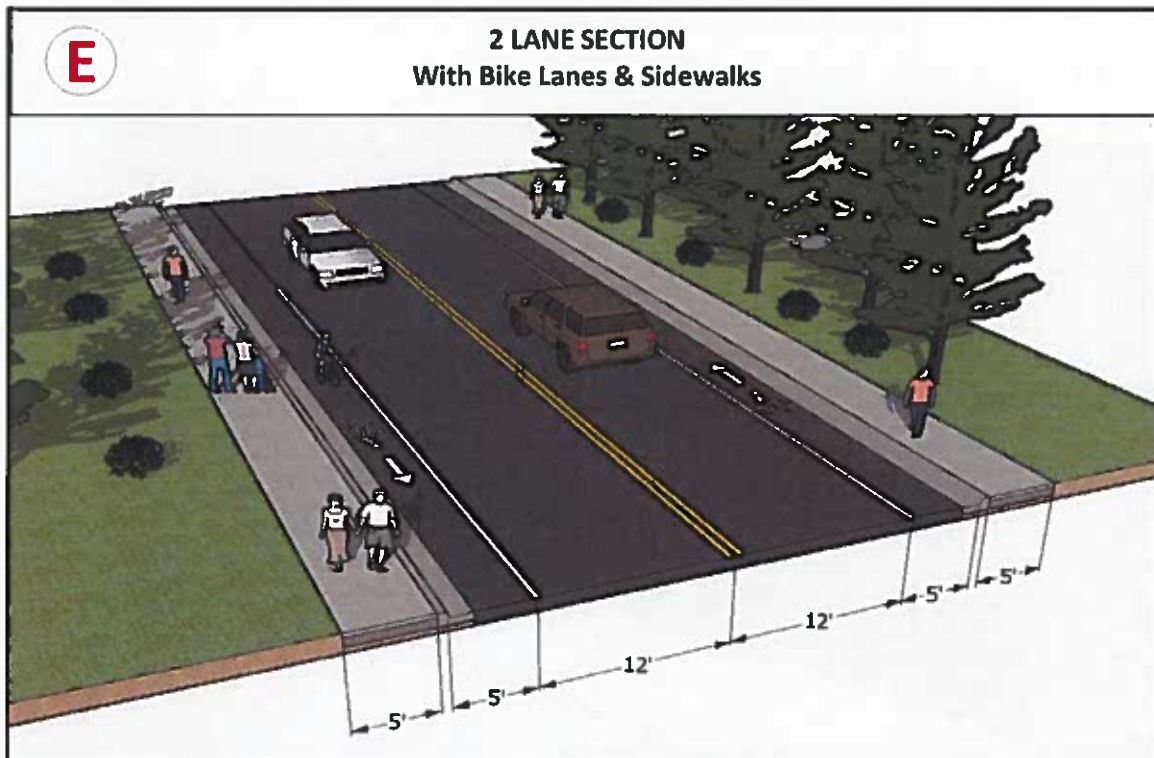
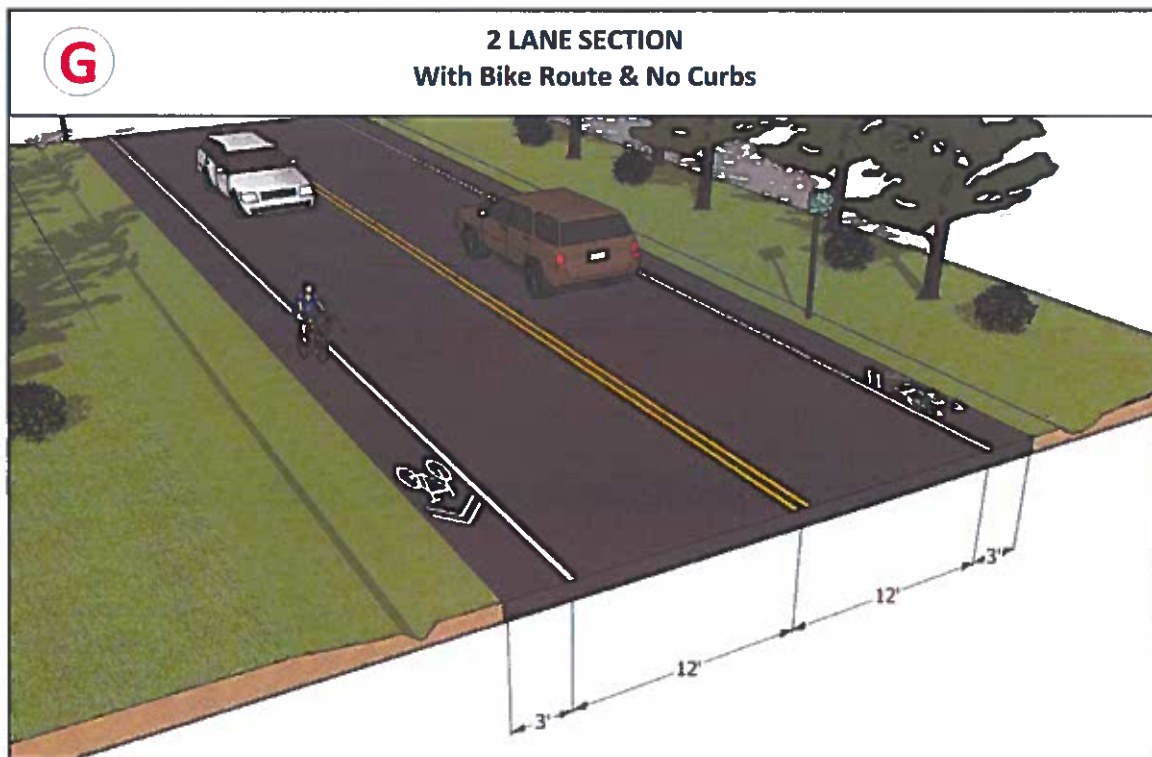
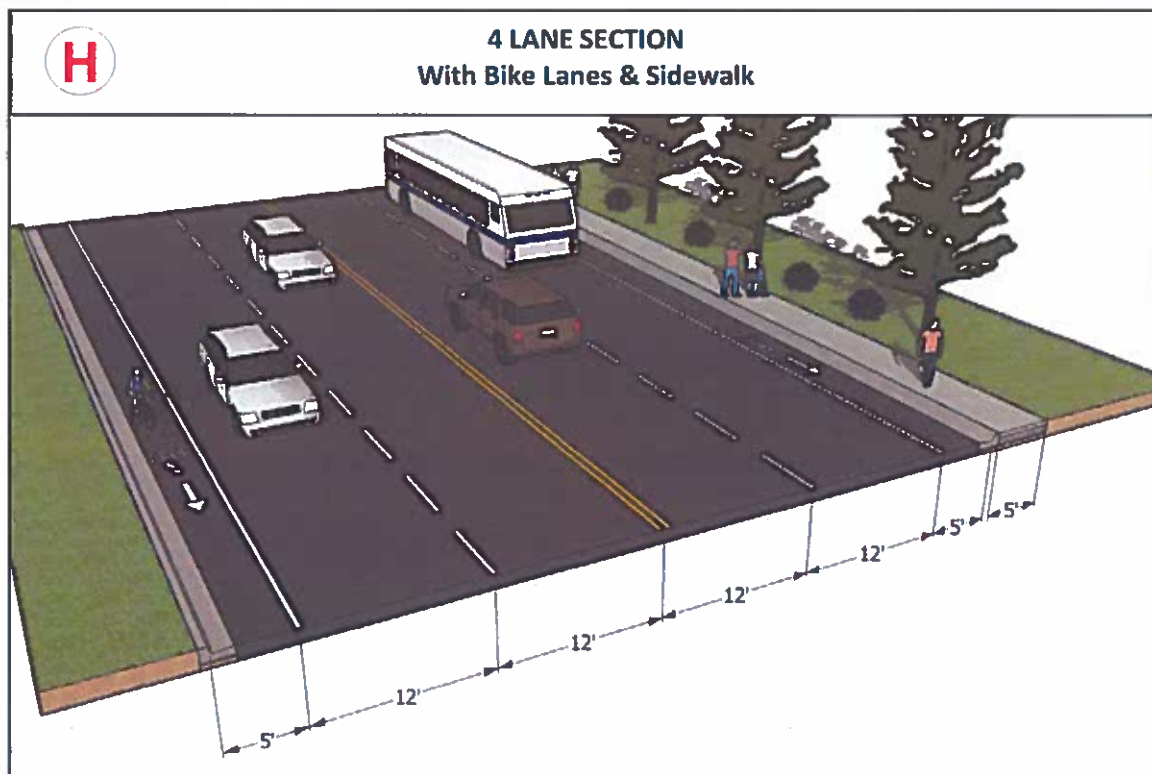


Figure 8F – Roadway Cross-Sections



**Figure 8G– Roadway Cross-Sections****Figure 8H – Roadway Cross-Sections**

## Core Area Improvements

**Boyington Road Extension** - is the construction of a two-lane freeway frontage road from King Road to Horseshoe Bar Road north of the Raley's Shopping Center, with a short extension to connect with Doc Barnes Road. The roadway improvements will include two traffic lanes, a center turn lane, curb, gutter, bike lanes on both sides, and parkway strip landscaping with a pathway on one side (see roadway cross section D), within a 70-foot wide right-of-way. The location/alignment of this extension will be determined at the time a subdivision or other development of the presently vacant properties is proposed.

**Swetzer Road Extension** - is the construction of a two-lane roadway from King Road to Sierra College Boulevard immediately north of the Union Pacific Railroad (UPRR) tracks. This improvement would be largely adjacent to the railroad right-of-way in an area that cannot be developed with buildings due to its proximity to the tracks. Swetzer Road extension will have two different sections. The first section is between King Road and Webb Street and includes two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B), within a 60-foot wide right-of-way. The second section is between Webb Street and Sierra College Boulevard and includes two traffic lanes, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E), within a 50-foot wide right-of-way.

**Webb Street Extension** - is the construction of a two-lane roadway from Laird Street to the intersection of Library Drive at Horseshoe Bar Road, including two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B).

**Webb Street Extension/Horseshoe Bar Road/Library Drive Roundabout** - realign the intersection of Horseshoe Bar Road/Library Drive with the Webb Street Extension, converting the intersection into a roundabout.

**Webb Street Improvements** - widen Webb Street between Swetzer Road Extension and Laird Street to include two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B). Also, provide on-street parking (see roadway cross section A) on Webb Street between Taylor Road and Laird Street.

**Horseshoe Bar Road Improvements** - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B) between Taylor Road and I-80 ramps. Also, provide on-street parking (see roadway cross section A) on Horseshoe Bar Road between Taylor Road and Webb Street Extension/Library Drive. Provide roundabouts at the intersections of Horseshoe Bar Road at Boyington Road Extension, and at the I-80 on and off ramps for needed capacity and LOS requirements.

**Taylor Road Improvements** - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides, and on-street parking (see roadway cross section A) between King Road and Oak Street, following the plans of the Loomis Town Center Implementation Plan.

**Miscellaneous Core Improvements** - consists of a series of localized improvements on Taylor Road that are designed to improve local circulation and parking. Some of the key elements include:

- Visual gateways on Taylor Road and Horseshoe Bar Road that all serve a traffic calming function, and;
- New traffic signals on Taylor Road at Webb Street, Walnut Avenue, and Circle Drive.

## Other Improvements

Improvements anticipated to be needed at build-out of this General Plan that are not included in the Core Area Improvements are described below. Most of the improvements are safety and/or operational related (such as providing paved shoulders, turning lanes, or signals). However, some roads will need additional roundabouts for capacity:

**Sierra College Boulevard Widening** - widen to 4 lanes (see roadway cross section H) north of Granite Drive to North Town Limits, and 6 lanes south of Granite Drive, including bike lanes on both sides, curb, gutter, and a sidewalk.

**Sierra College Boulevard/Taylor Road Overcrossing** - is the construction of a four-lane (see roadway cross section H) overcrossing on Sierra College Boulevard over UPRR crossing and Taylor Road.

**Brace Road Realignment** - realign Brace Road from Sierra College Boulevard to Taylor Road, to the east side of Taylor's Corner and connect with Taylor Road as a T-intersection, and widen to 4 lanes including curb, gutter, bike lanes on both sides and a sidewalk (see roadway cross section H).

**Brace Road Improvements** - provide curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E) of Brace Road from Sierra College Boulevard to I-80, and widen to standard lane widths with 3' shoulders (see roadway cross section G) east of I-80.

**Horseshoe Bar Road/Brace Road Roundabout** - is the realignment of two existing intersections at Brace Road and Horseshoe Bar Road into one intersection, and converting the realigned intersection into a roundabout.

**Horseshoe Bar Road** - widen to standard lane widths south and east of I-80, also provide 3' shoulders, and provide a pedestrian pathway on the south side (see roadway cross section F).

**Taylor Road** - outside of the Core Area provide two lanes of traffic, a center left turn lane, curb, gutter, bike lanes on both sides, a sidewalk on one side, and a shared use path (see roadway cross section C) connecting Sierra College Boulevard and the North Town Limits to the downtown.

**Rocklin Road/Barton Road Roundabout** - provide 3 lanes on Rocklin Road from James Drive to Barton Road, with curb, gutter, bike lanes, sidewalks (see roadway cross section B) and construct a roundabout at the T-intersection.

**King Road** - improve when and where possible to provide turning lanes at major cross-streets, and Complete Streets with curb, gutter, bike lanes, and sidewalks or a shared use path when new or redevelopment along the roadway occurs.

Brace Road, Barton Road, Bankhead Road, Laird Road, and Wells Avenue will all warrant upgrades that provide for standard lane widths and paved shoulders (see roadway cross section G) when adjacent new development occurs.

## Bicycle/Pedestrian Facilities

Improvements to the bicycle and pedestrian facilities are intended to address future issues regarding continuity and accessibility throughout Loomis, and to improve and encourage the enhancement of the local and regional bikeway and pedestrian network. Shown on Figure 4 is the adopted *2010 Bikeway Master Plan* and on Figure 5, the *2010 Trails Master Plan*.

The following are the recommended bicycle facility improvements to complement or upgrade the existing system:

- Provide westbound on-street bike lane (Class II) on Taylor Road from King Road to Oak Street to match existing eastbound facility;
- Provide on-street (Class II) facilities on Taylor Road (from King Road to eastern Town Limits and Sierra College Boulevard to western Town Limits), Sierra College Boulevard (within entire Town Limits), Rocklin Road (within entire Town Limits), Horseshoe Bar Road (from the Tourist/Destination Commercial designation south of I-80 to the Boyington Road extension);
- Connectivity to the Class I Bike Path on Taylor Road south of downtown;
- A pedestrian/local traffic only facility adjacent to the fruit sheds (between Walnut Street and Horseshoe Bar Road);
- Provide on-street (Class DI) facilities on Bankhead Road (King to Sierra College), Saunders Avenue (Bankhead to eastern limit), South Walnut/Stone Road, Brace Road, and Laird Road. In most cases, these facilities will consist of paved shoulders and appropriate signage; and
- Construct a Class I Bicycle/Pedestrian facility along Secret Ravine Creek and Antelope Creek within Loomis.

Sidewalks should be made continuous along Taylor Road, Sierra College Boulevard, King Road, and Horseshoe Bar Road. The policy section of the Circulation Element provides a description of the Town's policy regarding sidewalks on new roadways.

Figure 9 - 2010 Bikeway Master Plan

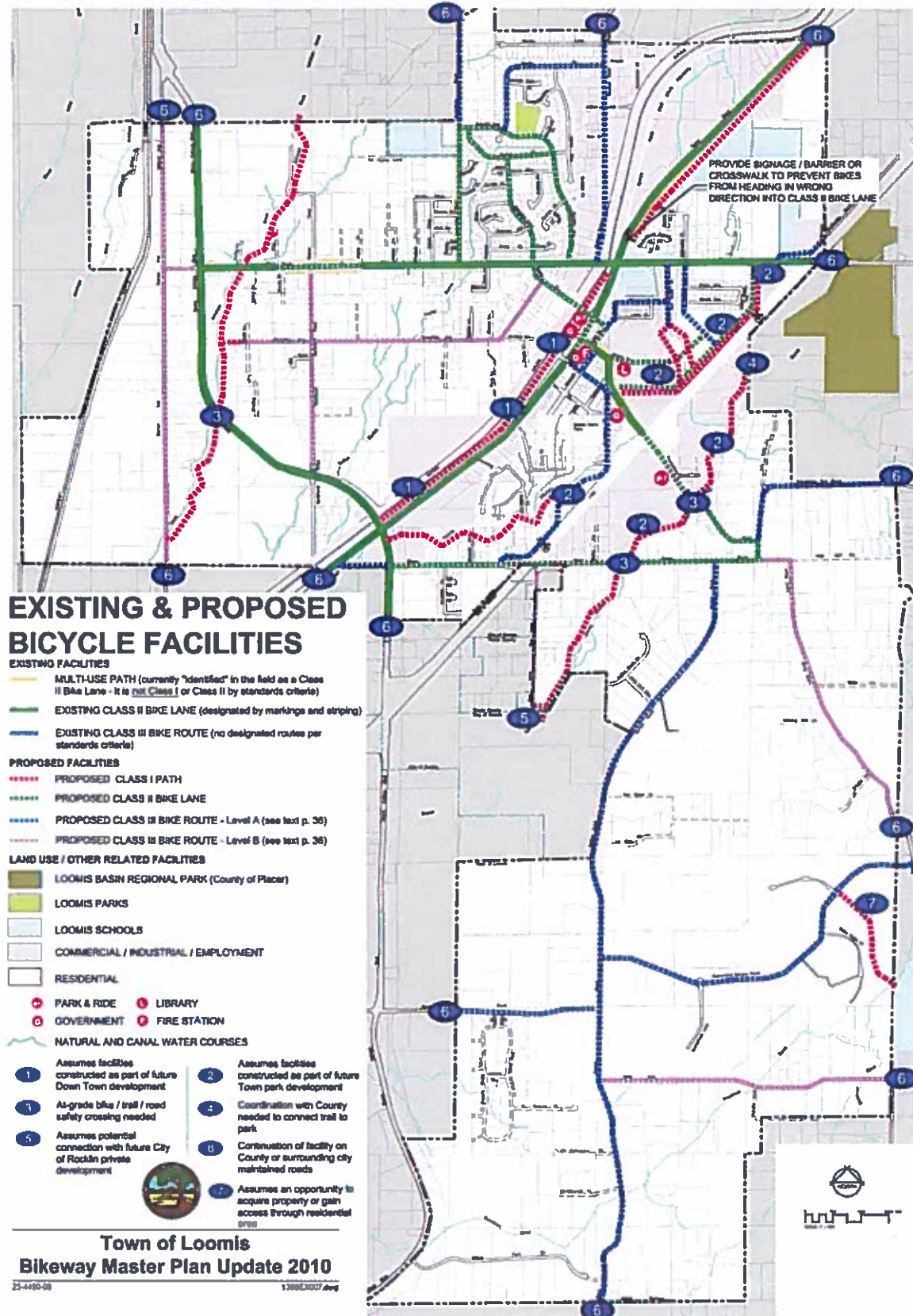
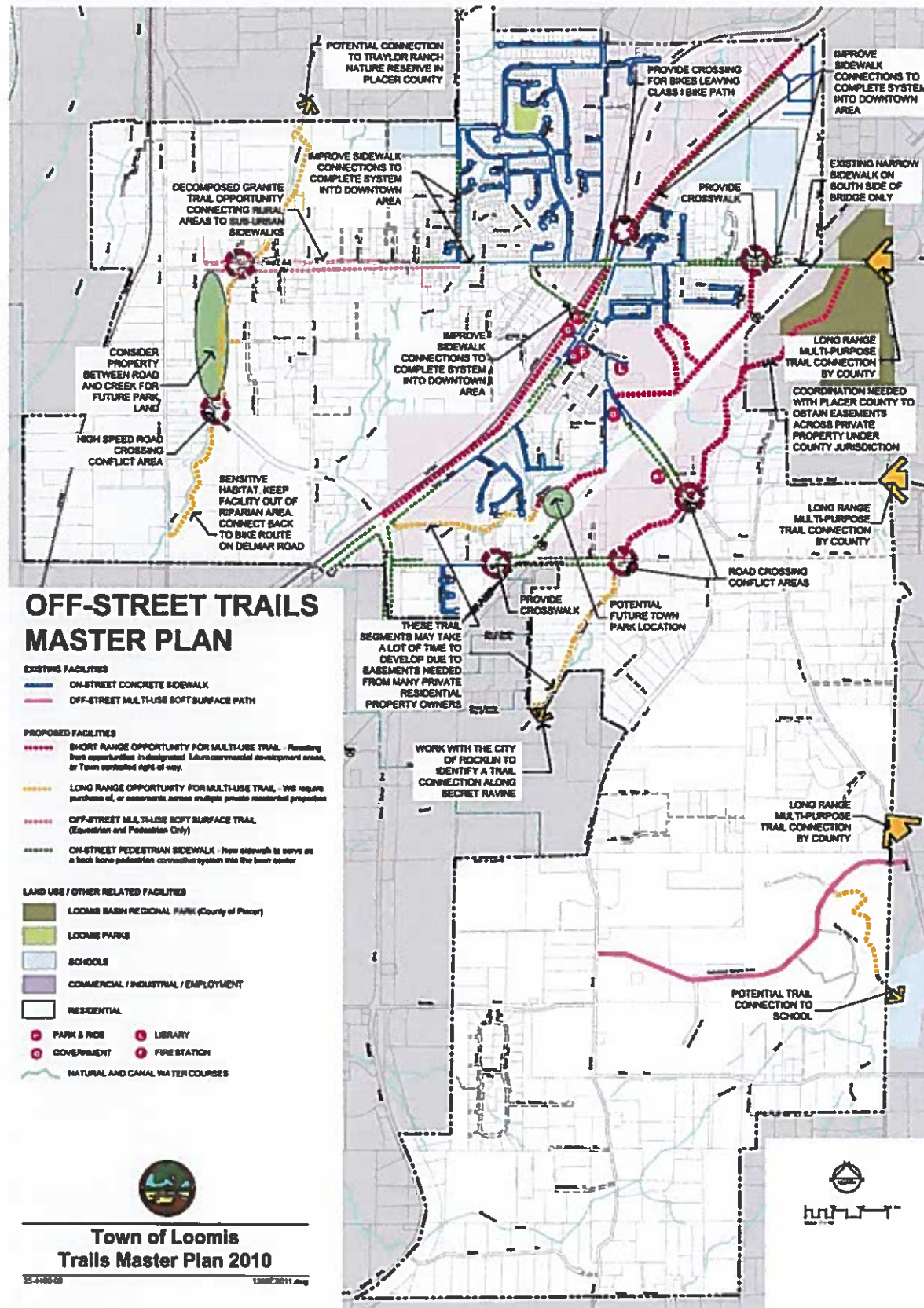


Figure 10 - 2010 Trails Master Plan



## Transit Service

Only one capital improvement is planned with respect to transit; namely, the continued revitalization of the rail station near Horseshoe Bar Road and Taylor Road. Improvements to the multi-modal center including, the platform, station, circulation, and parking facilities are continuing. While passenger rail service is not imminent, this facility will become a future "hub" of transit service (both rail and bus) in Loomis.

**FINAL**  
**INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

**TOWN OF LOOMIS**  
**CIRCULATION ELEMENT**

**LSA**

May 2016

**FINAL**

**INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

**TOWN OF LOOMIS  
CIRCULATION ELEMENT**

**Submitted to:**

**Town of Loomis  
3665 Taylor Road  
Loomis, California 95650**

**Prepared by:**

**LSA Associates, Inc.  
4200 Rocklin Road, Suite 11B  
Rocklin, California 95677  
916.630.4600**

**Project No. TOL1401  
State Clearing House Number:**

**LSA**

**May 2016**

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## **TOWN OF LOOMIS NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

### **DATE FILED: March 11, 2016**

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Section 15070 of the California Administrative Code and by the Town of Loomis, the Planning Director of the Town of Loomis, does prepare, and cause to be filed with the Loomis Town Clerk, Loomis, California, this Mitigated Negative Declaration regarding the Project described as follows:

**PROJECT:** Town of Loomis Circulation Element Update, May 2016

**PROJECT DESCRIPTION:** The project consists of an Update to the Circulation Element of the Town of Loomis General Plan. The project updates the Circulation Element of the General Plan to address key new issues, goals, and implementation policies for the Town of Loomis. The Goals and Policies identified in the Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the community's general welfare and overall convenience including safety and interconnectedness as a whole. The project defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town. The project also identifies and incorporates near-term and potential long-term improvements for implementation and additional conceptual recommendations for future improvements to address the Town's future circulation needs.

**LOCATION OF PROJECT:** Town of Loomis

**TENTATIVE HEARING DATE:** May 24, 2016, 7:30 PM  
Loomis Depot, 5775 Horseshoe Bar Road, Loomis, CA

**COMMENT PERIOD:** March 11, 2016 to April 11, 2016

On the basis of an initial study and in accordance with Section 15070 of the California Administrative Code it is found that the proposed Project will not produce, or be subject to significant environmental effects. Further information may be obtained by contacting the Town of Loomis, 3665 Taylor Road, Loomis, CA, (916) 652-1840. Any written comments should be received at 3665 Taylor Road, Loomis, CA 95650 or emailed to [CGraham@loomis.ca.gov](mailto:CGraham@loomis.ca.gov) by April 11, 2016, by 5:00 p.m.

**Chris Graham, Town Planner**

## **1.0 INTRODUCTION**

The Town of Loomis proposes to update the Town General Plan Circulation Element based on existing circulation within the Town and future circulation from the addition of population within the Town. The 2016 Circulation Element Update (referred to throughout this document as the “proposed Project”) consists of an Update to the Town of Loomis General Plan Circulation Element. The Project updates the General Plan Circulation Element to address key new Issues, Goals, and Implementation Measures for the Town of Loomis. The Goals and Implementation Measures identified in the 2016 Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the Town's general welfare and overall convenience including safety and interconnectedness as a whole as the Town continues toward build-out.

### **1.1 ENVIRONMENTAL REVIEW**

The Town of Loomis Circulation Element Update proposed by the Town of Loomis constitutes a “Project” in accordance with CEQA. Prior to approving the Project, the Town of Loomis must provide environmental review in accordance with CEQA to assess the potential effects of the Project, including mitigation where necessary.

This Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared as the environmental documentation in anticipation of determining that all potentially significant impacts from implementing the proposed Project can be mitigated to levels less than significant. Accordingly, a Mitigated Negative Declaration is being prepared to provide environmental review and clearance for the Project. Information included in this document is intended to clarify areas of potential environmental concern, while estimating the potential impacts of the Project on the environment.

### **1.2 CLARIFICATIONS AND CORRECTIONS**

During the public review period, comments were received from three public agencies identifying the need for clarification and/or revisions to the IS/MND text. No comments were received from the public during the public review period. Corrections that were made in this Final IS/MND are as follows:

- Under Section V. Cultural Resources the mitigation measures were renamed. “Mitigation Measure PAELO-1” has been revised to “Mitigation Measure CULT-1”. “Mitigation Measure CULT-1” has been revised to “Mitigation Measure CULT-3”. “Mitigation Measure CULT-2” has been revised to “Mitigation Measure CULT-4”.

On the Cover and Title Pages of this document, “Final” has been added to the title of the document. The following Sections have been added to this Final IS/MND providing discussion of steps that have been taken since the circulation of the Draft IS/MND: “1.3 Clarifications and Corrections”; “1.4 Public Comments”; “1.5 Response to Comment Format”; “1.6 Additional Documentation”. Sections 1.2 through 1.5 have been added to this Final IS/MND. “Town of Loomis Environmental Checklist Form” has been numbered and is included as Section 1.6 in this Final IS/MND. Section 2.0 Response to Comment has

been added to this Final IS/MND and provides response to comments that were received during the public review period of the Draft IS/MND from March 11 to April 11, 2016 and public comments during the April 21, 2016 Circulation Element Update Workshop. Section 3.0 Mitigation and Monitoring Program has also been added to this Final IS/MND and provides a matrix of the mitigation measures that would be implemented, the mitigation milestone (timing of when the measure is to be implemented/completed) and agencies/entities responsible for implementing/overseeing the measures.

### **1.3 PUBLIC COMMENTS**

The Town of Loomis circulated the Draft IS/MND for the 2016 Circulation Element Update for public review and agency review, for 30-days, commencing on March 11, 2016 and ending on April 11, 2016. The following four agency comment letters (it should be noted that no public comment letters were received during the CEQA required review period) were received on the April 2016 Draft IS/MND:

- State of California Public Utilities Commission (March 14, 2016);
- Central Valley Regional Water Quality Control Board (April 4, 2016);
- California Department of Transportation (Caltrans) District 3 (April 5, 2016); and,
- Governor's Office of Planning and Research State Clearinghouse and Planning Unit (April 12, 2016)

### **1.4 RESPONSE TO COMMENT FORMAT**

Section 2.0 Response to Comments is organized in the following way:

- The comment letters from the agencies are included and labeled with a comment code that corresponds to the response; and,
- The comments from the public during the 2016 Circulation Element Update

### **1.5 ADDITIONAL DOCUMENTATION**

The Final IS/MND includes additional documentation for the public record, including:

- Notice of Completion

This additional document is included in Appendix A of this Final IS/MND.

## 1.6 TOWN OF LOOMIS ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Town of Loomis Circulation Element Update
2. **Lead Agency Name and Address:** Town of Loomis  
3665 Taylor Road  
Loomis, CA 95650
3. **Contact Person and Phone Number:** Chris Graham, Town Planner  
916-652-1840; CGraham@loomis.ca.gov
4. **Project Location:** Entire Town
5. **Project Sponsor's Name/ Address:** Town of Loomis  
3665 Taylor Road  
Loomis, CA
6. **General Plan Designation:** All designations
7. **Zoning:** All zones
8. **Description of the Project:** The project consists of an Update to the Town of Loomis General Plan Circulation Element. The project updates the General Plan Circulation Element to address key new Issues, Goals, and Implementation Measures for the Town of Loomis. The Goals and Implementation Measures identified in the Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the Town's general welfare and overall convenience including safety and interconnectedness as a whole. The Project defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town. The project also identifies and incorporates near-term and potential long-term improvements for implementation and additional conceptual recommendations for future improvements to address the Town's future circulation needs.

The purpose of this initial study is to identify any potential environmental impacts from implementation of the Circulation Element Update project. This initial study will be used to determine the level of environmental documentation required to adequately approve the project pursuant to the California Environmental Quality Act (CEQA). This initial study will also be used as a scoping document that will inform public agencies and the public of the project, its potential impacts to the environment, and mitigation measures that would reduce those impacts to a less-than-significant level.

The remainder of this section provides a description of the project. An environmental checklist is included below that provides an overview of the potential impacts that may result from project implementation. An analysis of the evaluation is also provided, as well as feasible mitigation measures that would reduce impacts to a less-than-significant level.

Adoption of the updated Circulation Element will not by itself result in any environmental impact, since the project is a policy document on transportation issues. Further, adopting the element will not result in any change in the physical conditions that exist in the Town. Moreover, the Circulation Element itself

does not expand the residential growth potential of the Town. The level of significance of environmental impacts resulting from any future projects will be separately assessed in accordance with CEQA.

### **Project Description**

The project consists of an update to the Town of Loomis General Plan Circulation Element. The policy framework for the Circulation Element Update establishes key Goals, Supporting Policies, and Implementing Actions for complete streets in the Town of Loomis.

As defined by SmartGrowth America, complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from transit stations.

The Policies and Implementing Actions identified in the Draft Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the community's general welfare and overall convenience including safety and interconnectedness as a whole. The project identifies and incorporates near-term and potential long-term improvements for implementation and additional conceptual recommendations for future improvements pending further feasibility studies to address the Town's future circulation needs.

### **Proposed Improvements**

Improvements to the roadway network (shown on Figure 1 and Figure 2) intended to address several future problems:

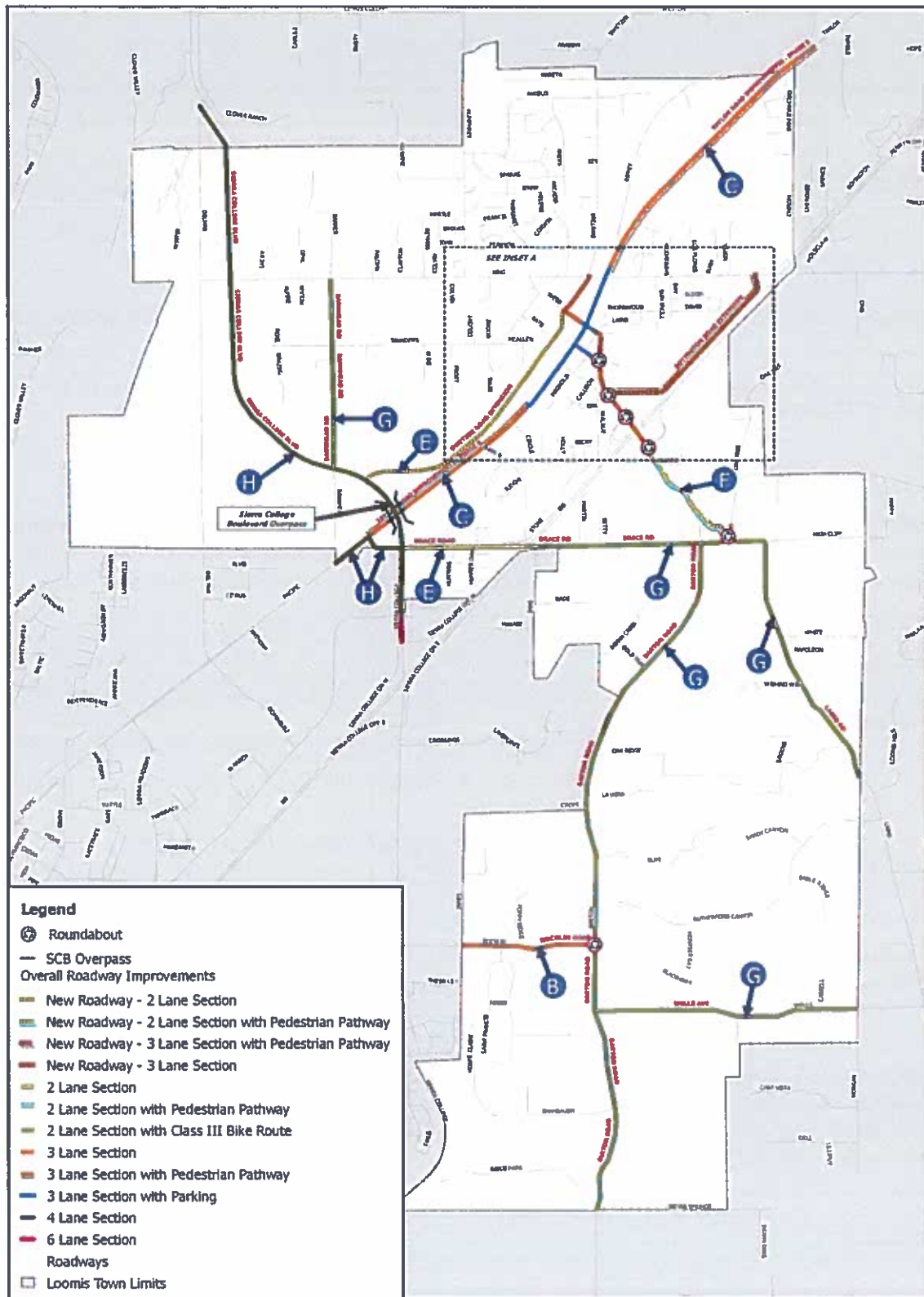
- Insufficient capacity at several locations to support build-out of the Town and growth in the surrounding communities;
- Excess "through" traffic and trucks along Taylor Road through the downtown;
- A desire to create a more pedestrian-friendly environment in downtown; and
- Safety issues related to vehicular traffic.

### **Core Area Improvements**

Most improvements identified in the Circulation Element are located within the historic core area of the Town.

**Boyington Road Extension** - is the construction of a two-lane freeway frontage road from King Road to Horseshoe Bar Road north of the Raley's Shopping Center, with a short extension to connect with Doc Barnes Road. The roadway improvements would include two traffic lanes, a center turn lane, curb, gutter, bike lanes on both sides, and parkway strip landscaping with a pathway on one side (see roadway cross section D on Figure 2), within a 70-foot-wide right-of-way. The location/alignment of this extension would be determined at the time a subdivision or other development of the presently vacant properties is proposed.

**Swetzer Road Extension** - is the construction of a two-lane roadway from King Road to Sierra College Boulevard immediately north of the Union Pacific Railroad (UPRR) tracks. This improvement would be largely adjacent to the railroad right-of-way in an area that cannot be developed with buildings due to its proximity to the tracks. Swetzer Road extension would consist of two different sections. The first section would be between King Road and Webb Street and would include two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2),



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FIGURE 1



*Town of Loomis Circulation Element Update  
Initial Study & Negative Declaration  
Proposed Improvements*

SOURCE: Town of Loomis Circulation Element (2015).

I:\TOL1401\AN\Figure 1.ai (02/10/16)



FIGURE 2

LSA

within a 60-foot-wide right-of-way. The second section would be between Webb Street and Sierra College Boulevard and would include two traffic lanes, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E on Figure 2), within a 50-foot-wide right-of-way.

**Webb Street Extension** - is the construction of a two-lane roadway from Laird Street to the intersection of Library Drive at Horseshoe Bar Road, including two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2).

**Webb Street Extension/Horseshoe Bar Road/Library Drive Roundabout** - realign the intersection of Horseshoe Bar Road/Library Drive with the Webb Street Extension, converting the intersection into a roundabout.

**Webb Street Improvements** - widen Webb Street between Swetzer Road Extension and Laird Street to include two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2). Also, provide on-street parking (see roadway cross section A on Figure 2) on Webb Street between Taylor Road and Laird Street.

**Horseshoe Bar Road Improvements** - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B on Figure 2) between Taylor Road and I-80 ramps. Also, provide on-street parking (see roadway cross section A on Figure 2) on Horseshoe Bar Road between Taylor Road and Webb Street Extension/Library Drive. Provide roundabouts at the intersections of Horseshoe Bar Road at Boyington Road Extension, and at the I-80 on and off ramps for needed capacity and LOS requirements.

**Taylor Road Improvements** - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides, and on-street parking (see roadway cross section A on Figure 2) between King Road and Oak Street, following the plans of the Loomis Town Center Implementation Plan.

**Miscellaneous Core Improvements** - consists of a series of localized improvements on Taylor Road that are designed to improve local circulation and parking. Some of the key elements include:

- Visual gateways on Taylor Road and Horseshoe Bar Road that all serve a traffic calming function, and;
- New traffic signals on Taylor Road at Webb Street, Walnut Avenue, and Circle Drive.

### **Other Improvements**

Improvements anticipated to be needed at build-out of this General Plan that are not included in the Core Area Improvements are described below. Most of the improvements are safety and/or operational related (such as providing paved shoulders, turning lanes, or signals). However, some roads would need additional roundabouts for capacity:

**Sierra College Boulevard Widening** - widen to 4 lanes (see roadway cross section H on Figure 1) north of Granite Drive to North Town Limits, and 6 lanes south of Granite Drive, including bike lanes on both sides, curb, gutter, and a sidewalk.

**Sierra College Boulevard/Taylor Road Overcrossing** - is the construction of a four-lane (see roadway cross section H on Figure 1) overcrossing on Sierra College Boulevard over UPRR crossing and Taylor Road.

**Brace Road Realignment** - realign Brace Road from Sierra College Boulevard to Taylor Road, to the east side of Taylor's Corner and connect with Taylor Road as a T-intersection, and widen to 4 lanes including curb, gutter, bike lanes on both sides and a sidewalk (see roadway cross section H on Figure 1).

**Brace Road Improvements** - provide curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E on Figure 1) of Brace Road from Sierra College Boulevard to I-80, and widen to standard lane widths with 3-foot shoulders (see roadway cross section G on Figure 1) east of I-80.

**Horseshoe Bar Road/Brace Road Roundabout** - is the realignment of two existing intersections at Brace Road and Horseshoe Bar Road into one intersection, and converting the realigned intersection into a roundabout.

**Horseshoe Bar Road** - widen to standard lane widths south and east of I-80, also provide 3-foot shoulders, and provide a pedestrian pathway on the south side (see roadway cross section F on Figure 1).

**Taylor Road** - outside of the Core Area provide two lanes of traffic, a center left turn lane, curb, gutter, bike lanes on both sides, a sidewalk on one side, and a shared use path (see roadway cross section C on Figure 1) connecting Sierra College Boulevard and the North Town Limits to the downtown.

**Rocklin Road/Barton Road Roundabout** - provide 3 lanes on Rocklin Road from James Drive to Barton Road, with curb, gutter, bike lanes, sidewalks (see roadway cross section B on Figure 1) and construct a roundabout at the T-intersection.

**King Road** - improve when and where possible to provide turning lanes at major cross-streets, and Complete Streets with curb, gutter, bike lanes, and sidewalks or a shared use path when new or redevelopment along the roadway occurs.

**Brace Road, Barton Road, Bankhead Road, Laird Road, and Wells Avenue** would all warrant upgrades that provide for standard lane widths and paved shoulders (see roadway cross section G on Figure 1) when adjacent new development occurs.

### **Bicycle/Pedestrian Facilities**

Improvements to the bicycle and pedestrian facilities are intended to address future issues regarding continuity and accessibility throughout Loomis, and to improve and encourage the enhancement of the local and regional bikeway and pedestrian network. Shown on Figure 3 is the adopted *2010 Bikeway Master Plan* and on Figure 4, the *2010 Trails Master Plan*.

The following are the recommended bicycle facility improvements to complement or upgrade the existing system:

- Provide westbound on-street bike lane (Class II) on Taylor Road from King Road to Oak Street to match existing eastbound facility;
- Provide on-street (Class II) facilities on Taylor Road (from King Road to eastern Town Limits and Sierra College Boulevard to western Town Limits), Sierra College Boulevard (within entire Town Limits), Rocklin Road (within entire Town Limits), Horseshoe Bar Road (from the Tourist/Destination Commercial designation south of I-80 to the Boyington Road extension);
- Connectivity to the Class I Bike Path on Taylor Road south of downtown;

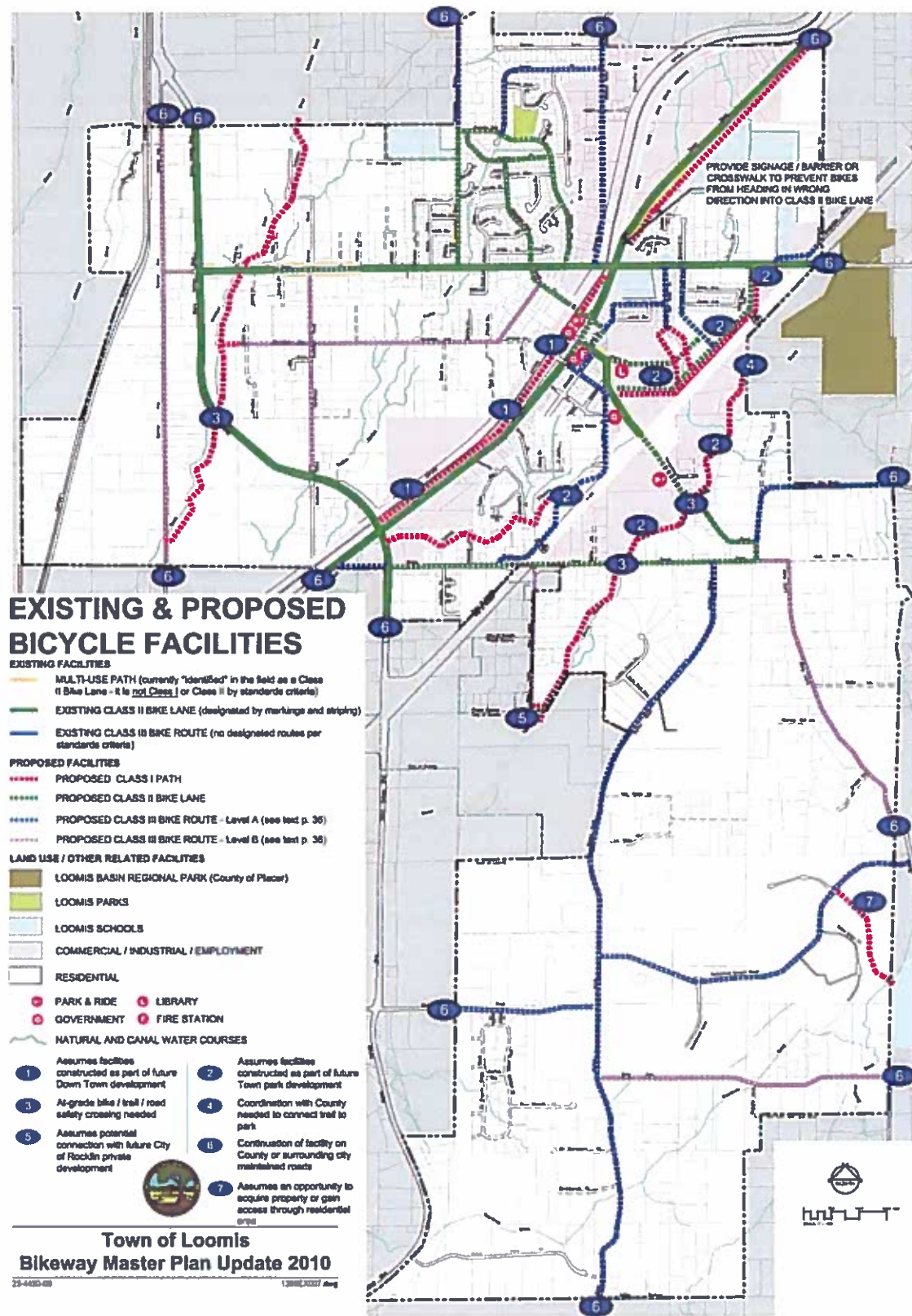


FIGURE 3

LSA



*Town of Loomis Circulation Element Update  
Initial Study & Negative Declaration  
2010 Bikeway Master Plan*

SOURCE: Town of Loomis Circulation Element (2015)

IL\TOL1401\AN\Figure 3.ai (02/10/16)

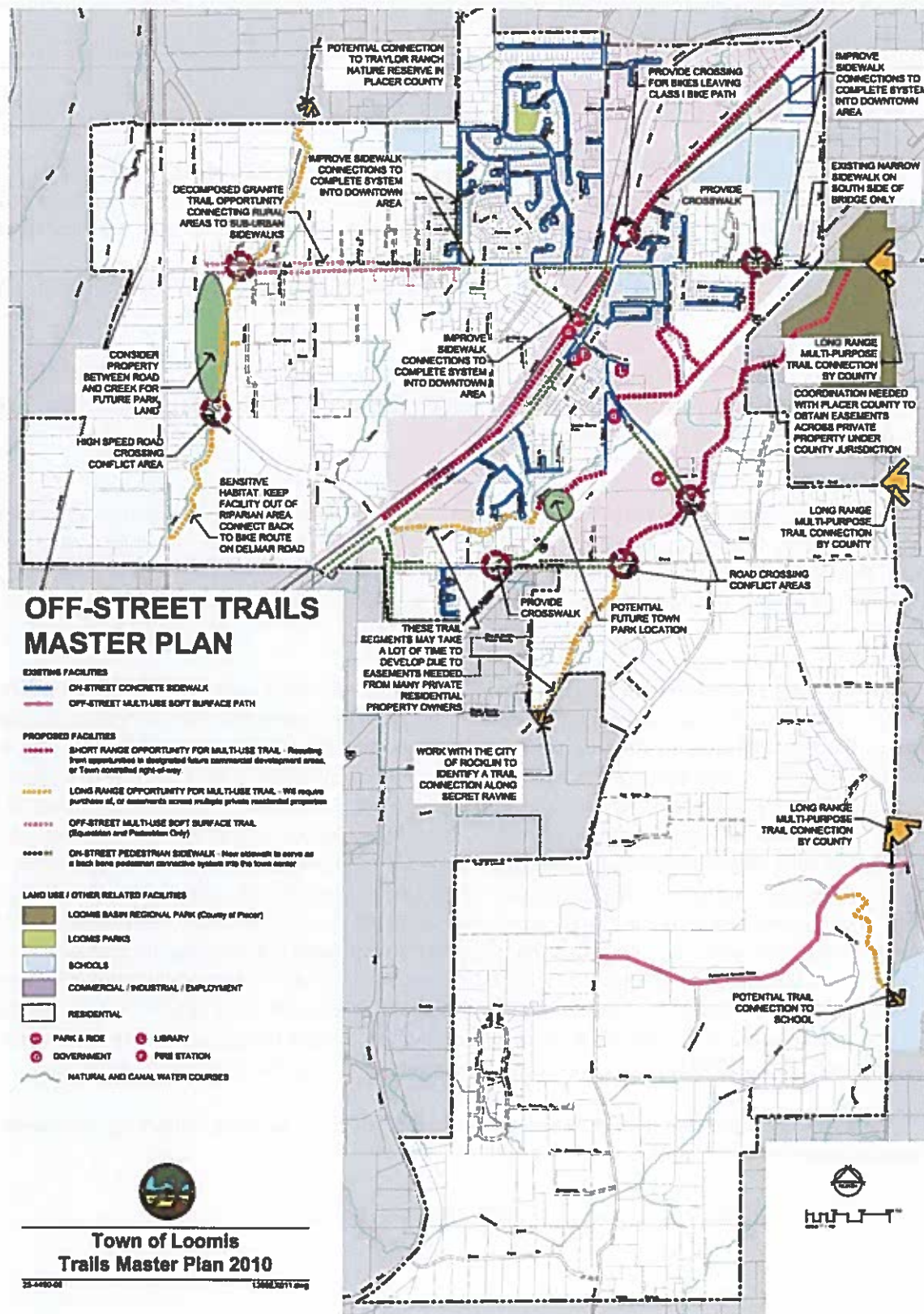


FIGURE 4

LSA



*Town of Loomis Circulation Element Update  
Initial Study & Negative Declaration  
2010 Trails Master Plan*

- A pedestrian/local traffic only facility adjacent to the fruit sheds (between Walnut Street and Horseshoe Bar Road);
- Provide on-street (Class DI) facilities on Bankhead Road (King Road to Sierra College Boulevard), Saunders Avenue (Bankhead Road to eastern limit), South Walnut/Stone Road, Brace Road, and Laird Road. In most cases, these facilities will consist of paved shoulders and appropriate signage; and
- Construct a Class I Bicycle/Pedestrian facility along Secret Ravine Creek and Antelope Creek within Loomis.

Sidewalks should be made continuous along Taylor Road, Sierra College Boulevard, King Road, and Horseshoe Bar Road. The policy section of the Circulation Element provides a description of the Town's policy regarding sidewalks on new roadways.

### **Transit Service**

Only one capital improvement is planned with respect to transit; namely, the continued revitalization of the rail station near Horseshoe Bar Road and Taylor Road. Improvements to the multi-modal center including, the platform, station, circulation, and parking facilities are continuing. While passenger rail service is not imminent, this facility will become a future "hub" of transit service (both rail and bus) in Loomis.

9. **Surrounding Land Uses and Setting:** Loomis is located about 25 miles northeast of the City of Sacramento and about 90 miles southwest of Lake Tahoe, along Interstate 80 (I-80). Loomis is situated in the Loomis Basin, which is part of the foothills of Placer County. The adjacent City of Rocklin is directly west of the Town limits, and the Granite Bay community is directly south. I-80 is the primary interstate highway providing regional access to San Francisco to the west, Reno and the rest of the United States to the east. Traffic to and from the I-80 corridor is served by Horseshoe Bar Road and Sierra College Boulevard. I-80 runs diagonally through the center of Loomis and divides the Town into two areas. The northwestern section consists of higher density residential development, existing retail, office, and industrial developments, bounded by larger, semi-rural residential lots. Within the northwestern section is the Downtown Area, which encompasses the portion of Taylor Road between the intersections of Oak Street and Webb Street. The southeastern section consists of rural, agricultural, and large-lot residential areas. Loomis is approximately 7.25-square miles in area and is located at an approximate elevation of 400 feet. Based on data from the 2014 American Community Survey (ACS), population in Loomis has increased from 6,260 in 2000 to 6,728 in 2014, a growth rate of 0.53 percent on average per year.

10. **Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement).**

- Adoption of Negative Declaration (MND) – Town of Loomis

### ENVIRONMENTAL CHECKLIST:

Pursuant to Section 15063, CEQA Guidelines, the Town of Loomis has utilized an Environmental Checklist to evaluate the potential environmental effects of the project. The checklist provides a determination of these potential impacts and includes the substantiation developed in support of the conclusions checked on the form.

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards/Hazardous Materials        | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems          | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION:**      On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature\_\_\_\_\_

Date\_\_\_\_\_

Printed Name Chris Graham for Town of Loomis

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## I. AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The 2001 General Plan and EIR addressed the visual resources and aesthetic impacts of any development within the Town. The Town is not part of a designated scenic view shed, and is not visible from a designated scenic highway (California Department of Conservation). Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to finalization of their design and construction.

**a-b) No Impact.** No scenic vistas or scenic highways are found in the Town; thus, the project will not have a substantial adverse effect on a scenic vista or highway.

**c) No Impact.** The project will not substantially degrade the existing visual character or quality of any site. Although the roadway improvements specified in the Circulation Element would result in temporary visual impacts, no permanent structure that would degrade the existing visual character of the Town. Additionally, any future improvements would be required to comply with environmental documentation requirements and necessary mitigation.

**d) No Impact.** The project will not create a new source of substantial light or glare. These improvements planned in the Circulation Element would not require new streetlights as most of these improvements would occur on existing roadways. Signal lights would have a low-intensity light and glare and are necessary for safety purposes.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in a physical change at this time, and would require further environmental review and analysis prior to the finalization of their design and construction. Therefore, there are no anticipated impacts to the Town's agricultural resources as a result of this project.

**a-b) No Impact.** According to the Farmland Mapping and Monitoring Program, the project site is not located in areas that have active agricultural uses (Farmland Mapping and Monitoring Program). Therefore, development of the project would not convert Important Farmland to non-agricultural use. According to the Department of Conservation, the project site is not located in an area with Williamson Act contracts (Land Conservation Act). In addition, the planned construction improvements would take place in developed areas, and would thus not conflict with agricultural zoning. Furthermore, the Town's General Plan includes policies that prevent land suitable for agricultural use from being converted to non-agricultural use.

**c-d) No Impact.** The Town of Loomis does not have any land zoned for forest land or timberland (Town of Loomis Zoning Ordinance). The planned improvements would take place in developed areas and would not involve the loss or conversion of forest land. Thus, no impact to forest land or timberland would occur.

e) No Impact. Adoption of the Circulation Element would not by itself involve changes in the existing environment, which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use beyond what was anticipated in the 2001 General Plan.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:** The proposed project site in the Town of Loomis is located in western Placer County, California, where air quality is under the local jurisdiction of the Placer County Air Pollution Control District (PCAPCD or District). The western portion of Placer County is located within the Sacramento Valley Air Basin (SVAB), which also comprises all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties, and the eastern portion of Solano County. The current attainment status of the western portion of Placer County (i.e., within the SVAB) is shown in Table III-1.

**Table III-1: Air Quality Attainment Status for Placer County**

Pollutant	State	National
Ozone	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Particulates (PM <sub>10</sub> )	Nonattainment	Unclassified
Particulates (PM <sub>2.5</sub> )	Attainment	Nonattainment
Sulfates	Attainment	Data not available
Hydrogen Sulfide	Unclassified	Data not available

Source: California Air Resources Board, February 2016

**a-e) No Impact.** Potential impacts to air quality resulting from proposed development in the Town were analyzed in the General Plan EIR. Such impacts were anticipated by the General Plan and Update and the Loomis Town Center Master Plan, and were addressed as part of the environmental impact analysis and DEIR prepared for these projects. Again, findings of overriding consideration were adopted for the unavoidable significant air quality impacts. Adoption of an updated Circulation Element will not by itself conflict with or obstruct the implementation of the Placer County Air Quality Management Plan. Adopting the updated Circulation Element will not by itself result in a cumulatively considerable net

increase of any criteria pollutant or objectionable odors affecting a substantial number of people. Furthermore, depending on the nature of each individual future transportation project, the support of multimodal forms of transportation and the reduction of traffic and idling in the core of the Town may contribute to improved air quality. Adoption of the updated Circulation Element will not by itself expose sensitive receptors to substantial pollutant concentrations. No new or increased impact will result above what is already anticipated in the General Plan as a result of the Circulation Element. The Circulation Element policies will not cause air quality environmental impacts, violate any air quality standards or contribute substantially to an existing or projected air quality violation other than those identified and mitigated by the 2001 General Plan EIR. Future development projects will be subject to environmental review as required by State law and Town policy.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL</b>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The General Plan EIR addresses the mitigation measures necessary to preserve and protect biological resources, any species identified as a candidate, sensitive, or special status species, migratory fish or wildlife species within the Town. Impacts of transportation development in or near sensitive biological resources that have not been mitigated at the planning stage will require additional environmental review at the project development stage.

**a-e) Less Than Significant Impact With Mitigation Incorporated.** The project does not include any policies that would directly impact candidate, sensitive, or special status species, migratory fish or wildlife species, sensitive natural communities, or federally protected wetlands within the Town. Impacts on biological resources either directly or indirectly through habitat modifications resulting from the anticipated growth

and development of the Town were addressed in the General Plan. The proposed improvements would require further environmental review and analysis prior to the finalization of their design and construction. The proposed Project does not include any actions that would conflict with local policies or ordinances. Any new development is required to comply with the Town's tree protection and preservation requirements and any other local policies or ordinances. However, the potential improvements incorporated in the Update to the Circulation Element would occur in areas that may contain biological resources. The potential exists that these proposed improvements may impact biological resources. Mitigation Measures BIO-1 through BIO-4 below would reduce the potential impact to a less than significant level.

f) No Impact. The Town does not have an adopted HCP, NCCP, or other approved local conservation plan nor is there such a State plan for the area.

**Mitigation:**

**Mitigation Measure BIO-1:** Projects shall avoid jurisdictional wetlands and waters to the extent feasible. If avoidance of jurisdictional wetlands and waters is not feasible, it would be necessary to secure authorization (as applicable) from U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA, and the California Department of Fish and Wildlife (CDFW) pursuant to Section 1602 of the State Fish and Game Code.

**Mitigation Measure BIO-2:** Consistent with the Town of Loomis ordinance, projects must be designed to incorporate avoidance measures into the project design to maximize the preservation of protected trees. If tree removal is required, an applicant shall apply for a tree removal permit from the Town. When the Town has granted a tree permit to remove a protected tree, the permit shall require the applicant to replace the tree with a living tree (or trees) of the same species, preferably on the property. The tree replacement requirement shall be calculated as provided by Tree Mitigation Table 5-3 of Town of Loomis Ordinance No. 252, Section 13.54.090 (Removal of Trees, Mitigation and Replacement).

**Mitigation Measure BIO-3:** Prior to ground disturbance, a qualified biologist shall be employed to determine any special status species within the project area. If special status species could be impacted by the project, the project must implement avoidance and minimization measures as appropriate. Potentially required actions may include conducting protocol surveys to determine presence/absence, of the species, preconstruction clearance surveys, an onsite biological monitor and/or the installation of temporary exclusionary fencing around the project site. The project applicant shall comply with any avoidance/mitigation measures required by the U.S. Fish and Wildlife Service (USFWS) CDFW, and if necessary, obtain incidental take authorization from these agencies.

**Mitigation Measure BIO-4:** Disturbance of native birds during their nesting season (typically March through September in the project region) could result in "take" which is prohibited under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. In the event construction activities or vegetation removal commence anytime during the nesting/breeding season of native bird species potentially nesting within the project site, a preconstruction survey for nesting birds shall be conducted by a qualified biologist within two weeks of the commencement of the construction activities.

If active nests are found within 300 feet of the construction or otherwise in a location that could be affected by construction, a buffer zone shall be created around active nests during the

breeding season or until a qualified biologist determines that all young have fledged or that the nest has failed. The size of the buffer zone and types of construction activities within the buffers should be determined by taking into account factors such as the following:

- Noise and disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity.
- Distance and amount of vegetation or other screening between the construction site and the nest, and
- Sensitivity of individual nesting species and behavior of the nesting birds.

A qualified biologist shall monitor the nests closely until it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area upon the direction of the biological monitor.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** Potential impacts to archaeological, cultural, historic, and paleontological resources or human remains were analyzed in the General Plan EIR. Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to the finalization of their design and construction.

The proposed Circulation Element does not involve revisions to the development standards that would impact archaeological, cultural, historic, or paleontological resources or human remains. The potential improvements included in the Circulation Element Update would occur in an already developed area, and not in proximity to any unique geologic feature within the Town. The Circulation Element does not affect the Town's requirements regarding such resources. Adoption of the updated Circulation Element will not by itself cause a substantial adverse change in the significance of such resources. Furthermore, future development within the Town will be subject to environmental review and development standards as required by State law and Town regulations. The Town may require cultural resource surveys of proposed development project sites to identify the locations of potential historic, archaeological, and/or paleontological significance and to comply with existing mitigation measures prior to the finalization of their design and construction.

**a-d) Less Than Significant Impact With Mitigation Incorporated.** As previously stated, the proposed Circulation Element does not involve revisions to the development standards that would impact any known archaeological, cultural, historic, or paleontological resources or human remains. The potential improvements included in the Circulation Element Update would occur in an already developed area, and not in proximity to any known unique geologic feature within the Town. However, the potential improvements incorporated in the Update to the Circulation Element would occur in areas that may contain unknown cultural resources. The potential exists that these proposed improvements may impact cultural resources. Mitigation Measures PAELO-1 and CULT-1 through CULT-3 below would reduce the potential impact to a less than significant level.

## **Mitigation:**

**Mitigation Measure CULT-1:** If paleontological resources are encountered during Project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the find until a qualified paleontologist can be contacted to evaluate the find and make recommendations. If found to be significant and proposed Project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse impacts to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of Project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.

**Mitigation Measure CULT-2:** If any archaeological deposits are encountered, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted, if one is not present, to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials.

Any adverse impacts to the finds shall be avoided by Project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated to determine if they qualify as a historical resource or unique archaeological resource, or as historic property. If the deposits do not so qualify, avoidance is not necessary. If the deposits do so qualify, adverse impacts on the deposits shall be avoided, or such impacts shall be mitigated. Mitigation may consist of, but is not limited to, recovery and analysis of the archaeological deposit; recording the resource; preparing a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Educational public outreach may also be appropriate.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to the Town.

**Mitigation Measure CULT-3:** In the event that human remains are encountered, work within 50 feet of the discovery shall be redirected and the coroner notified immediately. At the same time, a qualified archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations of the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Town.

**Mitigation Measure CULT-4:** Avoidance of built environment historic resources shall be prioritized. However, if built environment resources would be disturbed, the applicant should reduce impacts using practices such as the following:

- Site or design structures in such a way that they do not block or eliminate views.
- Design structures so that they are sensitive to existing terrain, natural features, and historic structures or landscapes (if any).
- Incorporate vegetative screening to soften architectural structures.
- Use lighting fixtures that focus downward to eliminate potential light and glare. Restrict use of reflective materials.
- Design structures so that they complement the architectural character of buildings in the vicinity. Consider building mass and form, building proportions, roof profile, architectural detail and fenestration, and the texture, color and quality of building materials.
- If a built environment resource would be destroyed by the project, the standard relocation practices shall be followed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## VI. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to California Geological Survey Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The California Division of Mines and Geology indicates the Project area is located near the Foothills Fault Zone area, which is a low-severity zone (2010 Geologic Map of California, Uniform Building Code (1997)) No active faults are known to exist in Placer County. No Alquist Priolo Special Studies Zones are designated in Placer County. The nearest known active fault is the Dunnigan Hills Fault located over 35 miles from Loomis (2010 Fault Activity Map of California, Alquist Priolo Earthquake Fault Zones)

**a-e) No Impact.** The General Plan EIR discusses the potential impacts resulting from seismic activity and geologic impacts and concludes that the geologic setting of the Town does not pose a significant risk of seismic or geologic hazard. Loomis is located on a granitic pluton and is in an area that is not subject to severe seismic events. The Town is not within an Alquist Priolo Earthquake Fault zone, and there are no known faults on or adjacent to the Town. The California Geologic Survey identifies inactive faults to the east and west of the Loomis Basin. Accordingly, the Town is situated in Seismic Zone 3, an area that is considered to have relatively low seismic activity. The Circulation Element does not affect the Town's Building Code requirements regarding seismic or geologic hazards. All future development within the Town will be subject to site-specific geotechnical studies as determined appropriate by the Town and will comply with applicable building code regulations. All planned improvements would be subject to the

standards of the latest adopted edition of the Caltrans Highway Design Manual that sets standards for grading and soil engineering and other requirements for highway improvements to be able to withstand seismic events without failure.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## VII. GREENHOUSE GAS EMISSIONS

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions (GHG), either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:** The Town is located within the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). No quantitative thresholds have been established at this time for GHG emissions. Transportation's contribution to GHG emissions is dependent on three factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

On March 17 2015, the Town accepted the Strategic Energy Resources Report (SERR) as the Town's roadmap for expanding energy-efficiency and renewable energy. The SERR identifies goals, strategies and actions the Town can undertake to reduce municipal and community energy consumption, energy-related costs and energy-related GHG emissions in both the near and far term. The goals and strategies in this section are focused on improving the energy efficiency of existing and future buildings, reducing costs associated with energy consumption in municipal buildings and operations, and reducing the carbon intensity of the Town's energy sources. The goals and strategies are generally for new construction; however, the SERR includes a strategy to evaluate the energy efficiency of traffic signals and public lighting. None of the strategies and goals specifically pertains to the proposed improvements in the Circulation Element.

a-b) No Impact. Climate change is a global environmental problem in which: (a) any given development project contributes only a small portion of any net increase in GHGs and (b) global growth is continuing to contribute large amounts of GHGs across the world. Thus, while the project would have an incremental contribution related to construction emissions within the context of the County and region, the individual impact is considered less than significant. The Circulation Element is a policy document which does not propose specific development projects or approve specific projects. Site specific environmental analyses are required for actual development/construction. Construction would be temporary and would not measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. The Circulation Element is consistent with the goals and strategies in the SERR. There is no conflict with any adopted plan, policy, or regulation.

The improvements associated with the project would not be expected to increase the number of vehicles or vehicle miles traveled in the area over the long term. The Circulation Element aims to facilitate alternative modes of transportation in the Town and proposes improvements to reduce traffic congestion that would potentially serve to reduce the emissions of greenhouse gases. Therefore, the overall GHG emissions from operation of the proposed project would be anticipated to be similar to existing conditions without the adoption of the Circulation Element Update.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Potentially Significant Impact			

## VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** There are no sites listed on the California Department of Toxic Substances Control Envirostor database within the boundary of the Project area (CA Dept. of Toxic Substances Control). There are two schools in the Project area, Loomis Grammar School and Powers Elementary School, which are school investigation sites for lead with no action required as no contaminants were found. There are two other sites, Loomis Hill Estates and Grove subdivision, where voluntary cleanup occurred for metals, arsenic, and pesticides due to the previous use of the site as an orchard. None of these sites pose a hazardous materials threat. A search for California State Waterboard Spills, Leaks, Investigation, and Cleanup (SLIC) sites and Leaking Underground Fuel Tank (LUFT) cleanup sites reveals two open, inactive cleanup program sites: Mid-Valley Electric and Valley Rock Products, which may contain petroleum/fuels/oils or metals (State Water Resources Control Board).

a-h) No Impact. The Town's General Plan Public Health and Safety Element discusses potential impacts resulting from hazards and hazardous materials that may endanger residents or the environment. Implementation of the Circulation Element will not generate hazardous materials, will not cause the

manufacture, storage, transport, or use in the Town, and will not expose residents to hazardous materials. The Town is not located within two miles of a public airport. The Circulation Element does not propose to locate residences in high-risk areas or interfere with emergency response or evacuation plans. Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a less than significant level. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction. Any future improvements would be required to comply with all applicable rules and regulations regarding hazardous materials.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY</b>				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The Placer County Flood Control and Water Conservation District, California Department of Water Resources, and Central Valley Regional Water Quality Control Board are the primary agencies responsible for the protection of watersheds, floodplains, and water quality in the Town of Loomis.

Flooding has historically been a relatively minor hazard in the Loomis area, primarily due to its relatively elevated location within the Dry Creek watershed. There are no dams or reservoirs (except small local detention facilities) upstream of Loomis on any tributary of Antelope Creek or Secret Ravine. Loomis is not subject to potential damage from dam inundation.

a-j) No Impact. The planned improvements would involve ground-disturbing activities that could potentially result in erosion on or off-site. Planned improvements involving ground disturbance of 1 acre or more would be subject to federal and state pollution prevention requirements. The potential improvements may add new impervious surfaces, but each individual project would be required to develop drainage features so that runoff and flooding would not exceed pre-project conditions. As a result net increases in runoff would be negligible and would not alter the existing drainage patterns or cause substantial erosion and flooding on or off site. No housing or structure that could impede or redirect flood flows are proposed.

The General Plan includes a number of policies to mitigate the effects to water quality including drainage plans in accordance with County-wide adopted standards, the protection of groundwater resources, and the prevention of problems associated with flooding. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction. Implementation of the Circulation Element will not increase impacts on water resources or the need for mitigation measures beyond those included in the Loomis General Plan EIR. The Circulation Element will not cause drainage and water quality impacts other than those identified and mitigated by the General Plan EIR.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## X. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The General Plan was last updated in 2001. The proposed update to the Circulation Element of the General Plan brings forward several of the relevant Goals, Policies, and Implementation Measures of the Circulation Element consistent with the City's General Plan. The Project is not located within or will not conflict with any adopted conservation plans or natural community conservation plans. Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to the finalization of their design and construction.

**a-c) No Impact.** The Project would not physically divide an established community and is consistent with all applicable plans, policies, and regulations.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XI. MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** There are no current known sources of valuable minerals located within the Town according to the General Plan EIR. There are no sites designated for mineral resource recovery in the Town of Loomis General Plan or any other land use plans (SMARA Mineral Land Classification Map). Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

**a-b) No Impact.** Since no resources are within the Town, no significant impacts to mineral resources are anticipated from this project.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE</b>				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above level existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The Town of Loomis General Plan sets policies to limit the amount of noise associated with construction based upon the following policies.

- Noise Element Policy 19: Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts.
- Noise Element Implementation Policy 8. The Town shall consider the use of temporary noise barriers, limited hours of operation, limiting times of year for construction near schools to reduce construction-related noise.

In addition, the Noise Standards in the Zoning Code (13.30.070) states that in order to allow construction schedules to take advantage of the weather and normal daylight hours, and to ensure that nearby residents as well as nonresidential activities are not disturbed by the early morning or late night activities, the Town limits construction to the allowable hours of 7:00 am to 7:00 pm Monday through Friday, 8:00 am to 7:00 on Saturday. This includes truck deliveries during construction.

The General Plan Noise Element sets forth noise compatibility standards for various land uses. For noise sensitive structures such as residences, exterior noise levels up to 65 dBA<sup>1</sup> Ldn<sup>2</sup> are acceptable, and interior noise levels of up to 45 dBA Ldn are acceptable (Town of Loomis General Plan). If the duration of the sound is less than a minute, the allowable noise level may increase to 70 dB<sup>3</sup>.

The Loomis Municipal Code addresses vibration levels in Title 13 Zoning, 1" Section 13.30.F General Property Development and Use Standards, which states, "No ground vibration shall be generated that is perceptible without instruments by a reasonable person at the property lines of the site, except for vibrations from temporary construction or demolition activities, and motor vehicle operations."

a-f) No Impact. The construction of the Project would generate noise, and would temporarily increase noise levels in the area. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Typically, small construction projects do not generate significant noise impacts when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period is limited to one construction season (typically one year or less).

Construction activities may result in temporary increased noise levels; however, such increases in noise are permissible under the General Plans if construction occurs during the daytime (7:00 a.m. to 7:00 p.m.). Construction would comply with the applicable noise standards and regulations in the Town. Therefore, the project would not conflict with the standards established in the local general plan or noise ordinance, or applicable standards of other agencies. There are no areas of the Town within an airport land use plan.

Operations associated with the planned improvements would not generate additional vehicular traffic. Although the traffic volumes would not change through implementation of the planned improvements, the average vehicle speed may increase along roadway segments where the level of service (LOS) is improved. However, these increases would occur with or without the project as the Town increases in population.

Per the Loomis Municipal Code, temporary construction is exempt from the vibration standards.

Adoption of the Circulation Element will not cause significant environmental impacts other than those identified and mitigated by the General Plan EIR. Noise impacts were analyzed in the General Plan EIR and the adoption and implementation of this project will not create additional impacts that were not already mitigated by standard project review requirements. Potential improvements will require project-specific noise analysis as part of the environmental review process, and if necessary, mitigation measures to reduce noise impacts to acceptable levels.

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<sup>1</sup> A-weighted sound levels. When the standard logarithmic decibel is A-weighted, an increase of 10dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

<sup>2</sup> The day/night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures.

<sup>3</sup> Decibels. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### XIII. POPULATION AND HOUSING

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** According to the U.S. Census Bureau, the 2010 population of Loomis was 6,430 residents with 2,465 housing units. Population estimates for 2014 show the number of residents rising to 6,728 (American Fact Finder).

a-c) No Impact. Operation of the Project would allow for the planned residential development within the area. Development of residential and business uses is not proposed as part of the Circulation Element Update Improvements that require the relocation of residences would be evaluated on a project-level basis during project-level environmental review. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Less Than Significant With Mitigation	Less Than Significant	No Impact
Potentially Significant Impact	Incorporated	Impact	

#### XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The Town of Loomis is served by the Placer County Sheriff's Department, Loomis Fire Protection District, South Placer Fire District, Placer Union High School District and Loomis Union School District, and the Auburn-Placer County Library System.

a) No Impact. The Circulation Element Update, in and as of itself, does not have the potential to induce growth as it does not involve the construction of new housing or businesses. As such, the project would not have the potential to increase demand for fire or police protection, schools, parks, or other public facilities.

Potential impacts to public services, including fire and police protection, medical aid, schools, parks, solid waste collection and disposal; maintenance of public facilities and other services were analyzed in the General Plan EIR and Public Facilities Element. This project will not affect the ability of the Town's public services to meet the demands of Loomis residents. The Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The Town operates one park site in Loomis, Sunrise-Loomis Park, and Placer County operates the Loomis Basin Regional Park on the northeast border of the Town, near the I-80 crossing. Recreational facilities are also provided by area schools (Del Oro High School, Franklin Elementary School, H. Clarke Powers School, and Loomis Elementary School). There is one bikeway in Loomis located along King Road. The General Plan indicates Secret Ravine provides opportunities for hiking and equestrian trails and that a bike trail is planned along Secret Ravine from Loomis Basin Regional Park to the City of Roseville.

Improvements to the circulation system in order to provide safety and connectivity for various modes of transportation may enhance the use of existing neighborhood and regional parks and other recreational facilities by Town residents. However, the project does not propose the construction of any new housing or businesses and does not have the potential to directly induce growth.

**a-b) No Impact.** The updated Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis at the time of their design and construction.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC</b>				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** Several goals and policies have been developed to improve mobility, including transit, bicycle, and pedestrian modes. Proposed improvements would reduce enhance circulation, improve safety, and reduce congestion. Without the implementation of the Project, future conditions are projected to be under Town standards. The Project would not exacerbate the pre-existing deficient condition.

**a-f) No Impact.** None of these improvements are designed to substantially increase hazards to a design feature. Furthermore, these improvements would be subject to the standards of the latest adopted edition of the Caltrans Highway Design Manual and the Town of Loomis design standards. The roadway improvements would not have the potential to alter air traffic patterns or increase air traffic.

The Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Furthermore, the Circulation Element Update identifies future improvements at a conceptual level. These improvements would not result in a physical change at this time and would require further environmental review and analysis prior to the finalization of their design and

construction. Project-specific impacts that could result from proposed development will thus be evaluated on a case-by-case basis through an appropriate level of environmental review under CEQA.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** Water service in the Project area is provided by the Placer County Water Agency (PCWA), while wastewater service is provided by the South Placer Municipal Utility District (SPMUD). Solid waste service is provided in Loomis by the Auburn Placer Disposal Service for subscribing households.

**a-g) No Impact.** The Circulation Element Update, in and as of itself, does not have the potential to induce growth as it does not involve the construction of new housing or businesses. The project would not generate a significant amount of wastewater or solid waste, and would not require a significant amount of potable water. Proposed improvements could add small amounts of new impervious surfaces, leading to a net increase in runoff. Any proposed improvements would be designed so that post-project runoff conditions would not exceed pre-project runoff conditions.

Impacts associated with utilities and service systems were analyzed in the General Plan EIR and no new impacts are anticipated as a result of this project. The Circulation Element will not cause environmental impacts other than those identified and mitigated in the General Plan EIR. Future improvements identified only at a conceptual level would not result in any physical changes at this time, and would require further environmental review and analysis prior to the finalization of their design and construction.

**Mitigation:** Mitigation measures integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures will reduce all significant impacts to a level of less than significant. No additional mitigation measures would be required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

**a-c) No Impact.** As evaluated in this IS/MND, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory. No cumulatively considerable impacts are identified by this IS/MND. The project does not have impacts that could cause adverse effects on human beings, either directly or indirectly.

## 2.0 REFERENCES

- 2010 Fault Activity Map of California, California Geological Survey, Geologic Data Map No. 6, State of California Department of Conservation, <http://maps.conservation.ca.gov/cgs/fam/>, Accessed 1/18/16
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- American Fact Finder. [http://factfinder.census.gov/faces/nav/jsf/pages/community\\_facts.xhtml](http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml) Accessed 1/18/2016
- CA Dept. of Toxic Substances Control Envirostor, <http://www.envirostor.dtsc.ca.gov/public/>, Accessed 1/15/16
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- Farmland Mapping and Monitoring Program, Placer County Important Farmland 2012 Map, California Department of Conservation, Division of Land Resource Protection, Map published November 2014. <ftp://ftp.consrv.ca.gov/pub/dlrp/fmmp/2012/>, Accessed 1/13/2016.
- Land Conservation Act, California Department of Conservation, Division of Land Resource Protection, <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/>, Accessed 1/13/2016.
- SMARA Mineral Land Classification Map, Placer County, California Department of Conservation, Accessed 1/18/16, <http://www.quake.ca.gov/gmaps/WH/smaramaps.htm>
- State Water Resources Control Board GeoTracker, <http://geotracker.waterboards.ca.gov/>, Accessed 1/15/16
- Town of Loomis General Plan, 2001
- Town of Loomis Zoning Ordinance <http://qcode.us/codes/loomis/view.php?topic=0&frames=on> Accessed 1/18/16
- Uniform Building Code (1997) Fig. 16-2.

### **3.0 COMMENT LETTERS AND RESPONSE TO COMMENTS**

## PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013



March 14, 2016

Chris Graham  
Town of Loomis  
3665 Taylor Road  
Loomis, California 95650

Dear Chris:

SUBJECT: SCH 2016032030 Town of Loomis (PLACER) Update to the Circulation Element - DMND

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings and Engineering Branch (RCEB) has received the draft *Mitigated Negative Declaration (DMND)* for the proposed Town of Loomis (Town) Update to the Circulation Element. [A-1]

The project area includes active railroad tracks. RCEB recommends that the Town add language to the Update to the Circulation Element so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW. [A-2]

If you have any questions in this matter, please contact me at (213) 576-7076, [ykc@cpuc.ca.gov](mailto:ykc@cpuc.ca.gov).

Sincerely,

Ken Chiang, P.E.  
Utilities Engineer  
Rail Crossings and Engineering Branch  
Safety and Enforcement Division

C: State Clearinghouse

## **Response to Comments**

### **California Public Utilities Commission (March 14, 2016)**

**A-1:** This comment indicates that the California Public Utilities Commission reviewed the document and has provided comments. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**A-2:** This comment indicates that active railroad tracks are in the Project area. The commenter recommends that language be added to the Update to the Circulation Element so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with safety of the rail corridor in mind. The commenter also recommends that mitigation be considered in the Update to the Circulation Element that would reduce potential impacts. The 2016 Circulation Element Update is a guidance document that is part of the Town of Loomis General Plan. Consideration of individual Projects under the 2016 Circulation Element Update and Town of Loomis General Plan will be reviewed on a case-by-case basis. The individual Projects will include environmental review for potential impacts to railroad/light rail ROW and will include mitigation measures to reduce impacts as necessary. The comment provided does not pertain to the adequacy of information and analysis presented in the environmental document. Therefore the comment is noted and no further response is required.



Edmund G. Brown Jr.  
GOVERNOR



MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

RECEIVED

**Central Valley Regional Water Quality Control Board**

APR 07 2016

4 April 2016

TOWN OF LOOMIS

Chris Graham  
Town of Loomis – Planning Department  
3665 Taylor Road  
Loomis, CA 95650

CERTIFIED MAIL  
91 7199 9991 7035 8420 1404

**COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE  
DECLARATION, TOWN OF LOOMIS UPDATE TO THE CIRCULATION ELEMENT  
PROJECT, SCH# 2016032030, PLACER COUNTY**

Pursuant to the State Clearinghouse's 11 March 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Town of Loomis Update to the Circulation Element Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., SCCE, EXECUTIVE OFFICER

11820 Sun Center Drive #200, Rancho Cordova, CA 95670 | [www.waterboards.ca.gov/centralvalley](http://www.waterboards.ca.gov/centralvalley)

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

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For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

- B-3

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

- B-4

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/caltrans.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml).

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

**Clean Water Act Section 404 Permit**

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

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If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

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If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

#### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

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#### **Waste Discharge Requirements – Discharges to Waters of the State**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

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For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

#### **Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

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For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

**Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/for\\_growers/apply\\_coalition\\_group/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml) or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

**Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to*

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*Surface Waters (Low Threat General Order) or the General Order for Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.*

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

If you have questions regarding these comments, please contact me at (916) 464-4644 or [Stephanie.Tadlock@waterboards.ca.gov](mailto:Stephanie.Tadlock@waterboards.ca.gov).

*Stephanie Tadlock*

Stephanie Tadlock  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

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## **Response to Comments**

### **Central Valley Regional Water Quality Control Board (April 4, 2016)**

**B-1:** This comment indicates that the Central Valley Regional Water Quality Control Board reviewed the document and has provided comments. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-2:** This comment refers to the Basin Plan where the Project is located. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-3:** This comment refers to antidegradation considerations. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-4:** This comment refers to permitting requirements; specifically, construction storm water general permit. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-5:** This comment refers to permitting requirements; specifically, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-6:** This comment refers to permitting regulations; specifically, industrial storm water general permit. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-7:** This comment refers to permitting requirements; specifically, clean water act section 404 permit. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-8:** This comment refers to permitting requirements; specifically, clean water act section 401 permit –water quality certification. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-9:** This comment refers to permitting requirements; specifically, waste discharge requirements – discharges to waters of the State. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-10:** This comment refers to permitting requirements; specifically, dewatering permit. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-11:** This comment refers to regulatory compliance for commercially irrigated agriculture. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**B-12:** This comment refers to low or limited threat general NPDES permit. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**Chris Graham**

---

**From:** YOUNT, KEVIN J@DOT [KEVIN.YOUNT@dot.ca.gov]  
**Sent:** Tuesday, April 05, 2016 10:28 AM  
**To:** Chris Graham  
**Cc:** scott.morgan@opr.ca.gov  
**Subject:** 032016PLA0043 - Town of Loomis, Circulation Element Update - SCH#2016032030

Dear Mr. Graham:

Thank you for including California Department of Transportation (Caltrans) in the environmental review process for the Town of Loomis, Circulation Element Update Project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The Project consists of an update to the Circulation Element of the Town of Loomis General Plan. The Project updates the Circulation Element of the General Plan to address new key issues, goals, and implementation policies. These comments are based on the Initial Study/Mitigated Negative Declaration.

**Traffic Operations**

There is a proposal on page 6 of the document to improve the capacity of the Horseshoe Bar Road interchange by constructing roundabouts at the ramp intersections for needed capacity and LOS requirements. This would have to be treated as a locally funded interchange improvement project with multiple proposed alternatives. If, through the process, roundabouts proved to be the most appropriate alternative, then it may be possible that roundabouts would be installed at this location.

Please provide our office with copies of any further actions or changes to this project.

Please reply to this email to confirm receipt of these comments.

If you should have any questions concerning these comments or require additional information, please feel free to contact me.

Thank you,

Kevin Yount  
Transportation Planner

Caltrans - District 3  
Division of Planning & Local Assistance  
703 B Street  
Marysville, CA 95901

Phone: (530)741-4286  
Email: [kevin.yount@dot.ca.gov](mailto:kevin.yount@dot.ca.gov)

## **Response to Comments**

### **California Department of Transportation (Caltrans) District 3 (April 5, 2016)**

**C-1:** This comment indicates that California Department of Transportation (Caltrans) District 3 reviewed the document and has provided comments. This comment is noted. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.

**C-2:** The comment refers to the improvement of the capacity of the Horseshoe Bar Road interchange by constructing roundabouts at the ramp intersections for needed capacity and LOS requirements. The commenter indicates that such a Project would have to be treated as a locally funded interchange improvement Project with multiple proposed alternatives. The 2016 Circulation Element Update is an overview of the Town of Loomis Circulation plans for the future. It is noted that individual Projects under the 2016 Circulation Element Update would be required to undergo individual environmental review which would include review of several alternatives depending on the individual Project. No further response is required because this comment does not pertain to the adequacy of information and analysis presented in the environmental document.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

**RECEIVED**

April 12, 2016

APR 14 2016

TOWN OF LOOMIS

Chris Graham  
City of Loomis  
3665 Taylor Road  
Loomis, CA 95650

Subject: Town of Loomis Update to the Circulation Element IS/MND  
SCH#: 2016032030

Dear Chris Graham:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 11, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

D

D-1

## **Response to Comments**

**State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit  
(April 12, 2016)**

**D-1:** Comment noted.

## **4.0 MITIGATION AND MONITORING PROGRAM**

This Mitigation and Monitoring Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the 2016 Circulation Element Update (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies mitigation monitoring requirements. This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impact. The MMRP is intended to ensure compliance during implementation of the Project. Responsibility for ensuring successful implementation of the MMRP lies with the Town of Loomis Public Works Department, representing the Lead Agency for the Project under CEQA.

Environmental monitoring will be required throughout all phases of the proposed Project. Prior to, and during construction, mitigation monitoring shall minimize potential impacts to environmental resources. Monitoring is also necessary to ensure and verify implementation of the mitigation measures prescribed in the IS/MND. Compliance with mitigation measures can be documented in the Project file through written reports, accompanied by Project photos where necessary. Post construction monitoring of revegetation and other Project components can be documented by yearly report, on a schedule typically determined by one or more of the Project permits. Depending on the complexity of the post construction mitigation effort, tasks will be implemented by Town staff or technical experts under contract to the Town. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

The MMRP is organized in a matrix. The first column identifies the mitigation measures. Included with each mitigation measure is a short summary of the specific action needed to fulfill the mitigation measure as well as the milestone date and the agency/agencies responsible for mitigation monitoring.

Mitigation Measures	Specific Action	Mitigation Milestone
<b>IV. BIOLOGICAL RESOURCES</b>		
<b>Mitigation Measure BIO-1:</b> Projects shall avoid jurisdictional wetlands and waters to the extent feasible. If avoidance of jurisdictional wetlands and waters is not feasible, it would be necessary to secure authorization (as applicable) from U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA, and the California Department of Fish and Wildlife (CDFW) pursuant to Section 1602 of the State Fish and Game Code.	Avoid jurisdictional wetlands and waters.	Prior to and during construction of individual projects
<b>Mitigation Measure BIO-2:</b> Consistent with the Town of Loomis ordinance, projects must be designed to incorporate avoidance measures into the project design to maximize the preservation of protected trees. If tree removal is required, an applicant shall apply for a tree removal permit from the Town. When the Town has granted a tree permit to remove a protected tree, the permit shall require the applicant to replace the tree with a living tree (or trees) of the same species, preferably on the property. The tree replacement requirement shall be calculated as provided by Tree Mitigation Table 5-3 of Town of Loomis Ordinance No. 252, Section 13.54.090 (Removal of Trees, Mitigation and Replacement).	Preservation of trees.	Prior to, during, and after construction of individual projects
<b>Mitigation Measure BIO-3:</b> Prior to ground disturbance, a qualified biologist shall be employed to determine any special status species within the project area. If special status species could be impacted by the project, the project must implement avoidance and minimization measures as appropriate. Potentially required actions may include conducting protocol surveys to determine presence/absence, of the species, preconstruction clearance surveys, an onsite biological monitor and/or the installation of temporary exclusionary fencing around the project site. The project applicant shall comply with any avoidance/mitigation measures required by the U.S. Fish and Wildlife Service (USFWS) CDFW, and if necessary, obtain incidental take authorization from these agencies.	Protection of special status species.	Prior to, during, and after construction of individual projects
<b>Mitigation Measure BIO-4:</b> Disturbance of native birds during their nesting	Protection of nesting	Prior to, during, and after construction of individual projects

Mitigation Measures	Specific Action	Mitigation Milestone
<p>season (typically March through September in the project region) could result in “take” which is prohibited under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. In the event construction activities or vegetation removal commence anytime during the nesting/breeding season of native bird species potentially nesting within the project site, a preconstruction survey for nesting birds shall be conducted by a qualified biologist within two weeks of the commencement of the construction activities.</p> <p>If active nests are found within 300 feet of the construction or otherwise in a location that could be affected by construction, a buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged or that the nest has failed. The size of the buffer zone and types of construction activities within the buffers should be determined by taking into account factors such as the following:</p> <ul style="list-style-type: none"> <li>• Noise and disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity.</li> <li>• Distance and amount of vegetation or other screening between the construction site and the nest, and</li> <li>• Sensitivity of individual nesting species and behavior of the nesting birds.</li> </ul> <p>A qualified biologist shall monitor the nests closely until it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area upon the direction of the biological monitor.</p>	birds.	post construction individual project:
<b>V. CULTURAL RESOURCES</b>		
<p><b>Mitigation Measure CULT-1:</b> If paleontological resources are encountered during Project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the find until a qualified paleontologist can be contacted to evaluate the find and</p>	Protection of paleontological resources.	During constructio

Mitigation Measures	Specific Action	Mitigation Milestone
<p>make recommendations. If found to be significant and proposed Project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse impacts to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of Project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.</p>		
<p><b>Mitigation Measure CULT-2:</b> If any archaeological deposits are encountered, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted, if one is not present, to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials.</p> <p>Any adverse impacts to the finds shall be avoided by Project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated to determine if they qualify as a historical resource or unique archaeological resource, or as historic property. If the deposits do not so qualify, avoidance is not necessary. If the deposits do so qualify, adverse impacts on the deposits shall be avoided, or such impacts shall be mitigated. Mitigation may consist of, but is not limited to, recovery and analysis of the archaeological deposit; recording the resource; preparing a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Educational public outreach may also be appropriate.</p> <p>Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to the Town.</p>	<p>Protection of archaeological resources.</p>	<p>During constructic</p>

Mitigation Measures	Specific Action	Mitigation Milestone
<p><b>Mitigation Measure CULT-3:</b> In the event that human remains are encountered, work within 50 feet of the discovery shall be redirected and the coroner notified immediately. At the same time, a qualified archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations of the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Town.</p>	<p>Identification of human remains.</p>	<p>During construction</p>
<p><b>Mitigation Measure CULT-4:</b> Avoidance of built environment historic resources shall be prioritized. However, if built environment resources would be disturbed, the applicant should reduce impacts using practices such as the following:</p> <ul style="list-style-type: none"> <li>• Site or design structures in such a way that they do not block or eliminate views.</li> <li>• Design structures so that they are sensitive to existing terrain, natural features, and historic structures or landscapes (if any).</li> <li>• Incorporate vegetative screening to soften architectural structures.</li> <li>• Use lighting fixtures that focus downward to eliminate potential light and glare. Restrict use of reflective materials.</li> <li>• Design structures so that they complement the architectural character of buildings in the vicinity. Consider building mass and</li> </ul>	<p>Protection of built environment historic resources.</p>	<p>During construction</p>

Mitigation Measures	Specific Action	Mitigation Milestone
<p>form, building proportions, roof profile, architectural detail and fenestration, and the texture, color and quality of building materials.</p> <ul style="list-style-type: none"> <li>• If a built environment resource would be destroyed by the project, the standard relocation practices shall be followed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</li> </ul>		

## **APPENDIX A**

### **NOTICE OF COMPLETION**

**Notice of Completion & Environmental Document Transmittal**

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2016032030

**Project Title:** Town of Loomis Update to the Circulation Element IS/MND**Lead Agency:** Town of Loomis - Planning Department**Contact Person:** Chris Graham**Mailing Address:** 3665 Taylor Road**Phone:** (916) 652-1840**City:** Loomis**Zip:** 95650**County:** Placer County**Project Location:** County: Placer County

City/Nearest Community: Within the Town of Loomis

**Cross Streets:** Within the Town of Loomis**Zip Code:** 95650**Longitude/Latitude (degrees, minutes and seconds):** 38 ° 48 ' 59 " N / 121 ° 11 ' 34 " W **Total Acres:** Multiple**Assessor's Parcel No.:** Multiple**Section:** NA**Twp.:** NA**Range:** NA**Base:** NA**Within 2 Miles:** State Hwy #: Yes**Waterways:** Yes**Airports:** No**Railways:** Yes**Schools:** Yes**Document Type:****CEQA:** ☐ NOP☐ Draft EIR**NEPA:** ☐ NOI**Other:** ☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.)

☐ Draft EIS☐ Other:☒ Mit Neg Dec**Other:**☐ FONSI**Local Action Type:**☐ General Plan Update☐ Specific Plan☐ Rezone☐ Annexation☐ General Plan Amendment☐ Master Plan☐ Prezone☐ Redevelopment☒ General Plan Element☐ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☐ Other:**Development Type:**☐ Residential: Units

Acres

☐ Office: Sq.ft.

Acres

Employees

☒ Transportation: Type

Update to Circulation Element

☐ Commercial: Sq.ft.

Acres

Employees

☐ Mining: Mineral☐ Industrial: Sq.ft.

Acres

Employees

☐ Power: Type

MW

☐ Educational:☐ Waste Treatment: Type

MGD

☐ Recreational:☐ Hazardous Waste: Type☐ Water Facilities: Type

MGD

☐ Other:**Project Issues Discussed in Document:**☒ Aesthetic/Visual☐ Fiscal☒ Recreation/Parks☒ Vegetation☒ Agricultural Land☒ Flood Plain/Flooding☒ Schools/Universities☒ Water Quality☒ Air Quality☒ Forest Land/Fire Hazard☐ Septic Systems☒ Water Supply/Groundwater☒ Archeological/Historical☒ Geologic/Seismic☐ Sewer Capacity☒ Wetland/Riparian☒ Biological Resources☒ Minerals☒ Soil Erosion/Compaction/Grading☐ Growth Inducement☐ Coastal Zone☒ Noise☒ Solid Waste☒ Land Use☒ Drainage/Absorption☒ Population/Housing Balance☒ Toxic/Hazardous☒ Cumulative Effects☐ Economic/Jobs☒ Public Services/Facilities☒ Traffic/Circulation☐ Other:**Present Land Use/Zoning/General Plan Designation:**

Town of Loomis Right-of-Way along roads Identified in the Circulation Element Update.

**Project Description:** (please use a separate page if necessary)

The Project consists of an update to the Circulation Element of the Town of Loomis General Plan. The Project updates the Circulation Element of the General Plan to address new key issues, goals, and implementation policies. The Goals and policies identified in the Circulation Element Update aim to provide for an enhanced circulation infrastructure that is safe for all modes of travel and the community's general welfare and overall convenience including safety and interconnectedness as a whole. The Project defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town. The Project also identifies and incorporates near-term and potential long-term improvements to address the Town's future circulation needs.

*Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.*

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".

If you have already sent your document to the agency please denote that with an "S".

☐ Air Resources Board  
☐ Boating & Waterways, Department of  
☐ California Emergency Management Agency  
☐ California Highway Patrol  
☐ Caltrans District # \_\_\_\_\_  
☐ Caltrans Division of Aeronautics  
☐ Caltrans Planning  
☐ Central Valley Flood Protection Board  
☐ Coachella Valley Mtns. Conservancy  
☐ Coastal Commission  
☐ Colorado River Board  
☐ Conservation, Department of  
☐ Corrections, Department of  
☐ Delta Protection Commission  
☐ Education, Department of  
☐ Energy Commission  
☐ Fish & Game Region # \_\_\_\_\_  
☐ Food & Agriculture, Department of  
☐ Forestry and Fire Protection, Department of  
☐ General Services, Department of  
☐ Health Services, Department of  
☐ Housing & Community Development  
☐ Native American Heritage Commission

☐ Office of Historic Preservation  
☐ Office of Public School Construction  
☐ Parks & Recreation, Department of  
☐ Pesticide Regulation, Department of  
☐ Public Utilities Commission  
☐ Regional WQCB # \_\_\_\_\_  
☐ Resources Agency  
☐ Resources Recycling and Recovery, Department of  
☐ S.F. Bay Conservation & Development Comm.  
☐ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy  
☐ San Joaquin River Conservancy  
☐ Santa Monica Mtns. Conservancy  
☐ State Lands Commission  
☐ SWRCB: Clean Water Grants  
☐ SWRCB: Water Quality  
☐ SWRCB: Water Rights  
☐ Tahoe Regional Planning Agency  
☐ Toxic Substances Control, Department of  
☐ Water Resources, Department of

☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

### Local Public Review Period (to be filled in by lead agency)

Starting Date March 11, 2016 Ending Date April 11, 2016

### Lead Agency (Complete if applicable):

Consulting Firm: LSA Associates, Inc.  
Address: 4200 Rocklin Road  
City/State/Zip: Rocklin, CA 95677  
Contact: Chris Graham  
Phone: (916) 630-4600

Applicant: Town of Loomis - Planning Department  
Address: 3665 Taylor Road P.O. Box 1330  
City/State/Zip: Loomis, CA 95650  
Phone: (916) 652-1840

Signature of Lead Agency Representative: \_\_\_\_\_

Date: 5/10/16

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

