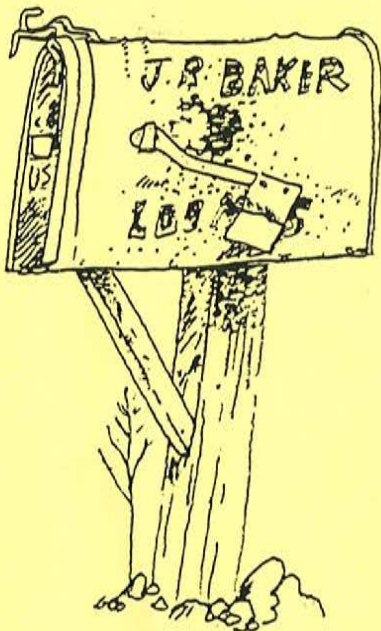
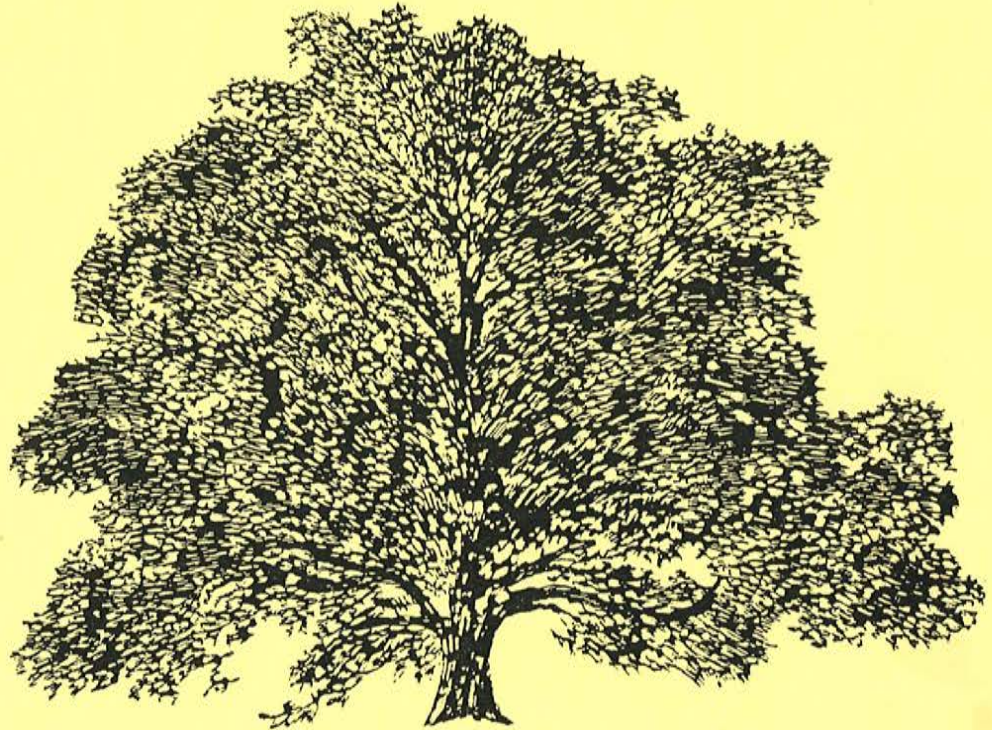


# TOWN OF LOOMIS

Adopted October 27, 1987  
Council Resolution #87-40



## GENERAL PLAN

RESOLUTION NO. 87-40

A RESOLUTION OF THE COUNCIL OF THE TOWN OF LOOMIS  
ADOPTING A GENERAL PLAN FOR THE TOWN OF LOOMIS

WHEREAS, the Town Council of Loomis after numerous public hearings, proposes to adopt a General Plan for the Town of Loomis pursuant to the Planning and Zoning Law of the State of California.

NOW, THEREFORE, THE TOWN COUNCIL OF LOOMIS DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

1) In October, 1985, the Town Council appointed a Citizens Advisory Committee to advise the Town Council on matters relating to issues which were or might be of concern to the Town in formulating goals and policies for the Town's first General Plan. The Committee conducted numerous meetings with interested persons and conducted a mail survey of persons within the Loomis zip code area on certain questions relating to Town goals and policies. The Committee made a formal report to the Town Council on March 25, 1986.

2) Following the receipt of that Report, the Planning Commission of the Town of Loomis held numerous public hearings on a draft General Plan and received both oral and written testimony concerning the proposed Plan. At the conclusion of the public hearing process, the Planning Commission formally recommended that the Town Council favorably consider the adoption of the draft Plan submitted to the Council by the Commission.

3) Thereafter, the Town Council held a number of public hearings on the proposed General Plan and received testimony both written and oral during the course of such hearings. The Council also considered all written letters and material submitted directly to the Town staff, whether directed to staff, the Council or the Planning Commission, in formulating its decisions on various facets of the Town's General Plan.

4) The Town Council has further considered in its deliberations on the proposed General Plan comments received on the Plan or the

Environmental Impact Report heretofore approved relating to the Plan, all comments received on either document from other public agencies or jurisdictions.

5) The Town Council has made certain modifications in the General Plan to be adopted pursuant to this Resolution from the Plan recommended for adoption by the Planning Commission. The Council finds that these changes individually and in the aggregate are not substantial. It further finds that as such changes relate to land use that the Planning Commission thoroughly investigated and considered all land use possibilities for any areas of land receiving a different land use classification in the General Plan from that proposed to the Council by the Planning Commission.

6) The Town Council determines that the record of its proceedings shall be deemed to include all written material presented to the Council, Planning Commission or Citizens Advisory Committee; all materials relating to the General Plan prepared by any of them, Town staff or consultants hired to advise the Town, and the pertinent portion of the minutes of the Planning Commission and Town Council at which public hearings on or discussions of the Town General Plan were made.

7) The Town Council hereby adopts those certain documents attached hereto as Exhibit "A" together with all maps, exhibits, and charts therein as the General Plan for the Town of Loomis, which Town staff shall date with the date of its adoption on all copies furnished to the public or interested parties. Town staff is authorized to make copies of the General Plan available for purchase by the public at the Town's cost of time and materials to produce such copies but not to exceed in any event the sum ten dollars (\$10.00) without further direction from the Council.

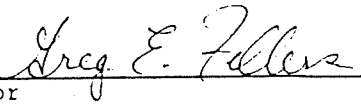
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PASSED, APPROVED, AND ADOPTED this 27th day of October, by the following roll call vote:

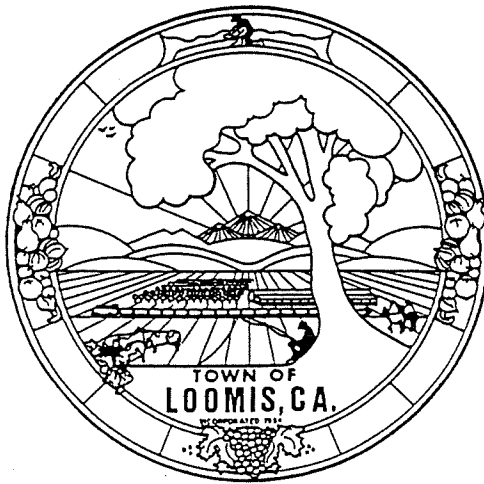
AYES: Mayor Fellers, Councilmen Buckley, Ireland and Scherer

NOES: None

ABSENT: Councilman Blue

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Deputy Town Clerk



**TOWN OF LOOMIS  
GENERAL PLAN**

**TOWN COUNCIL MEMBERS**

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D. PAUL BUCKLEY  
JOHN IRELAND  
WALTER SCHERER  
RICHARD HARRIS (1984 TO 1986)  
ROY HEBARD, JR. (1984 TO 1986)  
RICHARD E. HOWARD (1984 TO 1986)

**PLANNING COMMISSION**

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COLLINS BUTLER  
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HAZEL HINELINE  
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JOHN IRELAND  
ALFRED NITTA  
HAROLD WILLIAMS

**CONSULTANTS**

SACRAMENTO AREA COUNCIL OF GOVERNMENTS  
WESTKOERT COMPANY

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## CHAPTER I

### INTRODUCTION

The first inhabitants of the Loomis Basin Area were indians who resided in small villages located near the streams of this upper portion of the Dry Creek watershed. The Maidu Tribe of the Penutian Empire, the predominant tribe in the Basin, subsisted primarily on the long acorns from the great oaks growing in this gently rolling and hilly foothill area. This manner of life was disturbed as early as 1825 by Yankee trappers and hunters coming down the water course of the "Rio de los Americans", now commonly known as the American River.

Even before the Gold Rush in 1849, a few hardy pioneers had passed through the Basin. Claude Chana, preceding the Donner Party by a few weeks, brought with him the seeds of fruits and nuts which he planted successfully in nearby Bear River Valley. Chana also discovered gold in the immediate area of Ophir shortly after the initial discovery by James Marshall at Coloma. Change came to the Basin almost overnight. Sturdy prospectors swarmed into the area, washing the stream beds and digging the hillsides in search of gold.

During the 1850's, miners worked Secret Ravine and a few farmers and ranchers moved into the area. With the organization of the County of Placer in 1851 and the influx of miners, farmers, and businessmen into the Basin's settlements, considerable travel was generated. Passengers and freight made their way through the Basin on the stage coach routes from Sacramento. Small settlements, consisting mainly of road houses, sprang up at the overnight coach stops. In the 1860's the ground work was laid for the area's sustained growth and prosperity. In 1861 the first of many granite quarries began operation in the areas of Rocklin and Penryn. These quarries became an important factor in the economic well-being of the Basin, providing both revenue for the owners and jobs for Basin residents.

In 1864 the Central Pacific Railroad pushed up from the railroad junction in the City of Roseville through the Basin to Newcastle. The communities of Rocklin, Loomis, Penryn, and Newcastle arose along the railroad tracks.

In 1868 the tracks were laid over the Sierra's and by 1872 a trans-continental link had been made with lines to the east. This established an overland route and opened the way to eastern markets for the fruits beginning to come into production in the Basin. As early as 1868 cultivation of deciduous fruits on a commercial scale had begun around Loomis, Penryn, and Newcastle. By 1880 considerable acreage had been planted and the many mining ditches of early days

were put to use carrying irrigation water to the orchards. From the 1860's to the present, the area's history has generally centered around the granite quarries and fruit industry. It was in December, 1984, that the city incorporated under the name of Town of Loomis.

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Under State of California Government Code Section 65302 a municipal corporation has thirty months in which to complete a General Plan. The Town of Loomis has prepared this General Plan in conformance with the State of California Office of Planning and Research General Plan Guidelines, adopted on September 10, 1980. These Guidelines require a city's general plan to:

- \*Identify the community's environmental, social, and economic goals.
- \*State the local government's policies regarding maintenance and improvement of existing development and the location and characteristics of future development needed to achieve community goals.
- \*Establish within local government the capability to analyze local conditions and to respond to problems and opportunities concerning community development in a manner consistent with local, regional, and state goals and policies.
- \*Provide citizens with information about their community and with opportunities to understand and participate in the planning and decision-making process of local government.
- \*Identify the need for and methods of improving the coordination of community development activities among all units of government.
- \*Create a basis for subsequent planning efforts, such as the preparation of specific plans and special studies.

The Town of Loomis General Plan was drafted after careful consideration of relevant data, citizen comment and input, and the recommendations of the Planning Commission. The Plan represents the community's best efforts to define and express its goals and aspirations for the future.



## CHAPTER 2

### A PLANNING OVERVIEW

#### LOCATION AND GROWTH TRENDS

The Town of Loomis is located along Interstate 80, approximately twenty-five miles northeast of the City of Sacramento, the capitol of the State of California. The Town is situated in the heart of the Loomis Basin, an eighty square mile area of the Placer County foothills that generally includes Loomis, portions of the Cities of Rocklin and Roseville, and the unincorporated communities of Penryn and Newcastle.

Loomis was founded in the mid 1800's, primarily due to the discovery of gold in the area. Later the Town grew as an agricultural center. After one previous attempt, the Town was incorporated on December 17, 1984.

Because of its proximity to the Sacramento metropolitan area and its attractive foothill environment, the entire Loomis Basin is experiencing increasing interest from many quarters to grow and develop. The Cities of Rocklin and Roseville have both grown rapidly in the last two decades. The citizens of the Town of Loomis chose to incorporate so that the course of future development might be locally determined and directed and to preserve the semi-rural aspects of the community.

#### PHYSICAL CHARACTERISTICS

Loomis actually consists of two distinct areas which are divided by Interstate 80. The Interstate has been a major factor in the growth pattern of the Town and represents a major barrier to new development. One area lies south of the Interstate. This area comprises 2,200 acres in size and is sparsely populated. Large acreages are undeveloped and cattle and horses still graze on many of the parcels. With the exception of several country roads, there are few public improvements. A large number of parcels are at least five acres in size and many parcels are ten to twenty acres in size and larger.

The other area lies north of the Interstate. The Loomis Village is situated within this area. The Village area is more typically what one would envision as a rural town. It is a triangular area surrounded by large lot residential uses and new subdivisions. The Town's commercial center lies along Taylor Road near the Southern Pacific Railroad Line. To the south of Taylor Road are older residential neighborhoods. Along the northeast extension of Taylor Road and the Railroad Line are a conglomeration of industrial uses.

The terrain of Loomis varies from nearly flat and gently rolling to fairly steep hillsides. Elevations range from approximately 300 to 500 feet. Antelope and Secret Ravine Creeks are the main water-courses which collect surface runoff and ground water. The climate is considered mild, with hot and dry summers and moderately wet winters. Average annual rainfall is about 25 inches. In summer months temperatures of 100 degrees are not uncommon.

### POPULATION CHARACTERISTICS

Because the Town of Loomis was not incorporated until 1984, the 1980 census data does not provide adequate information for the area within the Town limits. However, using 1980 census data for areas including the Town and some of the surrounding area, a general description of population trends and characteristics can be created. Using the data available, aerial photographs of the area, Placer County Assessor's tax rolls, and Placer County Planning Department information, an estimate of the population of 1980 has been determined to be 3,811. This estimate is far below the population figure of 8,250 established by the Placer County Local Agency Formation Commission for the Town which was based on a formula of three times the number of registered voters. Consequently, a more exact population figure for the Town of Loomis will have to await the next Federal Census planned for 1990.

Fortunately, knowledge of the exact current population is not critical to the General Plan process. Of more importance are projections of future growth and characteristics of the existing population. By generalizing information available from the 1980 census, population projections can be made. Also, more detailed population and housing information are contained in the Housing Element of this Plan.

TABLE 1

### SELECTED POPULATION CHARACTERISTICS

#### UNITED STATES CENSUS 1980

<u>Population Characterists</u>	<u>Town of Loomis</u>	<u>County of Placer</u>
Total Population	3,811	117,247
Median Age	31.5	32.2
Persons Per Household	2.95	2.14
Median Dollar Income	\$19,149	\$18,685
Total Households	1,228	54,014

Information collected by the Loomis Town staff in January, 1986, provides additional insight into the population and growth trends in Loomis. By visual survey and review of building records, it was determined that at least 1,847 dwelling units existed within the Loomis Town limits at the beginning of 1986. A review of the building permit records of both Placer County and Loomis indicate that 370 new dwelling units were completed and certified for occupancy between the 1980 census enumeration and the end of 1985, a period of five years and eight months. Applying factors, based on the 1980 census data for the Loomis area of 2.95 persons per household (pph) and a vacancy rate of 3.4 percent, the following population estimates and projections for the Town of Loomis in 1980 and 1985 are established for use in this General Plan. (Table 2)

**TABLE 2**  
**POPULATION AND HOUSING TRENDS**

	1980	1985
Total Population	4,210	5,263
Total Housing Units	1,477	1,847
Persons per Household	2.95	2.95
Vacancy Rate	3.4	3.4
New Housing Units (1980-85)		370
Annual Growth Rate (1980-85)		4.0%

#### Population Forecast

The population growth rate Loomis will experience in the future will be based on numerous Town, County, and regional demographic, economic, land use planning, and construction variables. One source of population projections is the State of California which has projected annual growth rates for Placer County of 3.60% for 1985-1990, 3.31% for 1990-1995, and 2.78 for 1990-2000. Based on the State's growth projections for Placer County, the Sierra Planning Organization has allocated total County growth to each incorporated jurisdiction and to the unincorporated area of the County.

After considering the projected growth rate for the County and the growth experienced in both the incorporated and unincorporated areas of the County prior to the Town's incorporation, Sierra Planning Organization assigned Loomis an annual household growth rate of 3.2% for the five year period ending July 1, 1991. State regulations require the growth rate assigned by Sierra Planning Organization to be considered in the Housing Element of this General Plan. Building permit activity in Loomis in recent years indicates that the housing

supply, and consequently the number of households, has been increasing at approximately four percent per year. For the purpose of this General Plan three growth rates were projected; a low rate of two percent, a moderate rate of three percent, and a high rate of four percent. The following chart projects population figures for future years based on each assumption.

**TABLE 3**  
**POPULATION TRENDS AND FORECAST**

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
2% Population Growth Rate	4,210	5,263	5,810	6,414	7,081
3% Population Growth Rate	4,210	5,263	6,101	7,072	8,198
4% Population Growth Rate	4,210	5,263	6,403	7,790	9,477

The Town of Loomis' Overriding Goal (Chapter 3) indicates that the citizens and the Town Council of the Town of Loomis prefer a slower rate of growth. The low rate of two percent is appropriate to meet the Town of Loomis' goals for growth. However, the higher rate of four percent will be used in the Environmental Impact Analysis of this General Plan and in calculations used in the Housing Element.

#### DESCRIPTION OF THE TOWN OF LOOMIS PLANNING AREA

The planning area as depicted in Figure 1 contains approximately 7,400 acres located within the General Plan planning area boundaries. Of that area approximately 4,540 acres are within the Town Limits. Examining the County of Placer Zoning Map in effect at the time of incorporation, it is apparent that a large portion of the land within the Town is zoned for large lot agricultural residential uses. For example, all of the land east of Interstate 80 or about 2,200 acres and nearly 1,300 acres west of the Interstate are zoned in this manner. This zone is intended for large home sites with minimum parcel sizes ranging from two to twenty acres. The Zoning Map also depicts a variety of residential, commercial, and industrial areas designated for the Town of Loomis. Estimates of the area of land currently zoned for various purposes are shown in Table 4.

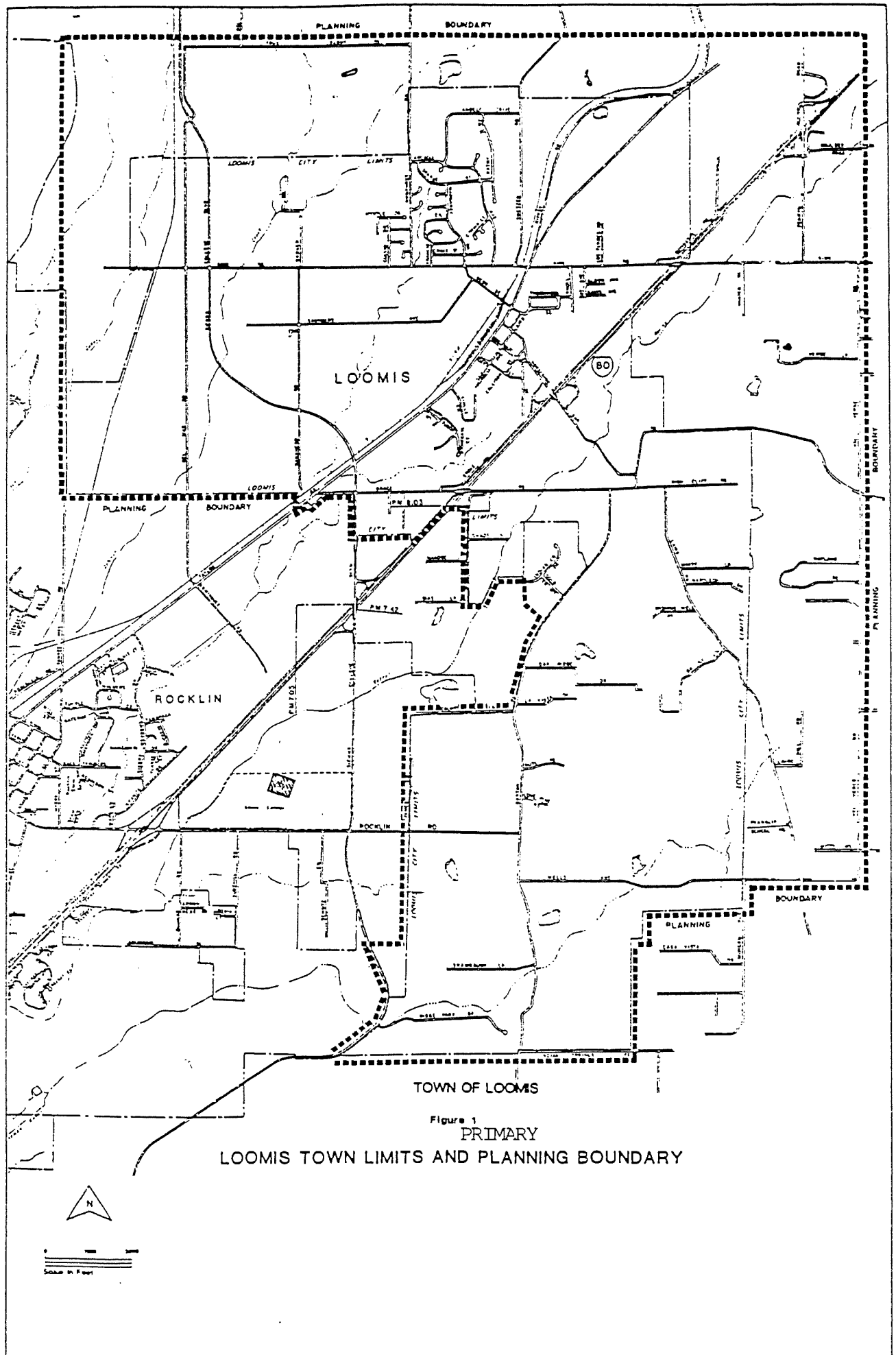


Figure 1  
PRIMARY  
LOOMIS TOWN LIMITS AND PLANNING BOUNDARY

TABLE 4

## EXISTING LAND USE BY ZONING DISTRICTS

Land Use	Total Acreage in Town of Loomis
Low Density Residential (4 units/acre)	570
Medium Density Residential (up to 8 Units/acre)	65
High Density Residential (up to 12 Units/acre)	55
Rural Residential (5 acres/Unit)	3,205
Rural Estate (5 to 20 acres/Unit)	320
Commercial	245
Industrial	155
TOTAL ACRES	4,615

The planning area is divided by Interstate 80 (I-80) into two distinct areas: an area northwest of I-80 and an area southeast of I-80.

Northwest Area

This area contains all of the existing office, commercial and industrial development, all medium density and multi-family residential development, and significant areas devoted to rural residential development in two to twenty acre parcels. Commercial development is located along Taylor Road and is focused in the Village, the Town's oldest commercial area. Industrial-manufacturing uses are located along the Southern Pacific Railroad tracks, Swetzer Road and Rippey Road (Old State Highway). The Village area also contains some of the oldest homes in the Town. Most of this development lacks curbs, gutters and sidewalks. The northwest area also contains most of the Town's public facilities including the Town Hall, the Library, the Veterans' Building, and Elementary and High Schools.

Southeast Area

With the exception of Indian Creek Country Club on Barton Road and churches in the area, the planning area southeast of I-80 is totally void of any non-residential uses. All land in this area is currently devoted to rural estate and rural residential uses ranging from a half acre to 300 acres. Life in this planning area has a distinctly rural character. Many residents have equestrian and gardening interests.

## PUBLIC SERVICES

The following services and systems comprise the infrastructure of the community which currently support land uses within the Town of Loomis.

Water Service Domestic water is provided by Placer County Water Agency (PCWA). PCWA serves the southeastern portion of Placer County including the Loomis Basin. Water service is provided primarily to the Loomis Village area. Main lines that range in size from twenty-four to eight inches provide the framework from which smaller lines radiate and serve residential subdivisions and localized areas. Outside of areas served by PCWA, water is obtained by individual wells.

Sweeping generalizations about how much growth the water system can support cannot be projected because of two variable factors. One factor is water availability. While PCWA has enough water to support additional development, it cannot project with certainty water availability in the future. PCWA provides water on a "first-come, first-serve" basis and therefore major development projects anywhere in their service area could drastically affect the water availability situation. The second factor concerns itself with the water delivery system. Each new major development must be reviewed individually to determine whether the system can provide adequate supply and pressure. However, water availability is the greater concern because developers have the option of improving the existing system in order to obtain water sufficient to meet their needs.

Sewer Service The South Placer Municipal Utility District (SPMUD) provides sewer service to Loomis. SPMUD primarily operates a gravity flow wastewater collection system that serves the majority of the urbanized portions of the Loomis Basin. Treatment of the wastewater is at the Regional Treatment Plant in Roseville. This Plant was recently expanded from 5.6 to 11.75 million gallons per day (mgd) and is ultimately expandable to 24 mgd, which is more than adequate to meet all foreseeable future needs in the District. Partially in recognition of the District's treatment capability, the Placer County LAFCO has established a sphere of influence for SPMUD which encompasses about 42,400 acres. The sphere includes substantial land north of Loomis and south of Interstate 80.

Currently the Town of Loomis is served by eight, ten, and twelve inch trunk lines. These and smaller "service" lines primarily serve the high density industrial, commercial and residential areas in the core of Town. There are no flow records available; therefore, it could not be determined the number of additional hookups the sewer lines

could handle without the need for larger lines. The District is considering extending a ten inch line from Loomis to Penryn and a fifteen inch line south to Interstate 80. Such extensions into these areas would increase the feasibility of converting rural lands along their path to higher density uses.

Schools The Town of Loomis is served primarily by the Loomis Union School District for grades kindergarden through eighth grade. There are three elementary schools in this District. The District is considered one attendance area, and students are transported between schools to relieve overcrowding. Impaction fees on new construction, called SB 2926 fees, are being collected by the School Districts. These fees are based on the cost of providing portable or permanent classrooms and the potential student yield from approved development.

The Loomis Union School District is reassessing individual school attendance boundaries in an effort to level out the enrollment in each school. Total District enrollment as of October, 1986, was 1,289, which is above last year's figure of 1,265. Enrollment is expected to increase over the next few years.

Currently, the Loomis Elementary School is at capacity. Franklin Elementary School may be impacted by development planned east of Sierra College Boulevard. At present, this portion of Rocklin falls within the Loomis School District; however, there is the possibility that District boundaries may be changed.

The northeast corner of the Town of Loomis is served by the Penryn School District, and three small portions of Loomis are served by the Rocklin School District.

High School students in Loomis attend Del Oro High School of the Placer Union High School District. The feeder schools to Del Oro are the three schools in the Loomis Union School District and the Penryn School. Currently, enrollment is 1,056 which is down from a high several years ago of 1,175. The District estimates that enrollment will continue to decline slowly for the next few years, level off, and then begin to increase again. The District does not expect Del Oro will have any impaction problems in the near future.

The Roseville Joint Union High School District serves three small portions of Loomis (the same areas served by the Rocklin School District). According to the District, no Loomis high school students attend school in Roseville at this time. A strong consideration in the development of the community is its school system. Town development plans should be submitted to the School District for comments.



Police Service The Town of Loomis maintains police service for the community by contracting with the County of Placer Sheriff's Department. The County maintains a Sheriff's Substation in Loomis with five patrol officers and a sergeant.

Fire Protection The incorporated area of the Town of Loomis lies within three Fire Districts (Loomis, Rocklin, and Penryn Districts), with the larger portion of the Town being served by the Loomis Fire Protection District (LFPD). The LFPD, which is funded through property taxes and county subventions, is staffed by volunteers. The District maintains two fire stations, one near the downtown core area and the other in south Loomis.

Solid Waste Collection service of solid waste is provided by the Auburn-Placer Disposal Service. Solid waste is land filled at the Western Regional Sanitary Landfill located in Placer County. The landfill site is 320 acres in size and has a remaining capacity of 8.4 million cubic yards or 40 years of population growth based on a South Placer County growth rate of four per cent per year.

## CHAPTER 3

### SUMMARY OF OVERRIDING GOALS

The Town of Loomis planning area is characterized by rolling hills, open spaces, and a rural atmosphere. If Loomis and similar areas are to continue to provide a natural environment as a balance and alternative to congestion found nearby in the intensely urbanized areas of Sacramento, then certain conditions must prevail.

Loomis is composed of many aspects which yield its uniqueness. Principally, Loomis is a small rural Town with an unhurried pace and neighborliness. Much of Loomis has an open space appearance composed of natural areas and areas of small ranchettes. This appearance is appreciated by all who live in and visit Loomis and represents one of its most appealing qualities. The citizens of Loomis are very family oriented and possess a strong commitment to the Community. The Town generally is developed with a central commercial district surrounded by progressively less dense residential properties, thus yielding a wide diversity of resident lifestyles.

One purpose of this Plan is to clearly state various policies which should govern the future growth and development of the Town of Loomis. A further purpose is to provide for the enactment of the General Plan to regulate the character, location, quantity and timing of future development so as to achieve the stated policies. Generally speaking, the Plan seeks to avoid geographic mixing of incompatible land uses; to maintain the rural nature of our Community; to preserve, as much as possible, the naturally occurring landscape features; and to strive for a local economy in which the Town government and local businesses can thrive. Finally, it is the purpose of this Plan to protect the public health, safety, and welfare by regulating the future use and development in Loomis.

Certain additional conditions must prevail to assure attainment of the Town's objective. The Town must, with a minimum of government and taxation, apply planning and legislation equitably, free of ambiguities, and with firm resolve to goal attainment. It is imperative that the Town be responsive to the needs and concerns of the majority of citizens with a sense of fairness to each individual citizen. The Town also must plan with bordering communities in an environment of mutual cooperation and operate within the legal framework established by the State of California. Finally, the Town must maintain its fiscal soundness.

The overriding goal for the Town of Loomis General Plan is to preserve the uniqueness of Loomis. The path created by this goal has guided the formation of this Plan and will guide all aspects of the Plan implementation.

## CHAPTER 4

### THE LAND USE ELEMENT

#### DATA AND ANALYSIS

The primary purpose of the Land Use Element is to provide a plan for the general location, distribution and intensity of various land uses in the Town of Loomis. The importance of this Plan is that land is a valuable community resource and its value can be maximized by careful development and implementation of the Land Use Element.

Land uses fall into four broad categories: residential areas, commercial areas, industrial areas, and open space-recreation areas. Several aspects of these various land uses are discussed in other elements of the General Plan for clarification and compliance with planning laws. Residential land use deals with the provision and distribution of housing and is discussed in the Housing Element. Open Space, Conservation and Recreation are discussed in detail in their own Elements.

The Land Use Element emphasizes the overall distribution of the various land uses in terms of location, area, density, and satisfactory relationship between different land uses as well.

Residential Land Uses Residential land use is the single largest consumer of space in the Loomis Plan area. A study revealed that over ninety percent of the land within the Loomis Town limits was zoned for residential or agricultural-residential uses of one-half to twenty acre parcel sizes.

If Loomis continues to grow at a rate of four percent annually, total population will reach 8,500 in the year 2000. Existing vacant land at the densities currently zoned can accommodate a population of 8,200. This is sufficient land to accommodate the high projection of growth until 1999. In addition, State Law requires that the Housing Element be reviewed and revised on a five year schedule beginning with the next update, July 1, 1992.

Commercial Land Uses Commercial areas provide locations for the sale of goods and services and offices for business and professional activities. The commercial areas in Loomis provide these opportunities primarily for residents of the Town of Loomis and the areas surrounding Loomis which are not more quickly served by travel to commercial areas in Auburn, Rocklin, or Roseville.

Commercial land uses should be functionally balanced in relation to other land uses. Too little commercial space stifles healthy competition and places limits on opportunity and potential. Too much commercial space leads to high vacancy rates, incompatible uses, and in many cases, blight.

At present Loomis has a total of 245 acres zoned for commercial or shopping center commercial uses.

Industrial Land Uses Industrial areas provide locations for manufacturing, distribution, processing, heavy transportation and other related uses. An adequate supply of industrial land provides employment opportunities and may assist in the retention and expansion of a tax base for the support of essential services.

The Town's Zoning Ordinance has only one category for industrial uses and this is classified as the Industrial Park Zone (IP). This zone allows primarily light industrial uses with a few heavy industrial uses allowed upon the granting of a conditional use permit.

Currently approximately 155 acres along the Southern Pacific Railroad line between King Road and the northern Town limits is zoned for the IP use. Of that area, approximately 65 acres are still vacant and available for development which appears to be adequate to meet the Town's need for industrial land to the year 2000. This land is conveniently located with excellent transportation and utility access and may be buffered by the terrain and road system from the residential land uses to the west.

Open Space, Recreation and Conservation The value of land for open space, conservation and recreation is of such importance that these land uses are discussed in detail in their own General Plan Elements. The Open Space and Recreation Element refers to standards and criteria that may be used to determine the desirable acreage and distribution of park space.

Areas Subject to Specific Plan The Town of Loomis Council may from time to time subject certain areas to the submission of a specific plan. The purpose of this land designation is to require an area that has potential for significant development to undergo more extensive planning and determination of performance standards for development. This classification is a transitional land use and should be returned to a residential, commercial, industrial, or open space-recreation designation and zoning after a Specific Plan has been accomplished for the area.

## LAND USE CLASSIFICATIONS

Residential-Agricultural Residential-Agricultural means land designated for single family development with a minimum lot size of 4.6 acres. This land use designation allows a range of agricultural uses along with single family dwellings, schools, churches, and public utilities.

Rural Estates Rural Estates means land designated for single family residential development with a minimum lot size no smaller than 2.3 acres in size. This land use category allows a range of agricultural uses along with a single family unit per parcel, plus public and quasi-public uses such as schools, churches, and public utility facilities.

Residential Low Density Residential Low Density is a land designation for single family residential development with a minimum lot size of no smaller than one acre. This designation is not well suited for agricultural uses other than domestic pets. Public and quasi-public uses may also be allowed.

Residential Medium Density Residential medium density means land designated for single family residential development with a density not to exceed four dwelling units per acre. This land use category represents the basic residential use pattern in the Town of Loomis. In addition to single family dwellings, public and quasi-public uses may be permitted.

Residential High Density High density means land designated for multiple family residential development including duplexes, triplexes, townhouses, condominiums, mobile home parks, senior living centers, nursing homes, and apartments. The maximum density acceptable in this classification is ten units to the acre.

Commercial Commercial means land designated for commercial purposes including shopping centers, heavy commercial, and central commercial as depicted on the Zoning Map. Residential uses are not allowed in commercial zones.

Office/Professional The purpose of the Office-Professional category is to provide for professional and general offices with open space and architectural requirements.

Industrial Industrial means land designated for industrial uses.

Open Space Open Space means land designated for farming, hiking and equestrian trails, recreation, pasture, orchards, forests, and parks.

Areas Subject to Specific Plan Specific Plan areas are lands with potential for significant growth in the future. This designation is intended to promote specific planning and performance standards for areas deemed to be sensitive with a potential for growth. Specific plans should be prepared for these areas detailing development standards and zoning classifications. Densities for residential units under this designation are not to exceed ten units per acre.

Commercial Reserve The Commercial Reserve designation (\*) identifies areas to be considered for future commercial development. In an effort to further define the Town's aspirations for areas to which this designation has been assigned, the intent is to make it clear to interested parties that the Town acknowledges the area's latent capability for commercial development, but neither desires or wishes to make any affirmative decision in that regard at this time. Of major concern to the Town is to avoid parcelization of the land in the interim so that the potential of the property is not destroyed for long term commercial development. It should be stressed that any proposal for commercial use of these properties would require an Amendment to the General Plan, an Amendment to the Zoning Map, and Design Review Approval.

Joint Planning Area The Joint Planning Area (∞) denotes that area adjacent to the City of Rocklin which is subject to a bilateral planning effort between the Town of Loomis and the City of Rocklin. Any joint planning effort should take into consideration the long term impacts of development policy west of Sierra College Boulevard. This planning effort will be implemented concurrently between the Town of Loomis and the City of Rocklin at the time an application for a General Plan Amendment or Tentative Map Application has been submitted to either jurisdiction. With a coordinated planning policy the external impacts and growth pressures can be minimized.

## LAND USE GOALS AND POLICIES

### RESIDENTIAL LAND USE GOAL AND POLICIES

#### Primary Goal

The Town of Loomis will maintain a low density residential community which provides a quiet, uncongested, open and semi-rural environment preserving the natural features of existing topography to the greatest extent possible.

#### Policies

The Town of Loomis will maintain orderly population growth which is harmonious with the existing environment, with the intention of promoting the hub concept of centralized growth; that is, high density population generally concentrated near the center of the Town graduating to lower densities toward the perimeter of the Town Limits. To accomplish this, the Town of Loomis will institute the following policies:

- \*\*Maintenance of a balance between residential building intensity (density) and the capacity of circulation and other service-system facilities.
- \*\*Discourage new developments requiring extensive new public services causing a significant influx of new population that would create undue demands on schools, roads, and the quality of life in adjoining neighborhoods.
- \*\*Require new residential development bear the full financial burden for new public service capital improvements through impact fees and environmental mitigation fees.
- \*\*To encourage the revitalization and rehabilitation of deteriorating residential areas by using the most appropriate programs and tools available to the Town.
- \*\*To promote the design of future residential developments which emphasize character, quality, livability, and the provision of all necessary services and facilities to insure their permanent attractiveness.

\*\*To encourage owners of residences to maintain and rehabilitate their premises to meet current housing codes.

\*\*To review and revise the Housing Element of the Town of Loomis General Plan in a regular and timely manner.

\*\*To encourage the use of the Planned Residential Development (PRD) procedure for residential development when issues relating to access, view, slope, soil stability, environmental sensitivity, utility and infrastructure construction or other related factors are deemed potentially significant.

\*\*To promote the full utilization of land already committed to urban development before extending utilities and public services to areas without urban infrastructure.

\*\*To promote a residential environment consisting primarily of single family dwellings.

\*\*To preserve maximum space between dwellings.

\*\*To provide for housing oriented towards people on fixed or limited incomes with emphasis given to senior citizen housing.

\*\*To use a variety of design techniques to divide and separate various use categories permitting potentially incompatible land uses. Multi-family residential areas shall be designed to be compatible with and of related height, mass grouping and design with nearby single family residential neighborhoods. Multi-family residential will not be permitted adjacent to arterials serving as entryways to the Town unless substantial setbacks and landscaping are provided to mitigate noise and to promote aesthetically pleasing entries to Loomis.

\*\*To preserve and enhance to the greatest extent practical the indigenous vegetation, topography and wildlife.

✱\*\*To prohibit non-residential uses in low density residential areas except utilities, schools, and churches.

\*\*Design standards shall be consistent with the objective of maintaining a small town, semi-rural appearance reflective



of the heritage of Loomis and will be applicable to all residential development.

- \*\*To encourage the use of greenbelts of natural areas along roadways as a design feature of any development in order to mitigate noise impacts and provide valuable open space.
- \*\*Planning for residential development shall take into consideration the Noise Element of the Plan to avoid the necessity for artificial freeway noise barriers.
- \*\*Density averaging will be considered on projects where single ownerships cross General Plan density boundaries.

## **COMMERCIAL LAND USE GOAL AND POLICIES**

### **Primary Goal**

The Town of Loomis will, where appropriate, retain and renew the existing commercially developed land with emphasis upon preservation of the downtown area to provide for sufficient new commercial area to meet the needs of the Town and to assure that future commercial development will take place in a setting professionally landscaped with adequate setbacks. To accomplish this Goal the Town of Loomis will institute the following policies:

### **Policies**

- \*\*To retain and renew, where appropriate, existing commercial land uses and designate sufficient new commercial areas to meet future Town needs.
- \*\*To develop and maintain downtown Loomis as a focal point for personal shopping and services in the community.
- \*\*To promote the redevelopment of the railroad right of way areas to enhance the historic image of Loomis.
- \*\*To encourage development of areas of shopping subject to design criteria which visually integrates the center into the rural aspect of the Town.
- \*\*To encourage through design review the maximum amount of landscaping and preservation of natural features as possible to soften the impact of structural development in commercial areas.

- \*\*Allow commercial development only if the design meets the criteria of the Town.
- \*\*To require landscaping around off-street parking and to mitigate the adverse visual impact of large areas of paving.
- \*\*To design new commercial development circulation patterns to avoid diverting traffic through existing residential neighborhoods.

## **AGRICULTURAL LAND USE GOAL AND POLICIES**

### **Primary Goal**

The Town of Loomis will protect agricultural land uses from encroachment by residential land uses which are not compatible with agriculture. To accomplish this Goal the Town of Loomis will institute the following policies:

### **Policies**

- \*\*To encourage an agricultural protection program which allows individual parcel owners to express their desire to protect agriculturally developed land.
- \*\*To protect where appropriate equestrian opportunities by considering the effect that future density and design of residential development has in enhancing or inhibiting these activities.
- \*\*To use zoning designations to protect agriculturally valuable land from encroachment by urban type development.

## **INDUSTRIAL LAND USE GOAL AND POLICIES**

### **Primary Goal**

The Town of Loomis will provide sufficient land designated for industrial uses that are compatible with the existing community and not detrimental to the surrounding area. To accomplish this Goal the Town of Loomis will institute the following policies:

### **Policies**

- \*\*To require that surrounding uses be protected from the industrial land area to prevent noise, odor, and visual intrusion into those areas. Uses that will inevitably have a substantial negative impact upon the surrounding uses shall not be permitted.

**\*\*To promote industrial uses that neither harm the environment nor adversely impact the surrounding area.**

### **IMPLEMENTATION**

The process of carrying out the goals, programs, and policies of the General Plan is called Plan Implementation. In order to be effective the plan implementation process must be as comprehensive as the Plan itself. It must take into account both the public and the private segments of the community and must address in a detailed and specific fashion the legal requirements of the State Planning Law.

The implementation process will be carried out by developing and using the following legislative and administrative tools:

Subdivision Ordinance The Subdivision Ordinance regulates the division of land and establishes basic improvement requirements. The Subdivision Ordinance is an important element of the implementation process because of the permanence of parcelization of land. Once subdivided and recorded, legally described parcels are difficult to reorganize or reassemble.

Zoning Ordinance The Zoning Ordinance establishes specific land use regulations in terms of how land and buildings may be used and what community standards must be met in order to fully use the property. The Zoning Ordinance is accompanied by the comprehensive Zoning Map which graphically illustrates where specific uses may occur. The State of California Planning Law requires that zoning must be consistent with the General Plan. This consistency requirement should not preclude the Town's ability to plan for its future because of the fear that planning requires "instant zoning". The General Plan establishes goals, policies, and programs relating to land use, but it also establishes conditions, prerequisites, and phasing strategies that must be complied with prior to zoning. The term "consistency" includes all of these factors.

Capital Improvement Program/Facilities and Operations Plan  
A significant portion of any Town is in public ownership; therefore, a substantial contribution to the implementation process can be made through the expenditure of public monies. The Capital Improvement Budget and the Facilities and Operations Plan usually cover a time frame of from five to nine years, with the optimum budgeting period being seven years. The Facilities and Operations portion allows the Town to examine public community facilities in terms of their impact relating to staffing, repair and eventual replacement.

Design Guidelines In the Town of Loomis, with its unique physical environment, the development of complete Design Guidelines will be an important element in the plan implementation process. These guidelines should establish community themes, construction techniques, and a palate of materials and colors that are appropriate for the Town's physical environment. The Design Guidelines should be made available to all builders and developers, merchants and storeowners, and residents.

Annual Budget The Annual Budget provides a short-range opportunity to implement a variety of planned recommendations. Major public projects to be included in the Annual Operating Budget should be reviewed by the Planning Commission for findings of compatability with the General Plan.

General Plan Review While not specifically an implementation technique, regular review and updating of the General Plan is important to keep the Plan relevant and attuned to changes in community attitudes and to adjust for external circumstances that may affect the planning program. Keeping the Plan relevant to community needs and concerns will help assure its value to the Town.

TOWN OF LOOMIS  
GENERAL PLAN - LAND USE  
LEGEND

- 1 R U R A L A G R I C U L T U R A L 4.6 ACRES
  - 2 R U R A L E S T A T E S 2.3 ACRES
  - 3 R E S I D E N T I A L L O W D E N S I T Y 1 ACRE
  - 4 R E S I D E N T I A L L O W D E N S I T Y .5 ACRE
  - 5 R E S I D E N T I A L M E D I U M D E N S I T Y 4 DU/ACRE
  - 6 R E S I D E N T I A L M E D I U M D E N S I T Y 6 DU/ACRE
  - 7 R E S I D E N T I A L H I G H D E N S I T Y 10 DU/ACRE
  - 8 C O M M E R C I A L
  - 9 O F F I C E P R O F E S S I O N A L
  - 10 P U B L I C
  - 11 I N D U S T R I A L
- SPA-R S P E C I F I C P L A N A R E A R E S I D E N T I A L
- SPA-C S P E C I F I C P L A N A R E A C O M M E R C I A L
- C C O M M E R C I A L R E S E R V E
- JPA J O I N T P L A N N I N G A R E A

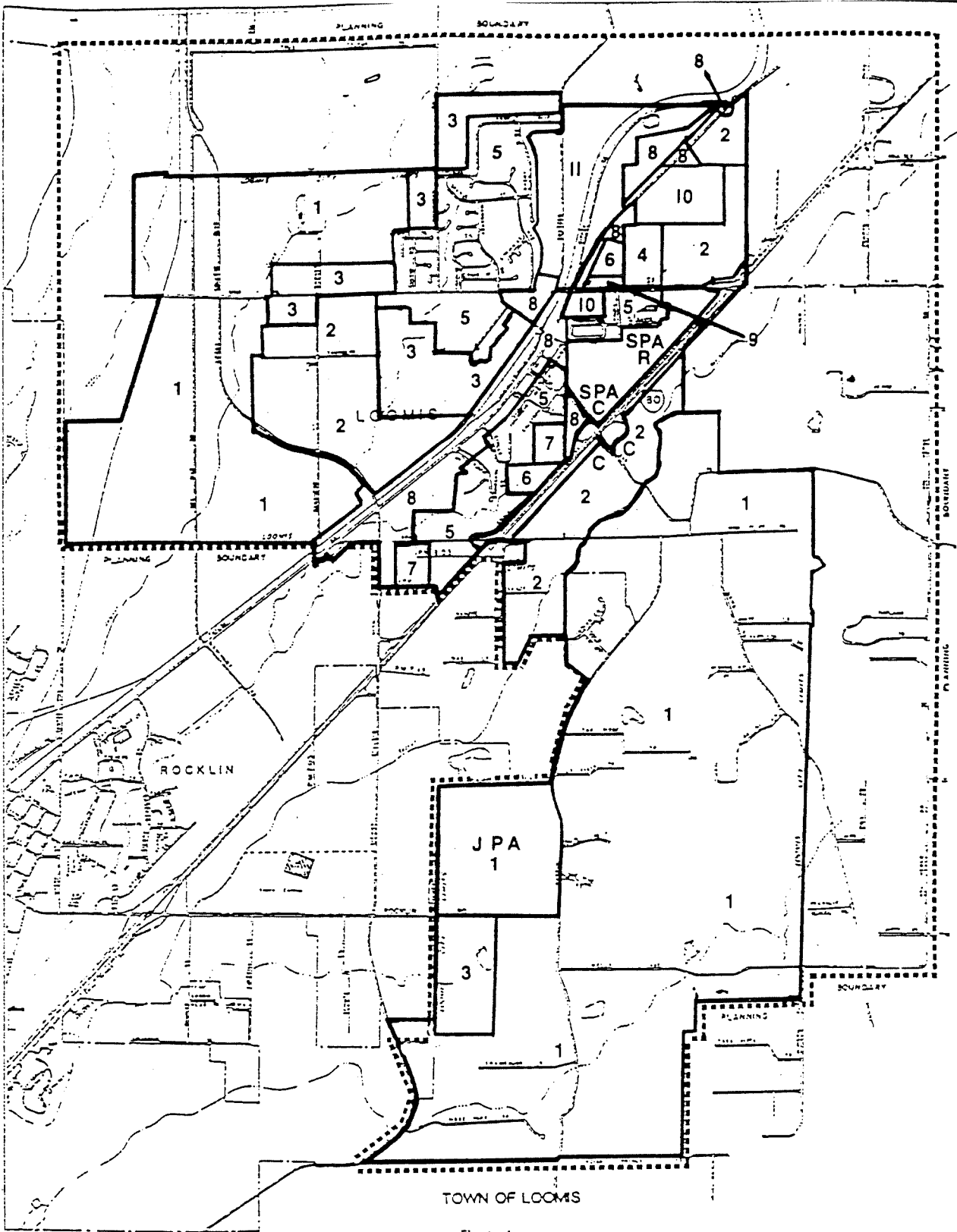


Figure 1.  
LOOMIS TOWN LIMITS AND PLANNING BOUNDARY

LAND USE

## CHAPTER 5

### CIRCULATION

#### DATA AND ANALYSIS

##### Existing Circulation System

Roadways The existing vehicular circulation system serving the Town of Loomis includes major regional highways, important subregional roadways as well as arterial, collector, and local streets. Interstate 80 provides a major east/west roadway across northern California and important regional access to the Town of Loomis. It is a six lane controlled access freeway with two interchanges and two grade separations serving the Town. The Interstate 80 interchange at Horseshoe Bar Road is the prominent entrance to the community.

Taylor Road follows the alignment of old US 40 and is the major roadway through downtown Loomis. Taylor Road provides important regional access, connecting the Town with the communities of Auburn, Newcastle, and Penryn to the north and with Rocklin and Roseville to the south. Through Loomis Taylor Road is a two lane facility of varying widths. A center turn lane has been provided through much of Loomis, along with channelization and signalization of prominent intersections. Parking is permitted along Taylor Road in most urban areas.

Horseshoe Bar Road is a two lane street that serves as Loomis' eastern gateway. Horseshoe Bar Road connects the commercial core of downtown Loomis with Interstate 80 and ultimately extends easterly through rural Loomis to the eastern Town limits.

Sierra College Boulevard provides an important regional connection to Lincoln to the north and to Roseville and Sacramento to the south. Sierra College Boulevard is primarily a two lane rural roadway, although the facility becomes more urban in nature near its interchange with Interstate 80 and near Sierra College at the Rocklin City limits.

The remaining elements of the existing circulation system provide local access and circulation and could correctly be classified as collector or local streets.

King Road connects Sierra College Boulevard with central Loomis and ultimately extends easterly beyond the Town limits to Auburn Folsom Road. This two lane roadway provides direct residential access at several locations and provides one of three at-grade crossings over the Southern Pacific Railroad tracks.

Barton, Laird, Rocklin, and Brace Roads are two lane collector streets providing local access to rural south Loomis and providing secondary community access to Rocklin, Roseville, and Granite Bay. West of Interstate 80, several two lane collector streets serve the community providing north/south connections to King Road and Sierra College Boulevard. Arcadia Avenue and Delmar, Bankhead, and Humphrey Roads are local collector streets serving residential areas. Webb Street provides the Town's third railroad crossing and connects King Road with Taylor Road and downtown Loomis. Swetzer Road and Rippey Road serve adjacent industrial development.

Currently traffic signals control traffic at the Horseshoe Bar Road/Taylor Road, Taylor Road/King Road, and Taylor Road/Sierra College Boulevard intersections.

Public Transit Public transit service in Loomis is provided by a combination of public and private transportation operators. All of the service available to Loomis residents is oriented toward intercity travel, and there is no provider of local service. The Placer County Transit (PCT) system, operated by the County of Placer, provides service through Loomis from Auburn and Roseville on weekdays between 7:30 a.m. and 5:30 p.m., except on specified holidays. The service is a fixed-route deviation operation which will travel up to one mile off the main route to pick up passengers. This service may be reserved by calling at least twenty-four hours in advance. Without reservations passengers may board the bus at the appropriate stops listed in the bus schedule. Currently, Placer County Transit operates seven trips in each direction through Loomis daily.

Both Greyhound Bus Lines and Trailways provide service to the Town of Loomis. Greyhound provides scheduled service with connections to Auburn or Roseville. Trailways provides only unscheduled service on a reservation basis. Carpools and vanpools can be arranged in the Loomis area by calling the Caltrans Ridesharing Office.

Railroads Southern Pacific Railroad operates a mainline through the heart of Loomis along the north side of Taylor Road. This line is used only for freight service through Loomis, though Amtrak service operates through Town. Amtrak terminals are located in Sacramento and Colfax.

Bicycle Facilities The only bicycle facilities in Loomis are limited to a signed bikeway along the developed portion of King Road and along Taylor Road from Webb Street to the High School.



## EXISTING TRAFFIC CONDITIONS

Traffic Volumes Current traffic volumes in Loomis are generally low and result in good traffic operations. Current and projected daily traffic volumes reported by Caltrans and Placer County or completed for this Plan by OMNI-MEANS, LTD. are presented in Figure 3. With the exception of Interstate 80, area streets and roads carry from 900 to 13,000 vehicles per day.

Existing Levels of Service To assess the quality of existing traffic conditions, levels of service (L.O.S.) were calculated at study area intersections and for individual roadway segments. "Level of Service" is a qualitative measure of traffic operating conditions whereby a letter grade, "A" through "F", corresponding to progressively worsening traffic operating conditions, is assigned to an intersection or roadway segment. The characteristics associated with the various Levels of Service are presented in Table 1. Procedures used for calculating Levels of Service are presented in Transportation Research Board Circular 212, Interim Materials on Highway Capacity.

In general terms, Level of Service is calculated for an hour long traffic condition at a signalized intersection, at unsignalized intersections or on discreet roadway segments. By applying a peak hour factor to hourly capacity, an equivalent Level of Service based on daily traffic volumes can be estimated. For this analysis, peak hour Levels of Service have been calculated at study area intersections, and daily traffic volumes have been compared to Levels of Service capacity thresholds to identify Levels of Service for roadway segments. Table 2 indicates the daily volume thresholds associated with various Levels of Service for differing roadway segments.



TABLE 1  
LEVELS OF SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECTION	UNSIGNALIZED SERVICE
"A"	Uncongested operations all queues clear in a single-signal cycle	Little or no delay
"B"	Uncongested operations, queues clear in a single cycle	Short traffic delays
"C"	Light congestion, occasional backups on critical approaches	Average traffic delays
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed	Long traffic delays
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es)	Very long traffic delays, failure, extreme congestion
"F"	Total breakdown, stop-and- go operation	Intersection blocked by external causes

TABLE 2

## DAILY VOLUMES ASSOCIATED WITH LEVELS OF SERVICE

Facility	Level of Service "C" ADT Traffic Volumes V/C=-0.71-0.80	Level of Service "D" ADT Traffic Volumes V/C=0.81-0.90	Level of Service "E/F" ADT Traffic Volumes V/C=0.91-1.00
Two Lane	10,000-12,000	12,000-13,500	13,500-15,000
Three Lane	14,200-15,950	15,950-17,950	17,950-19,950
Four Lane	21,300-24,000	24,000-27,000	27,000-30,000
Five Lane	28,300-31,900	31,900-35,900	35,900-39,000
Six Lane	32,000-36,000	36,000-40,500	40,500-45,000

Source: Transportation Research Board, Circular 212 and the 1965 Highway Capacity Manual.

Current intersection Levels of Service are summarized in Table 3. Current peak hour volumes at unsignalized locations have been compared with the Manual of Uniform Traffic Control Devices (MUTCD) to determine if signals might be needed now. None of the unsignalized study area intersections would appear to experience sufficient traffic to warrant signalization. Satisfactory Levels of Service ("C" or better) exist on the three signalized intersections as shown in Table 4.

TABLE 3  
CURRENT INTERSECTION LEVELS OF SERVICE

INTERSECTION	LOS/VC	SIGNAL WARRANTED?
Taylor Road & King Road	"A" .39	-----
Taylor Road & Horseshoe Bar Road	"A" .54	-----
Taylor Road & Sierra College Boulevard	"A" .50	-----
Horseshoe Bar Road & NB I-80 Ramps	---	NO
Horseshoe Bar Road & SB I-80 Ramps	---	NO
King Road & Sierra College Road	---	NO

**TABLE 4**  
**CURRENT ROADWAY LEVELS OF SERVICE**

ROADWAY SEGMENTS	VOLUME	LANES	CAPACITY	LOS	V/C
<u>Taylor Road</u>					
North of King Road	5,200	2	15,000	A	.35
North of Horseshoe Bar Road	13,000	3	18,000	C	.72
North of Sierra College	6,500	2	15,000	A	.43
<u>Horseshoe Bar Road</u>					
East of Taylor Road	5,500	2	15,000	A	.37
Across I-80	4,500	2	15,000	A	.30
East of I-80	3,500	2	15,000	A	.23
<u>King Road</u>					
East of Sierra College	1,500	2	15,000	A	.10
West of Taylor Road	4,750	2	15,000	A	.32
East of Taylor Road	3,000	2	15,000	A	.20
<u>Sierra College Boulevard</u>					
South of King Road	4,000	2	15,000	A	.27
North of Taylor Road	7,000	2	15,000	A	.47
South of Taylor Road	6,800	2	15,000	A	.45

#### FUTURE CIRCULATION IMPROVEMENTS

Below is an analysis of areas of the circulation system which will require improvement in the future. There are also recommendations concerning road widths and future traffic signal locations.

Taylor Road Taylor Road will experience increased traffic in the future. To insure that safe and efficient traffic circulation is provided, the Town should plan to take steps to optimize the capacity of Taylor Road. These steps include:

- \*Eliminate perpendicular or diagonal parking on Taylor Road.

- \*Consolidate driveway access points where possible and minimize allowable turning movements. Target locations include the Horseshoe Bar/Taylor Road intersection.

\*Horseshoe Bar Road Interchange

Modification/Commercial Access Development of the commercial properties adjacent to the Interstate 80 interchange with Horseshoe Bar Road will require modifications to the interchange. Traffic signals would be required at both ramp intersections. The existing two lane structure over the freeway will require further study as property in the Horseshoe Bar/I-80 corridor develops.

Access to the adjacent commercial properties should be designed to maximize traffic operations on Horseshoe Bar Road. Although 800 to 1,000 foot spacing is desirable, at least 500 feet should separate both ramp intersections from points of major commercial access.

North of Interstate 80 commercial access should include development of a new intersection on Horseshoe Bar Road at least 500 feet north of the WB ramp intersection. Depending on the intensity of development, a direct connection to the westbound ramp intersection may also be required. This may require further study as Horseshoe Bar Road/I-80 develops.

\*King Road - Horseshoe Bar Road Connection Development of projected residential uses between King Road and Horseshoe Bar Road may require access to both roadways. The location of the King Road connection is not critical from a traffic operations standpoint but the proposed Horseshoe Bar Road connection should be integrated into planning for commercial access.

\*Walnut/Oak Connection to Horseshoe Bar Road Access to the area between Horseshoe Bar Road and Brace Road is limited. Generally access is limited to single connections to either Horseshoe Bar Road, Taylor Road, or Sierra College Boulevard. An improved connection to Horseshoe Bar Road will be necessary, but the alignment of adjacent streets precludes the creation of a safe intersection at Callison Drive. With the redevelopment of the southwestern quadrant of the I-80 interchange, realignment of Walnut Street to match a major commercial access on Horseshoe Bar Road is recommended. Under this plan, Oak Street would be closed at the current Walnut Street intersection. Extension of this connection southwesterly to Brace Road is an alternative consideration. On the east side of the Freeway, a similar roadway was recommended to serve projected commercial uses. On the west side of Interstate 80, however, the adjacent land uses are primarily residential, and the access requirements of the proposed residential development (100 to 150 units) would not appear to warrant the connection.

\*King Road/Swetzer Road/Southern Pacific Railroad Tracks Projected industrial development will add traffic to Swetzer Road and to this problem location. Traffic circulation in this area is complicated by the pedestrian and bicycle requirements of Loomis School. A traffic signal is not expected to be warranted at the King Road/Swetzer Road intersection, and intersection spacing would make such installation difficult. Bicycle, pedestrian and equestrian facilities should be provided along the north side of King Road. Installation of these facilities may necessitate modification of the existing railroad crossing signals.

\*Road Standards The Town of Loomis should adopt roadway standards which service projected automobile, bicycle, equestrian and pedestrian demands. Generally there would appear to be seven standards that are appropriate for most circumstances, to be varied to meet specific development concerns.

\*The General Plan recognizes a potential long term need for an East/West linkage of Auburn Folsom Road and Interstate 80. Several alternatives have been discussed. If an extension is deemed appropriate, the development standard for that easement should be no smaller than 250 feet in width with no more than a 60 foot paved section and with all access rights to adjacent properties maintained on behalf of the Town. The development standards should also include a "parkway" approach including bicycle, equestrian, and pedestrian paths, substantial landscaping and the use of berms and other structural devices necessary to protect and enhance the aesthetic quality of this roadway. In short, any East/West linkage of Auburn Folsom Road and Interstate 80 should be designed to absolutely assure that no external development pressures will be created on adjacent properties by the existence of this roadway.

It is the goal of the Town of Loomis to minimize the impact of through traffic on all local streets and roads. In order to achieve this goal it will be necessary to negotiate carefully with the County of Placer to assure that the interests and sensitivities of the people of the Town of Loomis are the major consideration in any decisions relating to any East/West access way.

**TABLE 5**  
**ROADWAY STANDARDS**

TYPE	RIGHT OF WAY	VOLUME
Rural Local	50 feet	{500 ADT Rural
Collector-	60 feet	500 {{6,000 ADT Urban
Minor Residential	50 feet	{250 ADT Urban
Local	56 feet	-----
Collector	60 feet	250 {{6,000 ADT Urban
Arterial	80 feet	6,000 {{18,000 ADT
Industrial	60 feet	

Rural Local classification is intended to serve minor rural roadways that provide access to fewer than twenty-five residential units on a cul-de-sac. Improved shoulders would be provided where possible for pedestrian, equestrian and bicycle paths.

Rural Collector roadways provide additional capacity and extra pavement width to accommodate bicyclists, pedestrians, equestrians, and automobiles.

Minor Residential streets would be intended for cul-de-sacs with fewer than twenty-five residential units and through streets serving fewer than fifty units. Curb, gutter and sidewalk would be provided and parking would be permitted.

Local streets provide slightly more capacity, extra pavement width, and often feed into Collector streets. Curb, gutter and sidewalk would be provided and parking would be permitted.

Collector streets would provide additional width for automobile capacity and for safe parking and bicycling on moderately traveled roadways.

Arterial streets provide room for a center left turn lane and are intended for roadways with higher traffic volumes and significant access requirements.

Industrial streets match County of Placer Standards. To meet these standards roadway improvements would be necessary.

King Road west of Colvin Drive would have to be widened to Rural Collector standards. Improvements would also be required to achieve Collector standards on King Road east of Colvin Drive. Humphrey Road should be improved to Collector standards north of King Road to Arcadia Avenue. Widening would be required on most roads in Loomis east of Interstate 80 in order to achieve Rural Collector standards.



Currently, most roads lack shoulders and areas for pedestrians, equestrians, and bicycles.

Traffic Signals Traffic signals should be anticipated at seven locations. While the current cost of plans, specifications, inspection and construction is about \$85,000, many cities budget \$90,000 to cover contingencies and minor intersection improvements such as pavement repair, handicap ramps, curb, gutter and sidewalk. Traffic signals may ultimately be required at:

- \*Horseshoe Bar Road and Commercial Access Road East of Interstate 80
- \*Horseshoe Bar Road and Northbound Interstate 80 Ramp
- \*Horseshoe Bar Road and Southbound Interstate 80 Ramp
- \*Horseshoe Bar Road and Commercial Access/Walnut Connection
- \*Sierra College Boulevard and Brace Road
- \*Sierra College Boulevard and King Road
- \*Taylor Road and new industrial access

## CIRCULATION

### GOAL AND POLICIES

#### Primary Goal

The Town of Loomis intends to provide and maintain a safe and efficient system of streets, highways, public transportation, bikeways, walking and bridle trails to meet the travel and recreation needs of the residents, promote sound land use consonant with the rural nature of the Town, protect and enhance the environment, and be sensitive to topography, natural geological features and trees.

#### Policies

The goal of the community to provide a well landscaped and open feeling along all major arterials, collector, and secondary roads. To accomplish this, future development projects should use landscaped setbacks from roads, preserve existing foliage along roads, and design open space areas along roads wherever possible. ←

The 1975 Loomis Basin General Plan recommended that certain routes receive consideration as scenic corridors similar to the recreation access roads designated in the Gold Rush Parkway Plan. These routes included Sierra College Boulevard, King Road, and the East/West linkage of Auburn Folsom Road and Interstate 80.

To accomplish these goals, the Town of Loomis will institute the following policies:

- \*\*To maintain existing streets in a safe condition and require that additional streets adequate to serve new developments be constructed to Town standards.
- \*\*To support the existing transportation system with coordinated land use decisions.
- \*\*To promote and support a coordinated system of alternative modes of transportation such as public transit, bicycles, walking and equestrian.
- \*\*Site design of commercial and residential development shall limit the number of access roads leading onto a major arterial roadway whenever possible.
- \*\*To promote the establishment of tree-scaping adjacent to the rights-of-way of all arterials within the community keeping other natural features in place where practical.
- \*\*To minimize the use of the Loomis street system for the transport of hazardous or toxic materials.
- \*\*To provide a system of roads in rural areas that will maintain and enhance the rural nature of the Town keeping width to a minimum consistent with reasonable safety.
- \*\*To design a rural street cross section without sidewalks, curbs or gutters.

#### IMPLEMENTATION

The Town of Loomis plans the following actions in support of the Circulation Element Goal and Policies:

- \*Adoption of a load limit ordinance for roads.
- \*Development of a tree planting program along designated roads.
- \*Revision of the Zoning Ordinance, if necessary, to meet the Goal and Policies of the Circulation Element.
- \*Revision of the Subdivision Ordinance and Design Review Guidelines to conform with above stated Goal and Policies.
- \*Development of a traffic mitigation fee program to implement mitigation measures required by future development.

## CHAPTER 6

### HOUSING ELEMENT

#### DATA AND ANALYSIS

##### INTRODUCTION

The Loomis Housing Element is written to comply with the State law requirements under California Government Code Section 65580. The Housing Element becomes the Town's central policy statement and overall action program directed at providing safe, decent and sanitary housing for all of its residents regardless of their income or race. It is designed to serve as a guide for local officials, property owners, and citizens in addressing housing needs in the Town of Loomis. Proposed new residential projects, for example, whether privately or publicly initiated, will be evaluated for conformance with the Housing Element. Lack of conformance becomes a basis for denial of project requests. This Housing Element covers a period ending July 1, 1991, at which time State law requires that it be reviewed and revised at least every five years.

##### DESCRIPTION OF EXISTING CONDITIONS

###### Methodology for Determining Population and Housing Data

Loomis was incorporated in 1984 and was not included as a municipal entity in the 1980 census. Establishing a statistical data base has been limited because census tracts and enumeration districts are not coterminous with the established boundaries of the Town. This circumstance has had the greatest effect on assembling data related to the Housing Element. It is recommended that the data base section of the General Plan be updated as soon as the 1990 census materials are available. It is therefore also recommended that the Housing Element be among the first to be reviewed in the early 1990's.

In order to establish a population base for 1980, several sources were consulted. The County of Placer Assessor's maps and tax rolls were reviewed. Aerial photographs were examined to plot houses in each Census Bureau Block to determine what percentage of housing within each block was within the Town of Loomis boundaries. Town staff determined the number of new housing units constructed since the 1980 census and estimated the number of total housing units as of January 1, 1986. After reviewing the various and often conflicting sources of population and housing data, the following data were selected as best representing the current statistical base for the Town of Loomis. All past estimates and future projections of population and housing data contained in this Element are based on these estimates.

**TABLE 1**  
**TOWN OF LOOMIS STATISTICAL BASE - JANUARY 1, 1986**

Characteristics		Source
Total Housing Units	1,847	Survey and estimate by Town Staff
Vacancy Rate	3.4%	1980 Census
Persons per Household	2.95%	1980 Census
Housing Units Constructed since 1980 Census	370	Town and County building records
Total Population	5,263	Based on above information

The statistical proportions and information in this Element, such as family income, ethnicity, and age are extracted from 1980 census data for census tracts 206.02, 211 and 212, which include all of the area inside the Loomis Town limits as well as areas outside the Town Limits representing twenty per cent of the total households in these three census tracts.

**Population Characteristics**

**TABLE 2**  
**GENERAL POPULATION CHARACTERISTICS - 1980**

	Town of Loomis	County of Placer
Total Population	4,210	117,247
Household Population	4,199	115,661
Total Households	1,427	54,014
Persons per Household	2.95	2.74
Persons in Group Quarters	11	1,586
Median Age	31.5	32.22
Median Income	19,149	18,685

Source: 1980 Census, Sacramento Area Council of Government, and Town of Loomis Staff

The estimated population of Loomis in 1980 was 4,210 people. The Sierra Planning Organization has estimated that Loomis has grown 3.2 per cent annually since 1980. The County of Placer and Town of Loomis building permit records indicate an annual growth rate between 1980 and 1986 of four per cent.

Persons counted in group quarters are not part of the household population. Group quarters include school dormitories, correctional institutions, rooming houses and convalescent homes. An estimated eleven people live in group quarters in Loomis.

Loomis has a median age of 31.5 which is slightly lower than the Placer County median age of 32.2. The largest age group is the 15-24 range with almost eighteen per cent of the population.

**TABLE 3**  
**COMPARISON OF AGE DISTRIBUTION - 1980**

Age Group	Male	Per cent	Female	Percent	Total	Per cent
0 - 4	135	6.5	128	5.9	262	6.2
5 - 14	333	16.3	368	17.0	701	16.6
15 - 24	387	18.9	361	16.7	748	17.8
25 - 34	279	13.6	323	15.0	602	14.3
35 - 44	279	13.6	303	14.0	582	13.8
45 - 54	244	11.9	261	12.1	505	12.0
55 - 64	217	10.6	190	8.8	407	9.6
65+	177	8.6	226	10.5	403	9.7
Total	2,051	100.0	2,159	100.0	4,210	100.00

Source: Regional Census Data Center, 1980 Census of Population-Characteristics of Persons; STF - 1.

The racial composition of Loomis is predominately white, accounting for over ninety per cent of the population. The two largest non-Anglo ethnic groups, other than white, are the Asian/Pacific Islanders comprising five per cent of the population and those of Spanish origin with almost seven per cent.

**TABLE 4**  
**PERSONS BY ETHNICITY - 1980**

	Number	Per Cent
White	3,842	91.3
Black	9	.2
Asian/Pacific Islander	216	5.1
American Indian	28	.7
Other	<u>115</u>	<u>2.7</u>
Total	4,210	100.0
Spanish Origin*	279	6.6

\*The question, "whether or not they are of Spanish origin" was asked of census respondents separately from the race categories question in 1980. The race categories are therefore not mutually exclusive with the Spanish origin question responses for 1980. Source: Regional Census Data Center, 1980 Census of Population - Characteristics of Persons; 1979 Special Census.

#### Household Characteristics

It is estimated that Loomis had 1,427 households in 1980. Over seventy per cent of these households consisted of married couples. Family households headed by a female comprised almost eight percent. Eighteen per cent of all households were non-family households. The census defines a family household as two or more persons related by birth, marriage or adoption.

**TABLE 5**  
**HOUSEHOLDS BY HOUSEHOLD TYPE - 1980**

Type of Household	Number	Per Cent
Male Householder, no spouse w/children	7	0.5
Male Householder, no spouse w/o children	42	3.0
Female Householder, no spouse w/children	57	4.0
Female Householder, no spouse w/o children	52	3.6
Married Couple Family w/children	515	36.1
Married Couple Family w/o children	493	34.5
Nonfamily Household	261	18.3
Total	1,427	100.00

Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing

Over ninety-two per cent of the population in the Loomis area reside in family households. This is considerably higher than Placer County as a whole which has eighty-seven per cent residing in family households. Over seventy per cent of Loomis' elderly live in family households which is also a high percentage. Placer County as a whole has sixty-six per cent of its elderly living in family households. Loomis has a population per household of 2.95 which is higher than Placer County's population per household of 2.74.

**TABLE 6**  
**PERSONS BY HOUSEHOLD TYPE - 1980**

	Total	Per Cent	65 Years and Older	Per Cent
<u>Family Households</u>				
Householder	1,150	27.3	139	37.2
Spouse	996	23.7	85	22.7
Other Relatives *a	1,695	40.3	42	11.2
Non-Relatives *b	44	1.0	1	.3
Subtotal	3,885	92.3	267	71.4
<u>Non-Family Households</u>				
Male Households	114	2.7	21	5.6
Female Households	136	3.2	83	22.1
Non-Relatives *b	64	1.5	1	.3
Subtotal	314	7.4	105	28.0
Group Quarters	11	.3	2	.6
Total	4,210	100.0	374	100.0

\*a Other relatives include the census questionnaire categories of son/daughter, brother/sister, father/mother, and other relatives.

\*b Non-relatives include the questionnaire categories of roomer, boarder, partner, roommate, paid employees, and other non-relatives.

Source: SACOG Regional Data Center, 1980 Census of Population: Characteristics of Households and Families.

#### Employment Characteristics

In 1980 it was estimated that Loomis had a resident civilian labor force of 1,590. The unemployment rate was eight per cent. This was lower than the Placer County unemployment rate of nine per cent. Almost eighteen per cent of working Loomis residents were employed in retail trade and eleven per cent in public administration; another ten per cent were in construction and nine per cent in education.

TABLE 7

## EMPLOYMENT BY INDUSTRY IN LOOMIS - 1980

Industry	Number	Per Cent
Agriculture, forestry, fisheries, mining	60	3.4
Construction	170	9.7
Nondurable goods manufacturing	41	2.3
Durable goods manufacturing	117	6.7
Transportation	113	6.5
Communications and other public utilities	52	3.0
Wholesale Trade	93	5.3
Retail Trade	309	17.6
Finance, Insurance, Real Estate	113	6.4
Business and Repair Services	98	5.6
Personal, Entertainment, Recreation Services	62	3.5
Health Services	110	6.3
Education Services	156	8.9
Other Professional and Related Services	73	4.1
Public Administration	189	10.7
Total	1,756	100.0

Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing

The median household income for Loomis in 1979 (1980 census) was \$19,149.00, while the Placer County median household income was \$18,685.00.

TABLE 8

## HOUSEHOLD INCOME - PLACER COUNTY AND LOOMIS - 1979

	Placer County		Loomis	
	Households	Per Cent	Households	Per Cent
\$ 0 - \$ 9,999	11,079	25.9	371	26.0
\$10,000 - \$14,999	6,079	14.2	170	11.9
\$15,000 - \$19,999	5,640	13.2	208	14.6
\$20,000 - \$24,999	5,339	12.5	171	12.0
\$25,000 - \$34,999	7,496	17.5	289	20.3
\$35,000 - \$49,999	4,801	11.2	146	10.2
\$50,000+	12,339	5.5	72	5.0
	<u>\$42,773</u>	<u>100.0</u>	<u>1,427</u>	<u>100.0</u>
Median Income = \$18,685.00			Median Income = \$19,149.00	



Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing, STF - 3.

Although Loomis had a higher median income than Placer County, it had a proportionately higher percentage of elderly families classed below the Federal poverty standard in 1980. Fewer than one per cent of Placer County's elderly families (those with household heads aged 65 or older) were classed below poverty while over two per cent were classed below poverty in Loomis.

TABLE 9

POVERTY STATUS BY AGE OF HOUSEHOLDER\*

Age of Household	Loomis				Placer County			
	Families	%	Families	%	Families	%	Families	%
Below Poverty								
Householder 15-64	79	6.8	30	11.5	1,376	6.1	1,167	11.2
Householder 65+	25	2.1	16	6.1	301	.9	423	4.1
Between 100% and 124% of poverty								
Householder 15-64	19	1.6	14	5.4	873	2.7	529	5.1
Householder 65+	18	1.5	15	5.7	227	1.7	548	5.2
125% of poverty and above								
Householder 15-64	895	76.8	120	46.0	24,745	76.6	5,363	51.3
Householder 65+	130	11.2	66	25.3	4,297	13.0	2,414	23.1
	<u>1,166</u>	<u>100.0</u>	<u>261</u>	<u>100.0</u>	<u>32,329</u>	<u>100.0</u>	<u>10,444</u>	<u>100.0</u>

Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing, STF - 3.

\*Poverty as defined by the U. S. Census proportionally weighted to \$7,412 for a family of four in 1979.

Housing Characteristics

It is estimated that there were 1,477 housing units in Loomis in 1980. Over eighty-five per cent of these units were single family units. Fewer than two per cent of Loomis' housing stock is in apartments.

TABLE 10  
1980 HOUSING UNITS BY TYPE - LOOMIS

	Total	Per Cent
Single Family	1,264	85.6
2 - 4	79	5.4
5+	28	1.9
Mobile Home	<u>105</u>	<u>7.1</u>
	1,477	100.0

Source: 1980 Census of Population and Housing

### Age of Housing

The age of housing stock provides one indicator of the condition of the housing available. As of 1980, almost thirty-five per cent of the housing stock in Loomis was newer than ten years old. Rental units tended to be older, as fewer than ten per cent of rental units were built after 1970.

TABLE 11

#### NUMBER OF UNITS BUILT PER YEAR

Year Constructed	Total Units	Per Cent	Renter Unit	Occupied Per Cent
1979 - March, 1980	78	5.4	0	0
1975 - 1978	175	11.9	4	1.5
1970 - 1974	257	17.4	21	7.1
1960 - 1969	493	33.3	75	25.5
1950 - 1959	174	11.8	74	24.7
1940 - 1949	120	8.1	45	15.4
1939 or Earlier	180	12.1	76	100.0
TOTAL	1,477	100.0	295	100.0

Source: SACOG Regional Census Data Center. 1980 Census of Population and Housing. STF-3.

### Tenure

Rental units accounted for only twenty per cent of occupied units in Loomis in 1980. An estimated 295 occupied units were rental units out of 1,477 total occupied housing units in Loomis. This is a very low proportion of rental units in comparison to Placer County as a whole with twenty-eight per cent rental units and Sacramento County with forty per cent.

### Vacancies

Loomis also has a low vacancy rate. Only fifty units were vacant in 1980 making the vacancy rate 3.4 per cent in 1980.

### Mobile Home Units

Loomis has two mobile home parks, one with fifty-four spaces and the other with twenty-eight. These parks, along with a few scattered mobile homes on lots, account for approximately seven per cent of the housing stock. The local commercial campground also provides for short term hook-ups for limited size mobile home units. These are viewed as transient housing.

### Substandard Housing

The information gathered by the 1980 Federal Census is insufficient to evaluate housing conditions. No other information on housing conditions has been gathered for the Town of Loomis. Because Loomis' housing stock is relatively new, it can be expected that there is little problem with dilapidation and deterioration.

### Housing Values

In 1980, the median value of owner-occupied housing, as estimated by Loomis homeowners, was \$72,158.00. This was slightly lower than the \$77,900.00 median for Placer County. The median selected monthly owner costs, for those with a mortgage, was \$395.00 in the Town of Loomis. Accordingly, these costs were lower than the median selected monthly owner costs of Placer County as a whole at \$444.00.

### Rental Housing

A total of 296, or twenty per cent of Loomis' households rented in 1980. The median gross rent was \$242.00. The median gross rent for Placer County as a whole was slightly higher at \$264.00.

TABLE 12  
RENTAL COSTS IN LOOMIS - 1980

Gross Rent (Dollars)	Units	Per Cent
\$ 0 - \$ 99	5	1.9
\$100 - \$149	30	10.1
\$150 - \$199	62	21.0
\$200 - \$249	60	20.2
\$250 - \$299	39	13.1
\$300 - \$349	35	12.0
\$350 - \$399	7	2.2
\$400 - \$499	22	7.5
500+	9	3.0
<u>No Cash Rent</u>	<u>27</u>	<u>9.0</u>
Total	296	100.0

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Median Gross Rent = \$242.00

Source: SACOG Regional Census Data Center. 1980 Census of Population and Housing STF 3.

### Affordability of Housing

Affordability of housing is defined by the percentage of a household's gross income spent on housing costs. According to a commonly applied guideline, affordability equates to spending no more than twenty-five per cent of gross income for housing. Most Federal and California State guidelines and programs adhere to this standard.

Lending practices have changed since the twenty-five per cent standard was adopted, and now thirty to thirty-five per cent of gross household income is commonly used as the basis for qualifying a prospective home buyer. Also, rental payments, as a percentage of household income, have risen so that it is not uncommon for a household to pay thirty to thirty-five per cent of its income for rent.

**TABLE 13**  
**AFFORDABLE MONTHLY HOUSING PAYMENTS AND MAXIMUM PRICE OF**  
**PURCHASE HOUSING AFFORDABLE TO A HOUSEHOLD BY INCOME LEVEL**  
**AND FINANCING CHARACTERISTICS**

	Income Category by Per Cent of Median Household Income *a			
	50%	80%	100%	120%
Income Level	\$9,342	\$14,948	\$18,685	\$22,422
Affordable Monthly Payment				
@ 25% of Gross Income	195	311	389	467
@ 30% of Gross Income	234	374	467	561
@ 35% of Gross Income	272	436	545	654
Maximum price of a house @ 30% of gross income assuming thirty year fixed-rate mortgage of ten per cent down *b *c *d				
@ 10% Interest	\$29,370	\$46,970	\$59,730	\$70,400
@ 12% Interest	\$25,080	\$40,040	\$49,940	\$60,060
@ 14% Interest	\$21,780	\$34,760	\$43,340	\$52,030

\*a The percentages represent the four income groups of very low, low, moderate, and above moderate. According to the 1980 census, households overpaying for rental housing costs were concentrated in the very low and low income groups. Of the sixty-six households with incomes less than \$5,000.00, sixty-three were paying over thirty-five per cent of their incomes on housing.

\*b The price calculations exclude property taxes, insurance, utilities and maintenance and are therefore higher than what a family could afford.

\*c A 10 per cent down payment is included in purchase price in addition to the aggregated monthly payments.

\*d Housing prices are approximated from standard amortization tables.

In the ownership category, although a higher percentage of those paying over twenty-five per cent of their income on housing costs was concentrated in the very low and low income groups, a significant proportion of the higher income groups was also paying over twenty-five per cent of their income on housing. Affordability is a major housing issue in almost all California communities. The issue is of primary concern as the housing market can more easily serve those with moderate and above moderate incomes.

**TABLE 14**  
**NUMBER OF HOUSEHOLDS BY COST OF HOUSING AS A PERCENTAGE OF**  
**INCOME BY INCOME CATEGORIES - LOOMIS 1979**

	0-\$4,999	\$5,000-\$9,999	\$10,000-\$14,999	\$15,000-\$19,999	\$20,000
<b>Rent as Percentage of Income</b>					
0 - 19%	0	2	13	21	42
20 - 24%	0	14	20	12	7
24 - 34%	3	9	0	4	1
35%+	63	34	3	2	0
<b>Monthly Owner Cost as Percentage of Income *a</b>					
0 - 19%	2	38	92	83	432
20 - 24%	2	0	17	20	79
25 - 34%	39	24	0	27	107
35%+	53	34	20	34	39

\*a Based on 1979 annual income and April, 1980 rent or house cost; percentages for nineteen renter households and two ownership households were not computed.

Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing, STF-3.

### Special Housing Needs

Housing needs reflect the characteristics of the population. Large families, the elderly, handicapped individuals, and single parents, particularly female heads of households, are among those who may have particular difficulty in finding appropriate and affordable housing.

## Elderly Households

The elderly, as a group, need smaller, easy to care for, and lower cost housing. The elderly population, those sixty-five years old or older, in Loomis in 1980 totaled 420, or ten per cent of the population. A person sixty-five years or older was the householder in 140 households with forty-two of these households classed below poverty, or three per cent.

## Handicapped Individuals

It is presumed that disabilities may pose special needs in housing. Special needs are related primarily to access and safety considerations, but given the limited income potential for some disabled, affordability is also a concern. Information on handicapped individuals is difficult to obtain. This is due in part to the fact that a handicap can take many forms and these may or may not be pertinent to an analysis of housing needs. In the 1980 census, it was estimated that 152 people in Loomis had a disability that would limit or prohibit their use of public transit. Forty per cent of these disabled were elderly. An estimated 128 individuals were part of the labor force despite a disability. Another 183 people with a disability were not part of the labor force. Seventeen per cent of these were not prevented from working.

## Large Families and Overcrowding

Concern over the special needs for housing units by large families indicates a presumption that there are not adequate sleeping rooms per dwelling unit. The median number of rooms per unit in Loomis was 5.8 in 1980. The housing units, on the average, were slightly larger than in Placer County as a whole, which had a median number of rooms per unit of 5.2

TABLE 15  
YEAR ROUND HOUSING UNITS IN LOOMIS  
1980 CENSUS

	Units	Percentage of Total
One Room	9	0.6
Two Rooms	25	1.7
Three Rooms	79	5.3
Four Rooms	275	18.6
Five Rooms	445	30.2
Six or More	644	43.6

Median Room = 5.8

Source: SACOG Regional Census Data Center, 1980 Census of Population: Characteristics of Housing Units.

A large family is classified as a household with five or more persons. Over fourteen per cent of the households in Loomis had five or more persons occupying a unit. Loomis had approximately the same per cent of units with four or more bedrooms. Over half of the housing stock, fifty-two per cent, had three bedrooms which can in some cases adequately serve a five or six person family.

**TABLE 16**  
**OCCUPIED HOUSING UNITS BY PERSON PER UNIT BY TENURE**  
**LOOMIS - 1980**

	Total	Per Cent Total	Renter Occupied	Per Cent Renter Occupied
One Person	215	15.1	77	26.2
Two Persons	450	31.5	80	27.0
Three Persons	276	19.3	62	21.0
Four Persons	280	19.7	47	15.7
Five Persons	127	8.9	17	5.6
Six or more Persons	79	5.5	13	4.5
Total	1,427	100.0	296	100.0

Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing.

**TABLE 17**  
**HOUSING UNITS BY NUMBER OF BEDROOMS**

	Total	Total Occupied	Renter Occupied
None	41	31	11
One	111	107	50
Two	343	345	153
Three	771	736	65
Four	171	168	17
Five +	40	40	0
Total	1,427	1,427	296

Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing.

A total of forty-one households, or three per cent of the occupied housing units, had more than one person per room. Almost half of the units, forty-seven per cent, had only one or two people occupying them. Thus, with the current population, Loomis does not appear to have an overcrowding problem.

**TABLE 18**  
**OCCUPIED HOUSING UNITS BY TENURE**  
**BY PERSONS PER ROOM**

	Total	Renter Occupied
1.00 or less	1,430	282
1.01 to 1.50	38	8
1.51 or more	9	6

Source: SACOG Regional Census Data Center, 1980 Census of Population and Housing.

#### Emergency Shelter

Those in need of emergency housing assistance fall into the two general categories of transients and residents. Many jurisdictions have a resident homeless population, but this does not appear to be the case in Loomis.

#### Farmworkers

According to local sources, the Loomis area does not support agricultural production that requires a seasonal labor force. In the 1980 census, only sixty Loomis residents or 3.4 per cent of the labor force were employed in agriculture, forestry, fisheries or mining. No vagrant seasonal and migratory housing units were identified. Farmworker housing needs are not an issue in Loomis.

#### Female Householders

According to 1980 census figures, there were 109 female householders with two or more related persons and no husband living in Loomis. Of these, fifty-seven had children under the age of eighteen. Non-family female headed households, which consisted primarily of one person female households, made up eleven per cent of the total household figure, with sixty-two per cent of these females sixty-five years old or older.

Although income data for female-headed households are unavailable, poverty statistics are. Of the 104 families classified as below poverty, thirty-eight of the families, or 36.5 per cent of the families, were female-headed households. It must be assumed that these women would have difficulty obtaining and affording adequate housing for their needs.



### Projected Housing Need

The number of new housing units needed is based on expected growth and allowance for vacancies and replacement for units lost to demolition.

### Growth

The Sierra Planning Organization (SPO) has estimated an annual growth rate for Loomis of 3.2 for the years 1980 to 1990. By January 1, 1983, SPO estimated that Loomis had 1,416 housing units. By 1990, it estimates that Loomis will have 1,764 households. Using the 3.2 growth rate, by July 1, 1991, Loomis would need housing for 1,849 households. In actuality, growth has been occurring at around four per cent annually in Loomis. Loomis added 370 housing units to its stock of 1,477 at the time of the 1980 census. Thus, by January 1, 1986, there were 1,847 housing units in Loomis. Should this growth continue, Loomis would have 2,292 housing units by July 1, 1991 (see calculations in Table 19 below).

### Vacancies

When projecting housing needs, an allowance must be made for vacancies. Vacancies in the housing market allow the flexibility needed to provide mobility for people to move from area to area. A vacancy factor of four per cent (two per cent for vacant, for sale on owner-occupied homes and six per cent for vacant, for rent) is usually used in projecting housing needs. Because Loomis has an unusually low ratio of rentals, the vacancy rate from the 1980 census of 3.4 per cent was used in the projections.

### Demolitions

An additional allowance must be made to replace housing units lost over time to demolition. In surveying the Loomis area, there appears to be little demolition occurring. Using demolition occurrences in the general area, it was determined that, at most, one unit per year will be demolished in Loomis.

### Net Housing Units Needed

The Table below summarizes the net increase in housing units needed within Loomis through July 1, 1991.

**TABLE 19**  
**PROJECTED NEED FOR NEW HOUSING UNITS TO 1991**

2,213	Total Households on July 1, 1991
+ 78	Vacancy Allowance of 3.4 per cent
+ 06	Demolition Allowance (one per year for 5 1/2 years)
2,297	Total Housing Units Needed on July 1, 1991
-1,847	Housing Units Existing on January 1, 1986
450	Housing Units Needed Between January 1, 1986 and July, 1991

Average New Units Per Year = 82

The following Table shows distributions of housing unit needs by income categories:

**TABLE 20**  
**DISTRIBUTION OF 1990 HOUSING UNITS BY INCOME CATEGORY\***

	Very Low	Low	Moderate	Above Moderate	Total
1991	597	368	574	758	2,297
1986	<u>480</u>	<u>296</u>	<u>462</u>	<u>609</u>	<u>1,847</u>
Increase	117	72	112	149	450

\*Proportions based on SPO Regional Housing Allocation.

#### Government Constraints

The term "government constraints", as used in the State Housing Element Law, is construed to mean those policies, programs, and procedures of the local general government responsible for land use and preparation of the Housing Element. Potential and actual constraints upon the maintenance, improvement, or development of housing for all incomes are specifically considered. This includes land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.

#### Land Use Controls

There are three key issues pertaining to housing price and land use controls. They are whether the zoning allows for densities appropriate to housing needs; whether there is an adequate supply of land in each zone category; and the implications of processing time for development proposals in each zone type.

## Density

Density is the relationship between people and the land area that they occupy. For General Plan purposes, density is measured in dwelling units per acre. The residential categories of the Loomis General Plan contain a range of densities from one dwelling unit/ 2.3 acres to ten dwelling units per acre. These General Plan densities should be considered the upper limit permitted in any single residential use category. When the General Plan is implemented it may be desirable to include two or more zoning categories within one residential density classification. This may be made necessary by special conditions and circumstances relating to certain areas within a given General Plan use category.

## Density Bonus

Various provisions of the State Housing Plan as articulated in Government Code Sections 65915 et. seq. provide that a municipality must grant density bonuses of twenty-five per cent of the allowable maximum density under the applicable zoning laws, or grant equivalent financial incentives to persons developing five or more housing units in a project where (1) twenty-five per cent of the units are constructed to house persons of low or moderate income; or (2) ten per cent of the units are for lower income households; or (3) at least fifty per cent of the units are for senior households as defined in Section 51.2 of the Civil Code of the State of California.

All residential land use classifications relating to density as shown in the General Plan are the classifications based on the assumption that a twenty-five per cent bonus has been given. Maximum densities for developers of five or more units are to be reduced in cases where the developer of five or more units will not provide units making the developer eligible for density bonuses under pertinent provisions of State Law.

The Town will accept two methods of qualifying for the density bonuses. At the election of the developer, the developer may either enter into binding agreements to rent units at rents not in excess of affordable rents (twenty-five per cent of gross income for persons of eighty per cent of median income or lower), or, in the case of "for sale units", agree to restrict their resale prices to affordable levels (twenty-five per cent of gross income for housing payments for families of low and moderate incomes). In the case of rental units the restriction will remain in place for fifteen years and in the case of "for sale housing" for twenty-five years.

Alternatively, a low income housing bonus will be granted upon payment of low income housing mitigation or a density bonus fee not to exceed a sum per unit for all units in the development to be established annually by the Council but not to exceed \$750 per unit. The Town will covenant to utilize this money for the provision of housing assistance to lower income households and families either directly or through one or more non-profit or governmental entities.

### Higher Density Availability

The Loomis General Plan proposes to designate 25.6 acres for the Residential-High Density (ten dwelling units per acre) land use designation. An additional 17.95 acres is proposed for the Residential-Medium Density (6 dwelling units per acre) land use designation.

### Building Codes and Enforcement

Loomis uses the 1982 Uniform Building Code as the standard for building construction. Code enforcement is limited primarily to new construction and remodeling through normal permit procedures. The Building Code does not include any unusual provisions that would unnecessarily inhibit the construction of housing affordable to any income group.

### Processing Time

A significant factor in land use controls is the processing time involved in gaining approval for development. Loomis' permit approval process follows the requirements set forth in State Law and is not unduly slow. On the average a permit to build a single family residence is issued four to five days after the initial application. A major development may take as long as six to twelve months including the approval of the environmental impact report, etc.

### Fees and Other Exactions

After comparing Loomis' fee structure, it has been determined that it is comparable with those of surrounding communities.

TABLE 21  
LOOMIS DEVELOPMENT FEES

Building Permit	45 per cent of total valuation
Plan Check Fee	25 per cent of total valuation
Electrical, Plumbing and Mechanical	10 per cent of total valuation
Park Fee	\$630.00
Drainage Fee	\$250.00
Road Circulation Fee	\$500.00
Signalization Fee	\$400.00
Fire Protection Fee	\$425.00
Low Income Housing Density Bonus Fee	\$750.00
School Impact Fee (District Assessed)	\$1.50/square foot

### Non-Government Constraints

Loomis is empowered to guide and direct the local housing supply through its legislative and regulatory functions and as such, it is incumbent upon the municipality to facilitate the construction and rehabilitation of affordable housing. However, the Town's authority in this regard is relatively insignificant when compared to the State and Federal level programs and guidelines that impact housing, as well as the market constraints which ultimately control the outcome of housing supply.

### Costs of Housing

The cost of labor and materials used in constructing housing have increased dramatically over the last decade. The cost of construction varies greatly depending on the quality of construction, size of the development, and land cost. The average developable single family lot in Loomis costs approximately \$20,000.00. Add to this the cost of constructing the home, which at current prices, is approximately \$40.00 per square foot for standard construction, and the average home in Loomis sells for approximately \$84,000.00. Referring to Table 20, only those families in the above moderate income bracket could afford homes at that price range.

### Availability of Public Services and Facilities

Community facilities and services are provided by contract and can be expanded to meet community needs as growth takes place. The provision of community services does not constitute a constraint to the development of low and low to moderate income housing.

### Availability of Financing

The cost of borrowing money, evidenced by the interest rate, is the most constraining factor affecting the affordability of housing by low and moderate income groups. Considering that over the life of the average home, interest payments approach half of the total long term costs, interest rates are especially important whether financing new construction, purchasing a new or used home, or financing rehabilitation or home improvements.

Over the last five years, interest rates have fluctuated greatly from a high of nearly nineteen per cent to current rates of between ten and thirteen per cent. A household with an annual income of \$25,000 may qualify for a \$60,000 mortgage loan at ten per cent interest, but will be unable to secure the same loan at an interest rate of fifteen per cent or more. Each one per cent increase in interest rates increases the payment on a \$60,000 mortgage by approximately \$50.00 per month. Interest rates also affect the cost to builders of

financing the construction of both single family homes and rental units, and consequently the sale price of new home and rental rates on new apartments.

On a \$1,000,000 loan to finance twenty-five rental units, each one per cent increase in interest rates would require the property owner to increase the monthly rent per unit by \$32.00 just to cover the increased debt service. The difference between a thirteen per cent and a seventeen per cent loan could mean the difference between renting a new apartment at \$350.00 per month or renting it at \$478.00 per month to cover the increased debt service.

### Rental Housing

The availability of adequate rental units is limited in Loomis. Only twenty per cent of Loomis' housing units are rentals. As mentioned previously, this is a very low ratio of rental units to owner-occupied units.

The range of rental of renting an apartment is between \$480 and \$609 in Loomis. A house can rent from \$450 to \$800 depending on the house. Referring to Table 20, only those families in the moderate or above income categories can afford these rents using thirty per cent or less of their gross income.

### Housing Program

Housing is provided by a combination of actions by private developers and financiers, the State and Federal Governments, and local government. Loomis' responsibility is to develop a variety of housing types for all income groups. The goals, policies, objectives and actions that comprise Loomis' housing program represent the Town's efforts to meet its housing responsibilities. The housing program of Loomis is made up of goals, policies, actions, objectives, responsibilities, and schedules. There are three housing goals, and each goal is supported by policies that will lead to achievement of that goal. Each policy is supported by an action or series of actions that will ensure that the policy is implemented. Each action has an objective which describes the expected result of the action, and indication of who is responsible for performing the action, and a schedule indicating when the action should occur.

## GOALS AND POLICIES

### Housing Quality Goals

The Town of Loomis will promote the construction of a variety of housing types that meet safe standards with a minimum of environmental impact and provide a choice of location, preserve existing neighborhoods, and have adequate public services. To accomplish this goal the Town of Loomis institutes the following policies:

- \*\*To ensure that new housing is energy efficient and causes a minimum of environmental impact.
- \*\*To promote good quality and safe homes, the preservation of existing neighborhoods and the renovation or rehabilitation of unsafe housing.
- \*\*To ensure that existing and new neighborhoods receive an adequate level of public services, public facilities, and public protection.
- \*\*To encourage the disbursement of low income-assisted units in any neighborhood.
- \*\*To encourage revitalization, rehabilitation, and maintenance where necessary of existing housing structures.

### Housing Quantity Goal

The Town of Loomis will encourage the preservation of existing housing and the construction of new housing to meet the needs of all income groups and those with special needs, and will ensure that housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status, or physical handicap. To accomplish this goal the Town of Loomis institutes the following policies:

- \*\*To promote the preservation of existing homes and the rehabilitation of homes needing repair.
- \*\*To ensure that there is sufficient land zoned for a variety of housing types, residential densities, and housing prices that will meet the needs for projected growth.
- \*\*To encourage the construction of a variety of housing types with varying densities and prices, for both sales and rental, that are affordable to all income groups.

\*\*To participate, whenever deemed appropriate, in Federal, State, or other programs that assist in providing and maintaining housing affordable to low income and special needs groups.

\*\*To ensure that all laws and regulations prohibiting discrimination in lending practices and the sale and rental of homes are enforced.

#### Housing Coordination Goals

The Town of Loomis will continue cooperative and joint activities with other local governments, with the private sector, and with citizens that assist in the provision of housing for all income groups. To accomplish this goal the Town of Loomis institutes the following policies:

\*\*To continue to work cooperatively with neighboring cities and counties to ensure that Loomis plans for its "fair share" of housing needs.

\*\*To cooperate with and seek the advice of developers, builders, financial institutions and interested citizens on housing needs and solutions to housing problems.

#### **IMPLEMENTATION**

#### Housing Quality Goals

\*\*The Town of Loomis will require environmental reviews on all new residential development proposals in order to assess the impacts of proposed developments.

Objective: Require that an environmental review be done for residential development during the 1986-1992 period.

Responsibility: Planning Commission

Schedule: An action that will continue through 1992 or until the Housing Element is revised.

\*\*The Town of Loomis will continue its Building Code program for new and existing units.

Objective: Continuation of Building Code enforcement.

Responsibility: Town Council and Building Inspector

Schedule: An ongoing program that will continue through 1992 or until the Housing Element is revised.



\*\*The Town of Loomis will encourage revitalization and rehabilitation of existing housing.

Objective: A Program is targeted to improve the approximately ten units that need revitalization.

Responsibility: Private sector.

\*\*The Town will review eligibility requirements for other Federal and State programs and will consider applications for any program that provides funding for neighborhood preservation or improvement and has a reasonable chance for funding.

Objective: To review eligibility and consider applying for programs for which the Town is eligible.

Responsibility: Planning Commission, Town Council, Town Manager

Schedule: Start with adoption of Housing Element, reviews to be done at various times.

\*\*The Town of Loomis will continue to require that park fees be collected from new residential developments and will review the amount of fees annually.

Objective: To collect park fees to pay for parks.

Responsibility: Building Department, Town Council, Placer County Planning Department

Schedule: An ongoing program that will continue until 1992 or until the Ordinance is amended.

\*\*The Town will continue to assess the Property Development Tax on new developments for the development of public facilities and road maintenance and improvements.

Objective: To assess a tax on industrial and commercial developments to assist in the development of public facilities and roads.

Responsibility: Town Manager, Town Council

Schedule: An ongoing program that will continue until 1992 or until the Housing Element is revised.

\*\*The Town of Loomis will annually contact federally supported public employment and economic assistance programs operating in Placer County to determine if they operate programs of housing repair or energy retrofit. If programs are being operated that provide this assistance, the Town will formally request that program operations provide assistance to residents of the Town and will direct staff to assist in program implementation.

Objective: To provide energy retrofit and home repair services to low income, handicapped or elderly households.

Responsibility: Town Manager, Town Council

Schedule: To start with adoption of Housing Element and continue until 1991 or until Housing Element is revised.

#### Housing Quantity Goal

\*\*The Town of Loomis will allow for second units within or adjacent to single family homes according to State law.

Objective: To allow the construction of second units where needed and consistent with the Town's Zoning Ordinance.

Responsibility: Planning Commission, Town Council

Schedule: As needed through 1992

\*\*The Town of Loomis will continue to follow the Density Increase Program as set forth in State law and the Town of Loomis Zoning Ordinance. The Density Increase Program will provide incentives to developers who set aside a percentage of their development to provide housing for low and moderate income families and special needs groups.

Objective: To provide a Density Increase Program

Responsibility: Planning Commission, Town Council

Schedule: Zoning Ordinance, Section 17.55 will govern density bonuses and other incentives.

**\*\*The Town of Loomis will expeditiously process projects designed to serve low income and special needs groups.**

Objectives: To insure that unnecessary delays do not increase the cost of lower cost housing.

Responsibility: Planning Commission, Town Council, Town Manager

Schedule: Start with adoption of Housing Element.

**\*\*The Town of Loomis will maintain the Zoning Ordinance sections which allow mobile homes in single family residential zones, to ensure that the Town is in compliance with State law.**

Objective: To allow lower cost alternatives to traditionally constructed housing.

Responsibility: Planning Commission

Schedule: Ongoing

**\*\*The Town of Loomis will cooperate with developers to participate in programs to provide affordable housing, where deemed appropriate.**

Objective: To encourage developers to participate in programs to provide affordable housing and to apply for programs the Town is eligible for and has a competitive position to succeed in obtaining.

Responsibility: Town Manager, Town Council

Schedule: To start with adoption of Housing Element and to continue until 1992 or until Housing Element is revised.

**\*\*Post a notice at Loomis Town Hall and other appropriate locations with information on the Rumford Fair Housing Act.**

Objective: To encourage realtors operating in the Town to abide by State law, to inform citizens of State law, and to discourage discrimination in housing.

Responsibility: Town Council, Town Manager

Schedule: Ongoing

**\*\*The Town will continue to plan for its regional housing needs allocation goals as established by the appropriate planning agency and will consider using them for planning purposes.**

Objective: To base housing planning on the Town's regional housing needs allocation.

Responsibility: Town Manager, Planning Commission, Town Council

Schedule: Continuing program until 1992 or until Housing Element is revised.

**\*\*The Town of Loomis will encourage developers, etc. to informally discuss proposed developments and various ways of providing affordable housing, before expending large amounts of money for planning.**

Objective: To reduce costs by encouraging preliminary discussions of proposed developments.

Responsibility: Town Manager, Planning Commission

Schedule: Ongoing program to continue until the Housing Element is revised.

**\*\*Post a notice at Loomis Town Hall and other appropriate locations with information on the Rumford Fair Housing Act.**

**Objective:** To encourage realtors operating in the Town to abide by State law, to inform citizens of State law, and to discourage discrimination in housing.

**Responsibility:** Town Council, Town Manager

**Schedule:** Ongoing

**\*\*The Town will continue to plan for its regional housing needs allocation goals as established by the appropriate planning agency and will consider using them for planning purposes.**

**Objective:** To base housing planning on the Town's regional housing needs allocation.

**Responsibility:** Town Manager, Planning Commission, Town Council

**Schedule:** Continuing program until 1992 or until Housing Element is revised.

**\*\*The Town of Loomis will encourage developers, etc. to informally discuss proposed developments and various ways of providing affordable housing, before expending large amounts of money for planning.**

**Objective:** To reduce costs by encouraging preliminary discussions of proposed developments.

**Responsibility:** Town Manager, Planning Commission

**Schedule:** Ongoing program to continue until the Housing Element is revised.

## CHAPTER 7

### OPEN SPACE AND RECREATION ELEMENTS

The Open Space and Recreation Element of the General Plan is intended to assure that the Town recognizes that open space land is a limited and valuable resource which must be protected and conserved wherever possible. The definition of open space within this Element includes areas of natural resources including the preservation of plant and animal life, areas of unique ecological importance, rivers, streams and other water resources and areas necessary for the protection and preservation of natural watershed. The Element also includes policies related to outdoor recreation including spaces of outstanding scenic, historic and cultural value and those areas that are particularly suited for park and recreation purposes. Lastly, the Element should establish standards and management techniques for areas that may constitute hazards such as earthquake fault zones, unstable soil areas, floodplains, and areas representing high fire risk.

### DATA AND ANALYSIS

#### Description of Existing Conditions

The planning area is located in gently rolling foothills and is partially covered with native oaks and grasslands. Vegetation is concentrated along stream beds and channels which provide a natural habitat for a variety of wildlife.

Antelope Creek and Secret Ravine Creek are two of the more distinctive natural resources. These Creeks provide year around streams and drainage, and support a population of chinook salmon and steelhead trout. Antelope Creek and Secret Ravine Creek are not considered critical fish spawning areas by the State Department of Fish and Game; however, they do close them to fishing during salmon and steelhead spawning season.

#### Existing Open Space and Recreation Facilities

A variety of open space and recreation areas exist in the Loomis area. These include two parks: the Sunrise-Loomis Park, located within the Town limits, and the Loomis Basin Community Park, located just outside of the Town Limits along King Road. The Del Oro High School and the Loomis Elementary School Grounds, located within Loomis, and the Franklin Elementary School Grounds, located just outside the Town Limits but within the planning boundary, are an additional type of open space used for recreation purposes. Facilities at these sites include the following:

Loomis Basin Community Park - a Community Park which, when completed, will cover an area approximately sixty acres in size. About eight acres of the Park north of King Road is currently developed, and approximately twenty-three acres south of King Road are in the process of being developed. When completed, park facilities will include three ball fields, a basketball court, two tot lots, horseshoe pits, picnic facilities, an equestrian arena, and a Community Center. Thirty acres of a former County landfill site, when capped with an impermeable clay surface, will provide an additional recreation area in the southern portion of the Park. Development restrictions on this site will, however, preclude the construction of buildings or the planting of trees.

Sunrise-Loomis Park - A neighborhood park site approximately five acres in size which is currently being developed in conjunction with a residential subdivision. When completed, the Park will consist primarily of open space areas, a play lot, and a picnic area.

Del Oro High School - A school facility used by the Community for recreation purposes which has five tennis courts, a swimming pool, two softball and two hardball diamonds, two gymnasiums, a football field, a track facility, and twelve acres of open play fields, which include three outdoor basketball courts and four volleyball courts.

Loomis Elementary School - A school facility having 3.4 acres of open playfields which include six outdoor basketball courts, two volleyball courts, two softball diamonds, and a children's play area.

Franklin Elementary School - A school facility having three acres of open playfields which include five outdoor basketball courts and four volleyball courts, two softball diamonds, and a children's play area. (See Map on Page      for visual representation of existing resources.)

#### Park Development Process

The Town of Loomis has adopted Placer County's Subdivision Ordinance, which contains provisions for the collection of park dedication fees for single family residential or condominium projects at a time prior to recordation of the Final Map. Residential subdivisions of fifty parcels or more may be required either to dedicate land for park and recreation purposes, to pay a park dedication fee, or a combination of both.

Loomis currently has a working agreement with Placer County such that park dedication fees collected by the Town are given to the County, which in turn uses a portion of the fees collected for development of the Sunrise-Loomis Neighborhood Park. The remainder of the fees are provided to both the Del Oro High School and the Loomis Elementary Schools for use in the construction of specific recreation facilities at the school sites. Once the Sunrise-Loomis Park is completed, the County may use some of the fees for continued recreation facility development at the Loomis Basin Community Park.

It is uncertain how long the County will continue to provide park and recreation services within the Town of Loomis. Since the County is not committed to providing long-term recreation services to Loomis, it is possible that at some future point in time the Town may have to consider taking over the responsibility for park and recreation services itself.

#### Summary of Proposed Future Recreational Facilities Development

Sunrise-Loomis Neighborhood Park - Although this site is partially developed, the completion of trails, landscaping, fencing, and play equipment will expand the recreation opportunities available at this site. The site serves the west side of the Town as a neighborhood park. It is not intended to provide such things as facilities for organized athletic leagues or activities which can generate a large number of people at any one time.

Loomis Elementary School - This school site has land available which can be developed to provide additional recreation facilities for the School as well as the entire Community. Public funds have been spent at this site in the past and the School has been receptive to permitting Community use of such facilities during non-school hours. Additional facilities could include a multi-purpose turf area to accommodate softball and/or soccer activities as well as free play areas. This site is centrally located, easily accessible, and highly visible and should be developed as soon as funding becomes available.

Bicycle Trails - Bicycling is a popular form of recreation in the Town as well as a means of transportation for some, especially school age children. Bicycle trails and/or on-street bicycle lanes are proposed along King Road from Sierra College Boulevard to the Town Limits to the east, along Taylor Road from the northern Town Limit to the Rocklin City Limit, and along the entire length of Horseshoe Bar Road. Such trails and/or lanes should be built as road improvement projects are undertaken and as new development occurs along such proposed routes.



Brace Road Park Site - Existing park sites in the Town cannot provide sufficient park space to serve future residents of the Town. In addition, existing sites tend to be located to serve residents of the northern half of the Town. A new park site of five to ten acres will be needed in the vicinity of Brace Road, Taylor Road, and Sierra College Boulevard to serve this area. Such a site should be developed as a neighborhood park site.

Bankhead and Saunders Park Site - If the area south of King Road around Bankhead and Saunders Roads develops to the maximum permitted density, another neighborhood park of five to eight acres will be required in the long term.

Community Recreation Building - An existing demand for a recreation building including a gymnasium has been identified in the Community. This demand will increase as the Town's population increases. The construction of such a facility is mentioned in the General Plan.

Equestrian Trails - There exists a demand for trails for the exclusive use of equestrians. The Town of Loomis should coordinate their efforts in this regard with the trails established by the County of Placer.

These future park and recreation projects are mentioned into this Plan in order to identify projects which may be needed to meet the demand for recreation facilities which new residents of the Town will create.

#### Park Standards

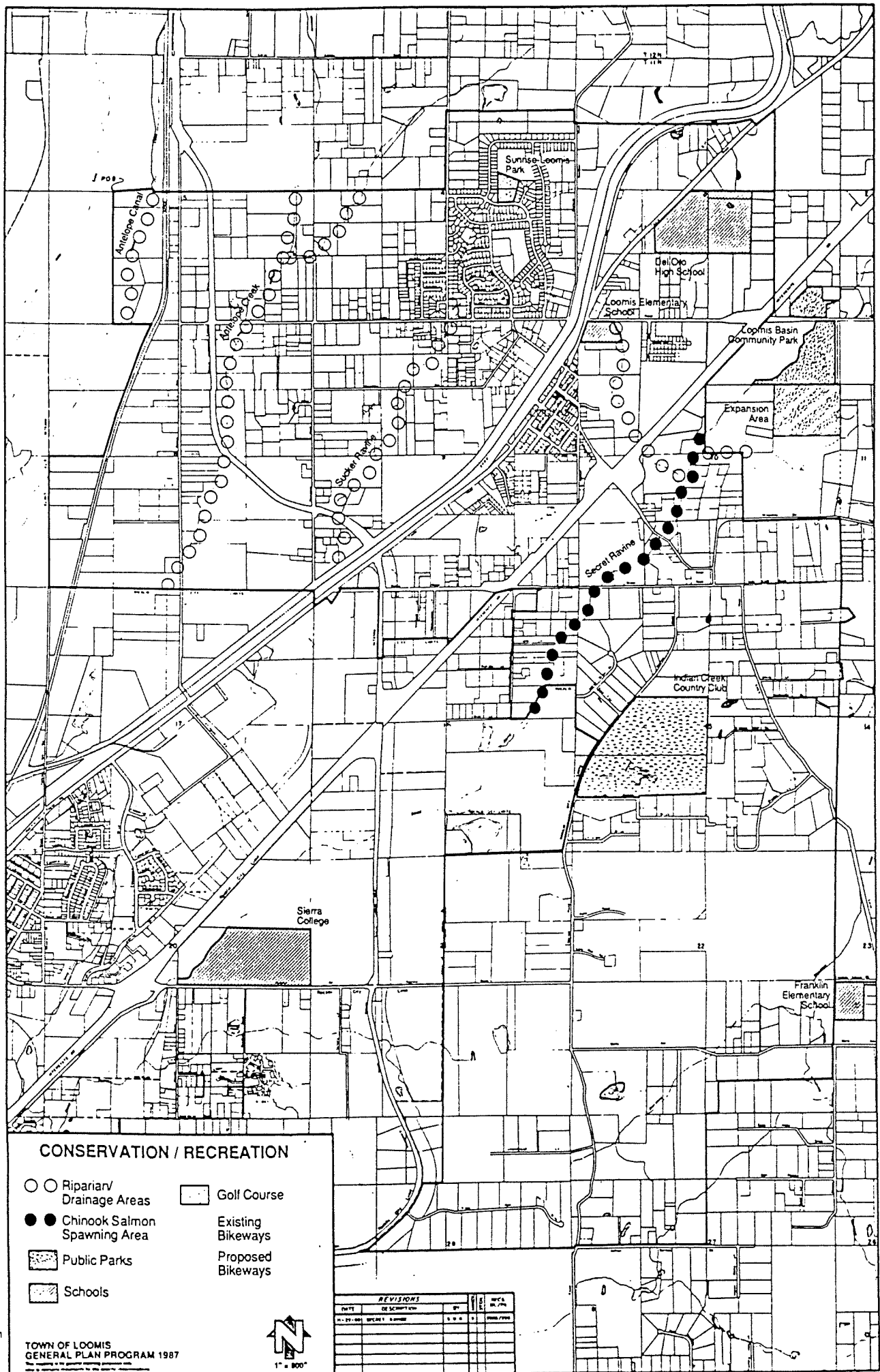
Park Standards are based on the recommendation of the National Recreation and Parks Association which are ten acres of park land per 1,000 population (four acres of regional park/1,000 population and six acres of local or community park/1,000 population).

### OPEN SPACE AND RECREATION GOALS AND POLICIES

#### Primary Goal

The Town of Loomis will designate, protect, conserve, and when possible enhance the natural resources, open space, and recreation lands within the Town of Loomis, and provide opportunities for recreation activities to meet citizens' needs. To accomplish this Goal the Town of Loomis institutes the following policies:

**\*\*To continue to work with Placer County in the development and provision of public park and recreation facilities which serve Town residents.**



Figure

\*\*To promote the maximum provision of recreational open space in future residential areas.

\*\*To encourage compatible recreational use of riparian areas where feasible.

\*\*To provide future park facilities in accordance with park standards and location guidelines referred to in this Plan.

\*\*To support and cooperate with volunteer groups and organizations that provide recreational activities for Town residents.

\*\*To design open space areas to be inter-connecting and developed in conjunction with bicycle, hiking, and equestrian trails.

#### IMPLEMENTATION

The Loomis planning area contains significant acreage of land devoted to open space and recreation uses. Within the Loomis area, the primary types of open space recommended are those devoted to park land and the protection of riparian areas. The purpose of the following open space/conservation action plan is to help assure the adequate provision of recreational areas, the protection of existing and future open space areas, and the conservation of important natural resources. Below is a list of actions the Town of Loomis proposes as implementation of the open space element, and the conservation of important natural resources.

\*\*The Town will continue to collect park dedication fees, require the dedication of park land, or both, for the development of parks or recreational facilities. The Town intends to provide a minimum of five acres of park area per thousand persons.

\*\*Open space designations will continue along all creeks. In designating all riparian areas as open space, the Town is preserving a natural resource and protecting these areas from development.

\*\*The Town will investigate the availability of State and Federal grants to be used for the preservation and enhancement of open space, conservation, and recreation areas.

\*\*The size and location of any future park land to be developed within the Town will be determined based on Park Standards previously referred to in this Element.

\*\*Funding for projects can be derived from Park Dedication Fees, or from other potential sources such as State and Federal grants, private donations, the Town's General Fund, or Transportation Act Revenues. In most cases revenue sources will have limitations which will dictate the type and how they may be used.

\*\*The Town intends to continue a tree planting program and heritage tree program.

#### CONSERVATION ELEMENT

The Conservation Element deals with the conservation, development and utilization of natural resources including water, soils, wildlife, minerals, and other natural resources. The water portion of the Conservation Element is developed in coordination with any County-wide water agency and with all districts serving the Town.

The Conservation Element requires an evaluation of the Town's natural resources and policies for their preservation or wise utilization.

#### Primary Goal

The Town of Loomis plans to encourage the preservation and enhancement of wildlife habitat areas. To accomplish this Goal the Town of Loomis will institute the following policies:

\*\*To protect the chinook salmon and steelhead trout spawning areas of Antelope and Secret Ravine Creeks.

\*\*To protect historically significant areas and local land marks and encourage their preservation and rehabilitation.

\*\*To ensure that existing natural resource areas, scenic areas, open space areas and parks are protected from encroachment or destruction by development.

\*\*To encourage open space and conservation land uses within floodplain areas.

\*\*To take proper steps to assure that floodplains and waterways will not be polluted or contaminated.

\*\*To prohibit uses in floodplain areas where such uses would pose a danger to the public health, safety or welfare.

\*\*To preserve and protect specimen trees and to promote the retention of original growth timber stands.

\*\*To adopt a Grading Ordinance requiring planning staff review of significant grading with guidelines to permit only minimal cutting and filling except where such action improves environmental safety.

\*\*To promote land development consistent with the natural carrying capacity of creeks, streams and other waterways in order to promote the preservation of their natural environment.

\*\*To promote the use of vegetation buffers along roads to assist in pollutant dispersion.

\*\*To monitor and control land uses which threaten to deteriorate air quality and water quality.

\*\*To preserve and promote significant open space within the Town.

\*\*To emphasize replacing removed vegetation with native plants.

\*\*To protect areas rich in wildlife of a fragile ecological nature; e.g., areas of rare or endangered species of plants, riparian areas, etc., from land development impacts.

\*\*To promote cooperation between the Town of Loomis and regional and local agencies in protecting natural resources.

#### IMPLEMENTATION

In order to implement the goals and policies of the Conservation Element the following tools will have to be adopted or modified:

**ZONING ORDINANCE** Sections in the proposed Zoning Ordinance should deal with floodplain zoning and open space designations that are consistent with State law and recent Supreme Court decisions.

**SUBDIVISION ORDINANCE** Sections should be added dealing with grading, drainage, vegetation retention, and hillside development standards.

**ACQUISITION** It may be necessary for the Town to consider acquisition of significant natural resource areas in order to assure their continued existence. Funds should be set aside in the Town's Capital Improvement Program to cover such contingencies.

**CAPITAL IMPROVEMENT PROGRAM** A five to seven year Capital Improvement Program/Facilities and Operations Plan should be prepared to implement all elements of the comprehensive General Plan.

## CHAPTER 8

### COMMUNITY SAFETY

#### DATA AND ANALYSIS

##### DESCRIPTION OF EXISTING CONDITIONS

###### Seismic Safety

Loomis is located in the central area of Placer County which is relatively secure from damage and loss due to earthquakes and subsequent seismic occurrences. This area is largely formed on ancient granitic and metamorphic rock that contains no historically active faults. Furthermore, it is sufficiently distant from the active faults of the San Francisco Bay Area and the Truckee-Carson Valley Region so that the impact on the central county area precipitated by major earthquake activities on these faults would be limited to slight to severe ground shaking. While the area is not known to possess active faults, the 6.1 magnitude earthquake which rocked Oroville on August 1, 1975, testifies that ancient stable faults or an unknown fault can be reactivated through some unforeseen mechanism.

###### Flood Protection

Periodic high water flows and other drainage problems occur along the main channels and tributaries of Antelope and Secret Ravine Creeks. Areas of 100 and 500 year flood potential have been mapped by the Federal Emergency Management Agency (FEMA) for these waterways. Detailed information can be found on the Flood Insurance Rate Maps prepared by FEMA which are available at the Loomis Town Hall.

###### Fire Protection

Loomis is located in a grassland area and fire danger is high during summer months. Dry range grass is susceptible to wildland fires which can move quickly if accompanied by a blowing wind. The California Division of Forestry crews respond to these wildland fires through a conventional mutual aid agreement, which provides a valuable back up to the volunteer districts.

The Loomis Fire Protection, Penryn Fire Protection and Newcastle Fire Protection Districts operate a paid response service from the Penryn Volunteer Fire Station which is one and a half miles northeast of the Town Limits and has a three minute response time to the Loomis area on the west side of the Southern Pacific (down) line. Paid response means that each District pays one third of the expenses to maintain a crew of three persons at the Penryn Volunteer Fire Station.

All areas in the Town of Loomis are adequately served at this time by four fire districts, although the Loomis Fire Protection District services the vast majority of area. Other Districts which provide fire service through mutual aid agreements include the Penryn Fire Protection District, which services the unincorporated area north of Loomis; the Rocklin Fire Protection District, which services the area to the south and southwest; the South Placer Fire District, which services the area to the east and west; and the California Division of Forestry.

The Loomis Fire District consists of a volunteer force of forty-four persons. The District has a variety of fire fighting equipment housed at two stations. One station is located at Horseshoe Bar and Taylor Roads. The other station is located outside the Town Limits at the intersection of Horseshoe Bar and Tudsbury Roads. The fire rating for the District is seven where water is available. The scale is from one to ten, one being the best fire rating. A rating between five and eight is considered adequate. The rating in areas without a hydrant system is still seven because the Fire District services these areas with fire trucks and water on wheels. The District can serve nearly all the area within its boundaries in five minutes or less. This includes land both within and outside the Town Limits. Even the territory at the extreme southern end of Loomis, which is not within the District's service area, can be served within a seven minute response time. The areas currently served by hydrant systems are adequately looped and provide pressures from fifty pounds to seventy-five pounds full flow, with some exceptions on the Community's perimeter.

As the area generally north of Interstate 80 continues to develop it may be necessary to add another fire facility which will provide adequate response time and remove the potential conflict between the railroad tracks and north side neighborhoods.

#### Police Protection

Police protection is currently being provided by the Placer County Sheriff's Office. The Contract calls for a twenty-four hour patrol and the provision of detective and dispatch services. The current level of service allows sheriff deputies to respond to a call anywhere in Town, including the southern most boundaries, in five minutes or less. If an increased level of service is necessary, or if annexations result in larger areas to cover, the Town has the option of renegotiating contract costs on an annual basis to finance these increases in service requirements. The Town is on the 911 emergency computer.

### Hazardous Waste Management

The production, storage, and transportation of hazardous materials within the Town create the potential for accidents or spills. While the Town has little control over the transportation through the Town of hazardous wastes by truck or rail, it can require businesses located within the Town to report the existence of such materials on an annual basis. Such reporting allows for the quick identification of hazardous materials in emergency situations.

Within the Town, the Placer County Sheriff's Office and the Loomis Fire District are responsible for cleanup, controlling the scene, and citing violations at hazardous waste accidents. Emergency service plans and mutual aid agreements are being prepared by the Town of Loomis with assistance from the Placer County Office of Emergency Services and other agencies as needed.

### Other Hazards

Areas of steep ground slope need to be considered as hazards to development and environmental control. Slopes greater than twenty per cent lie west of Delmar Avenue. Another area where potential hazards exist is east of the Indian Creek Country Club. Because the development potential of these areas is low, these lands will probably not be faced with development pressure.

Large natural gas, gasoline and electric transmission lines cross the Town along Taylor Road and the Southern Pacific rail line. These sources of manmade hazards need to be considered in the planned development of the community and the preparation of detailed interjurisdictional assistance/response plans. Other hazards include the possibility of train derailment on the Southern Pacific rail lines which traverse the Town.

### Future Community Safety and Seismic Safety

Development and expansion in the Town of Loomis and in the General Plan area outside the Town Limits will not pose any unacceptable natural hazards. Continuation of existing standards for engineering analysis of new development, the completion and maintenance of the Town's Emergency Preparedness Plans and Mutual Aid Agreements, and prohibition of residential construction below 100 year flood levels will minimize the danger of natural and manmade hazards that do exist.



The effectiveness of any fire service can be hindered by poor street design and inadequate water systems. Currently, a number of dead end streets and areas that must be served by water on wheels exist within the plan areas. As new development occurs, efforts need to be made by the Town to loop the water system to maintain and improve the ability of the existing fire services to serve the area.

## COMMUNITY SAFETY GOALS AND POLICIES

### Primary Goal

The Town of Loomis plans to minimize the danger of natural and manmade hazards and to protect residents and visitors from dangers of flood, fire, earthquake and other disasters. To meet this Goal the Town of Loomis institutes the following policies:

\*\*To enforce building codes, fire codes, and Town ordinances in regard to fire and fire protection. Continue to improve fire protection services, equipment and facilities as required and as economically as possible. Maintain adequate street widths for fire protection equipment, provide adequate turning radius. Promote the construction of matrix layouts for the street system and the water distribution system.

\*\*To require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.

\*\*To prepare and maintain a Town Emergency Plan .

\*\*To prohibit development below 100 year flood levels.

\*\*To discourage development along stream channels that would reduce stream capacity, increase erosion, or cause deterioration of the channel.

\*\*To cooperate with Federal, State and local authorities to insure that loss due to seismic activity and other natural and manmade disasters is minimized.

\*\*To insure that future buildings and structures within the Town are designed in conformance with State earthquake standards.

\*\*To require by ordinance that existing publicly-owned and publicly-used buildings meet State earthquake standards, or that they have signs posted indicating that they do not meet State standards.

\*\*To train and equip Town personnel to cope with possible emergency and disaster situations.

\*\*To promote better street identification in rural areas to assist emergency service vehicles.

#### IMPLEMENTATION

The Town of Loomis plans the following actions to implement the goals and policies of the Community Safety Element:

\*\*Preparation of a Town Emergency Plan.

\*\*To prepare a program for better street identification.

\*\*Enforcement of Building Codes.

## CHAPTER 9

### NOISE ELEMENT

#### DATA AND ANALYSIS

##### How Noise is Measured

The ambient noise of the Community is all environmental noise, which is usually a composite of sound from many sources near and far. The noise of individual events, such as a passing car or train, an aircraft flying overhead or a lawn mower in the neighborhood, are superimposed on this composite of sound.

The human ear can hear frequencies from 20 to 20,000 Hz, although it does not hear them all equally well. In measuring sound frequency, the most widely used decibel scale is the A-weighted sound pressure level which is measured in A-weighted decibels or dbA. The A-weighted scale covers a frequency range of 400 to 12,000 Hz. Like the ear, it is more sensitive to the higher, rather than the lower frequencies. The measuring unit "decibel (db)" is used to express the relative loudness of sound. Each time the intensity of sound is doubled, there is an increase of 3 decibels, and each time the intensity is multiplied by 10, there is an increase of 10 decibels. Most people judge each increase of 10 db to be twice as loud.

CNEL and Ldn are descriptions of daytime noise levels. They are a weighted average of daytime and night time sound levels, with the night time noise being weighed more heavily. Ldn or CNEL differ slightly, but for the purposes of this Noise Element will be regarded as being the same. Figure 5 shows the correlation between measured Ldn values and various types of community noise.

##### Existing Conditions

Major sources of noise within the planning area are a result of vehicular traffic and railroad operations, with some impact from activity occurring at the lumber yard.

\*\*Vehicular traffic, including automobiles, trucks, buses, utility and maintenance vehicles generally establish the ambient sound (normal background sounds) in a community. This ambient level varies throughout the day based upon the intensity of other community sound sources. Furthermore, the ambient level is dependent upon traffic flow rate, average vehicular speed, distance to sound receivers and the ratio of types of vehicles. Superimposed upon this ambient level are the intrusive, single-event sounds emitted from "specially equipped trucks, cars and motorcycles". All vehicular sounds are attributable to four sources: rolling stock (tires, gears, etc.), body rattles, vehicular aerodynamics and engine noises.

## WEIGHTED SOUND LEVELS AND HUMAN RESPONSE

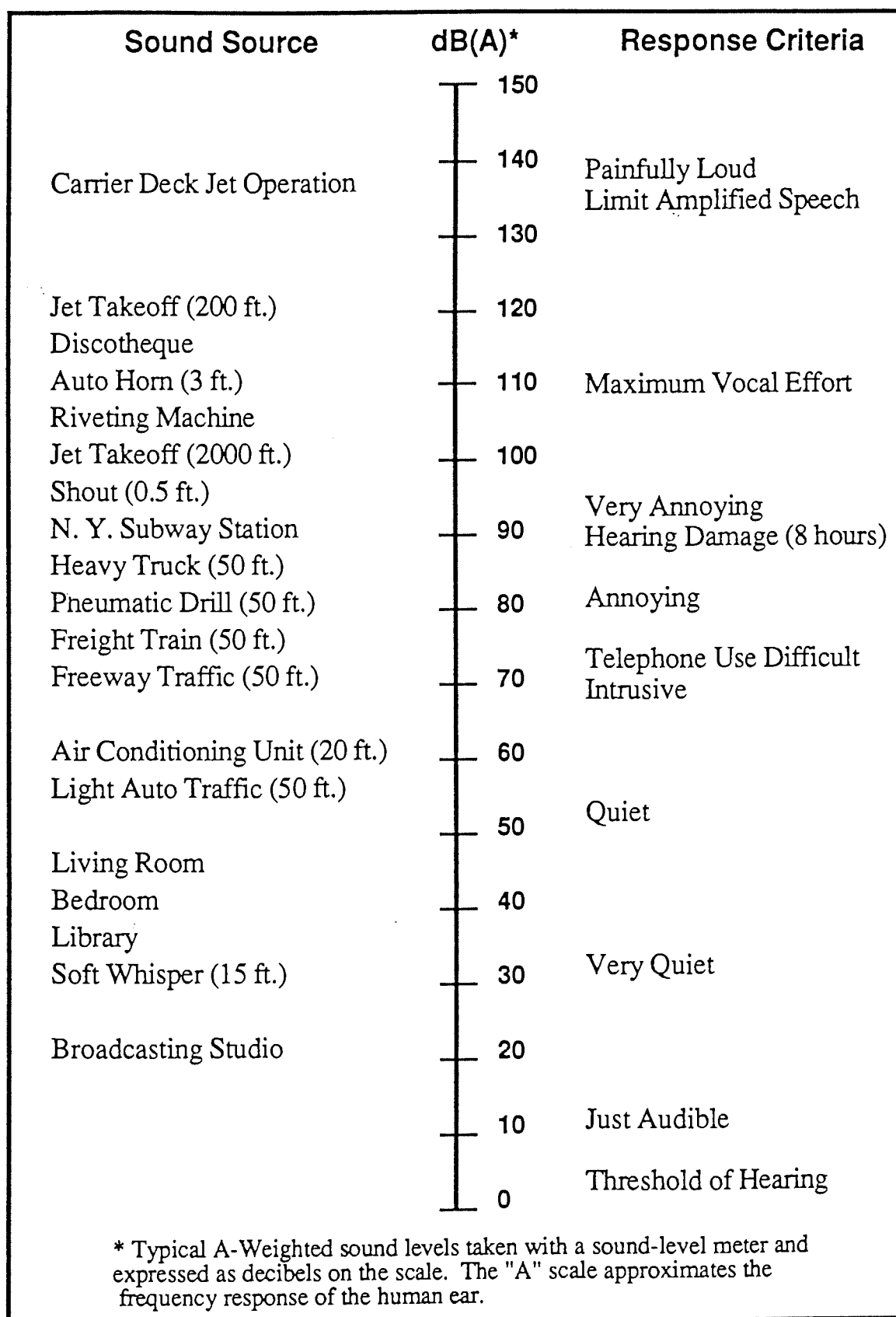


Figure 5

In Loomis, the major source of traffic noise is traffic traveling along Interstate 80. The following noise contour information illustrates present and future noise exposure levels for those areas adjacent to Interstate 80.

**TABLE 1**  
**NOISE CONTOURS**

Year	Traffic Volume (ADT)*	Noise Contour (Ldn) Distances to Contours from C.L. of Near Lane**			
		<u>75 dbA</u>	<u>70 dbA</u>	<u>65 dbA</u>	<u>60 dbA</u>
1984	46,000	80 feet	170	370	680
2005	97,000	110 feet	280	560	980

Note: Distances are measured from center of near lane to each contour.

\*ADT information from: Route Concept and Development Report- Interstate 80, Caltrans District 3, May, 1985.

\*\*Noise contours determined by using methodology contained in: Estimation of Community Noise Exposure in Terms of Day-Night Average Level Noise Contours, Jack W. Swing, May, 1975.

Noise in excess of 65 Ldn along local streets and roads is generally located within street rights-of-way due to relatively low speeds and traffic volumes and does not constitute a nuisance.

#### Railroad Sources

Railroad noise in Loomis stems from operations occurring along the Southern Pacific Railroad (SPRR) lines which run through the Town. Several factors combine to produce railroad noises: length of train, speed, grade, type of track, number of engines, and number of trips. SPRR's uphill, or eastbound, track passes through Loomis along its western boundary, just to the west of Delmar Road. Traffic data obtained from the Roseville office of SPRR reveals that present operations on this line include six freight trains per day, all on an unscheduled basis, with some operations occurring at night. Two of these freight operations usually occur during night time hours. In addition, one eastbound Amtrak passenger train passes along the track daily, usually at about 2:30 p.m. No future operational data are available as SPRR officials generally decline to predict economic and energy-related conditions.



A recent acoustical analysis\* for this track was performed for an area immediately south of the Town limits within the adjacent City of Rocklin. The acoustical analysis found, using three measuring stations and calculations to derive the Ldn for typical operations of both freight and Amtrak operations, that the 65 Ldn contour was 285 feet from the tracks and the 70 Ldn contour was 155 feet from the tracks.

SPRR's downhill, or westbound, track passes through the central portion of Loomis and runs approximately parallel to Taylor Road. Present operations on this line include six freight trains per day occurring on an unscheduled basis, with some operations occurring at night. In addition, one westbound Amtrak passenger train passes through Loomis daily, usually at about 12:20 p.m.

While recent noise contour information for the westbound track does not exist, the number and type of operations associated with it are virtually identical to those along the eastbound track. It is therefore assumed that the noise contours measured along the eastbound track are similar to those found along the westbound track. Figure 6 represents future traffic and railroad noise contours.

\*Acoustical Analysis, Antelope Oaks #2 Subdivision, Brown-Buntin Associates, June, 1985.

#### Future Noise Generators

Noise generators in the planning area in the future are expected to be those presently existing. Future development within the Town of Loomis is not expected to cause significant long-term increase in noise, with the exception of some localized construction-related noise associated with new development.

Vehicular traffic along Interstate 80 is expected to increase as shown in Table 1, with associated increases in noise levels. Year 2005 noise contours for Interstate 80 are illustrated in Figure 6. Noise levels along local streets and roads are not expected to increase significantly over existing levels, nor is noise associated with SPRR operations. Year 2005 noise contours are also illustrated for the SPRR line. The year 2005 noise contours are assumed to be identical to existing estimated contours, and are subject to change if railway operations change significantly in the future.

### Existing State and Federal Noise Standards

Existing standards relating to the construction of structures and their placement include Article 4 of the California Administrative Code, Title 25, Chapter 1, California Noise Insulation Standards, and current Federal Housing Administration (FHA) noise standards. The State standards set forth provisions establishing noise insulation performance standards for new hotels, motels, apartment houses and dwellings other than detached, single-family dwellings. Prescribed interior noise levels in noise critical areas are not to exceed an annual level of 45 CNEl db. Residential structures located within an annual noise contour of 60 CNEl db require an acoustical analysis showing that the structure has been designed to limit intruding noise to the foregoing prescribed interior level.

Current FHA noise standards establish a land use compatibility criterion of 65 db Ldn for exterior noise levels in the outdoor activity areas of residential dwellings, which is intended to provide an acceptable noise environment for outdoor activities. A maximum allowable interior noise level of 45 db Ldn is also specified for habitable rooms. The intent of this standard is to provide a suitable environment for indoor communication and sleep. If the exterior noise level exceeds 65 db Ldn, the FHA standards require a detailed acoustical analysis to ensure that the interior noise level standard is satisfied. Development is unacceptable where the exterior noise level exceeds 75 db Ldn.

### Land Use Sensitivity

There is a close relationship between land use and the level of noise which is tolerable. Residential neighborhoods are expected to be quieter than industrial areas. Some land uses are relatively unaffected by noise, while others are greatly affected. The various land uses can be divided into three categories according to noise sensitivity:

Insensitive Land Uses - The noise level does not detrimentally affect the operation of a particular activity. A wide variety of uses can be placed in this category including some non-urban uses, transportation systems, and wholesaling/manufacturing uses.

Moderately Sensitive Land Uses - Some degree of noise control must be present if these activities are to be successfully carried out. Included here are mostly medium intensity urban land uses.



Sensitive Uses - Lack of noise control will result in exposure of people to excessive noise levels. This category primarily contains urban land uses that are associated with non-working activity and places where quietness is essential.

Examples of various land uses in each noise sensitivity category are as follows:

#### LAND USE SENSITIVITY

Insensitive	Moderately Sensitive	Sensitive
Horticultural, grazing lands	Assembly, meeting halls	Single-family residences
Wrecking, salvage yards	Community Centers	Apartments
Manufacturing plants	Theaters	Mobile home parks
Transportation terminals	Cemeteries	Motels, hotel
Outdoor amusement facilities	Water areas	Schools
Mineral extraction and processing plants	Retail stores and service facilities	Libraries
Utility, communication facilities	Open space park strips	Churches
substations and yards	Neighborhood parks	Hospitals
Undeveloped land	Sports arenas	Nursing, convalescent homes
Wholesaling and warehousing facilities	Amphitheaters	
	Office buildings	

#### Criteria for Noise Compatible Land Use

The object of the noise compatibility guidelines presented in Figure is to assure that consideration is given to the sensitivity to noise of various proposed land uses in relation to the noise environment in which they are proposed to be located. The guidelines were prepared by State Office of Noise Control and are accompanied by a methodology whereby a community can "normalize" noise contours to account for the variability between communities and within a given community for the manner in which people judge environmental noise (Figure 6). It is recommended that the guidelines be used as an aid in evaluating the land use compatibility of specific project proposals.

Where a land use is denoted in the Guidelines as "clearly acceptable" for the Ldn noise environment, this implies that the highest noise level in that band is the maximum desirable for existing or conventional construction which does not incorporate any special acoustic treatment. In general, evaluation of land use which falls into noise environments described as "normally acceptable" or "normally unacceptable" should include consideration of the degree of exterior to interior noise reduction provided by the structure and the anticipated length of time which will normally be spent outside the structure.

Beyond the basic CNEL or Ldn quantification of noise exposure, one can apply correction factors to measured or calculated values of these metrics to be more or less acceptable than the mean response. Significant among these factors are seasonal variations in noise source levels, existing outdoor ambient levels (i.e. relative intrusiveness of the source), general societal attitude towards the noise source and prior history with it and tonal characteristics of the source.

#### NOISE ELEMENT GOALS AND POLICIES

##### Primary Goal

The Town of Loomis plans to protect residents from health hazards and annoyance associated with excessive noise levels by instituting the following policies:

- \*\*To use the noise compatibility guidelines previously set forth in this Element as an aid in evaluating the land use compatibility of proposed new development.

- \*\*To require an acoustical analysis of proposed new residential structures located within an annual noise contour of 60 CNEL db showing that the structures have been designed to limit intruding noise in interior rooms to an annual level of 45 CNEL db.

- \*\*To require individual noise exposure analysis of individual development projects as part of the environmental review process in order to implement the policies above, and to require mitigation measures (noise buffers, sound insulation) that reduce noise impacts to acceptable levels.

- \*\*To require analysis of potential noise from new development, new uses in existing development or impacting new development and to require mitigation measures that reduce noise impacts to acceptable standards.

\*\*To consider the adoption and enforcement of a community noise ordinance to be used as an instrument for the short-term or immediate solution to intrusive noise occurrences. The noise ordinance should include CNEL noise contours for all areas within the Town from 55 to 80 db.

\*\*To maintain liaison with all transportation agencies regarding the noise from existing facilities and to control noise through design and location of new facilities.

\*\*To work with aviation agencies to strictly enforce altitude requirements of all types of aircraft to reduce unnecessary noise and safety exposures.

\*\*A variety of noise impact reduction measures should be examined to reduce the impact of traffic noise on adjacent neighborhoods. Among the measures to be examined should be earth berms, landscaping, and as a last resort, in the absence of alternatives, sound attenuation walls that are visually acceptable to the Design Review Committee may be utilized.

## CHAPTER 10

### ADMINISTRATIVE PROCEDURES

#### Procedures

##### Procedures for Adoption

To adopt a proposed General Plan, the Planning Commission shall hold at least one public hearing before approving a recommendation on the adoption or amendment of a General Plan. Notice of the hearing shall be displayed in a prominent location in the Town and pursuant to State Statute.

The Planning Commission shall make a written recommendation on the adoption of the General Plan. A recommendation for approval shall be made by the affirmative vote of not fewer than a majority of the total membership of the Commission. The Planning Commission shall send its recommendation to the Town Council.

##### Legislative Body Notice and Hearing

Prior to adopting the General Plan, the Town Council shall hold at least one public hearing. Notice of the hearing shall be displayed in a prominent location in the Town and pursuant to State Statute.

A copy of the adopted General Plan shall be sent to all public entities specified in Section 65352 and any other public entities which submitted comments on the proposed General Plan or amendments to the General Plan during its preparation. Copies of the documents adopting the General Plan, including the diagrams and text, shall be made available to the general public as follows: (1) the Town Clerk shall make the documents adopting or amending the Plan, including the diagrams and text available to the public for inspection; (2) within two working days after receipt of a request for a copy of the adopted documents adopting or amending the Plan, including the diagrams and text, accompanied by payment for the reasonable cost of copying, the Clerk shall furnish the requested copy to the person making the request.

##### Amendments

If deemed to be in the public interest, the Town Council may amend all or part of an adopted General Plan. An amendment to the General Plan shall be initiated in the manner specified by the Town Council.

Except as otherwise provided, no mandatory Element of a General Plan shall be amended more frequently than four times during any calendar year. Subject to that limitation, an amendment may be made at any time, as determined by the Town Council. Each amendment may include more than one change to the General Plan.

The limitation on the frequency of amendments to a General Plan does not apply to amendments of the General Plan requested and necessary for a single development of residential units, at least twenty-five per cent of which will be occupied by or available to persons and families of low or moderate income. The specified percentage of low or moderate income housing may be developed on the same site as the other residential units proposed for development or on another site or sites encompassed by the General Plan, in which case the combined total number of residential units shall be considered a single development proposal for purposes of this section.

### Internal Consistency

In 1975, the Legislature reaffirmed the unitary nature of the General Plan by adding Government Code Section 65300.5. In construing this article, the Legislature intends that the General Plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

Called the internal consistency requirement, the Law has several implications of paramount importance to the structure and content of the General Plan. First, it implies that all elements of the General Plan have equal legal status. For instance, the land use element and the open space element cannot contain different land use intensity standards rationalized by statements such as "if in any instance there is a conflict between the Land Use Element and the Open Space Element, the Land Use Element controls". Because the Open Space Element is not legally subordinate to the Land Use Element, any conflicts between the two must be resolved within the General Plan itself. Similarly, all goals, objectives, policies, principles, standards, and plan proposals in the General Plan must be consistent; the implementation programs set out in the Plan must be true to and follow logically from the Plan's goals and policies.

The General Plan Text and Diagrams must also be consistent since neither is subordinate to the other. The assumptions and projections used in the General Plan should be uniform and consistent. Population projections in the Land Use Element, for example, must be consistent with population projections in the Housing Element. When a new element is adopted or a part of the Plan amended, the rest of the Plan must be changed to eliminate any inconsistencies created by the new element or amendment. Updating the Plan should take place at the same time as the adoption of the new element or amendment or immediately thereafter.

Without consistency in all these areas, the General Plan cannot effectively serve its purpose. Citizens will be confused about the policies and standards the community has selected; landowners, business, and industry cannot depend on the priorities and standards

contained in the General Plan for their own decision making; other public agencies may use the confusion in the General Plan to defend their own viewpoints. Beyond this, inconsistencies in the General Plan leave the Town open to expensive and lengthy litigation to resolve what already should have been settled.

### Consistency in Implementation

Until recently, the General Plan was regarded as an advisory document with more inspirational than legal effect. It mattered little if the General Plan was used in making decisions. In the late 1960's and early 1970's, a fundamental shift occurred in the philosophy and law regarding the role of the General Plan in local decision making. Many elected officials, planning professionals, legal experts, and citizens came to believe that if long range, comprehensive planning were to be meaningful, a more direct link had to be forged between the General Plan and the day-to-day decisions of local government. Such decisions, it was argued, should not be made on an ad hoc basis but should follow logically from and be consistent with the General Plan. This new concept of the General Plan was best exemplified by a California Court's description of the General Plan as a "constitution" for all future development.

In California, this concept of the General Plan has been institutionalized through the enactment of statutes requiring consistency of certain local actions with the General Plan. Additional statutes, while not mandating consistency, require findings or a report on whether proposed local actions conform to the General Plan. California's landmark consistency legislation, AB 1301, passed in 1971. It requires zoning ordinances and subdivision approvals to be consistent with adopted general plans. With increasing frequency, consistency requirements are being written into new California laws.

As a legal matter, the question of consistency has two parts: (1) the adequacy of the General Plan; and, (2) the consistency of the action with objectives, policies, general land uses, and programs specified in the General Plan. Adequacy means a General Plan must address all locally relevant issues specified for the several elements.

Even where an adequate General Plan exists, there remains the more complicated question of what constitutes consistency of a local action with the objectives, policies, general land uses, and programs in the General Plan.

Based on the wording of the law and various legal interpretations, a general rule for consistency determinations can be stated as follows: