
Executive Summary

ES.1 Introduction

The purpose of this executive summary is to provide the reader with a clear and simple description of the proposed project and its potential environmental impacts. Section 15123 of the California Environmental Quality Act (CEQA) Guidelines (State CEQA Guidelines) requires that the executive summary identify each significant effect, recommended mitigation measures, and alternatives that would minimize or avoid potentially significant impacts. The executive summary must also identify issues of potential or existing controversy.

ES.2 Project Description

ES.2.1 Project Setting

The project site is located in the town of Loomis, in Placer County, approximately 25 miles northeast of the city of Sacramento (see Figure 2-3). Loomis is in the western portion of the Loomis Basin, an 80-square-mile area of the Placer County foothills. More specifically, the 17-acre site is located at the southeast corner of the Sierra College Boulevard/Brace Road intersection. The project site consists of seven parcels, identified as Assessor's Parcel Numbers 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037. Interstate 80 (I-80) provides regional access to the site and Sierra College Boulevard provides local access.

The Draft Environmental Impact Report (EIR) analyzes three different site access plans, respectively referred to as Options 1A, 1B, and 1C. Site plan Options 1B and 1C include an extension of Granite Drive across two parcels in the City of Rocklin, identified as Assessor's Parcel Numbers 045-042-053 and 045-042-055. The parcels are zoned by the City of Rocklin for Retail Business (C-2) (City of Rocklin 2016).

ES.2.2 Project Description

Costco Wholesale has submitted an application to the Town of Loomis (Town) to build warehouse retail with an ancillary fueling station on the project site. The warehouse retail site would sell national brands and private-label merchandise for commercial and personal use. Other goods and services provided would include tire sales and installation, sales of motor vehicle fuel including diesel, optical exams and sales, a photo center and processing, hearing aid testing and sales, food service preparation and sales (including meat and baked goods), alcohol sales and tasting, and propane refueling. During seasonal sales promotions, temporary outdoor sales may occur within the parking field adjacent to the warehouse.

Costco is a membership-only retail/wholesale business. Warehouse and tire center hours are anticipated to be Monday through Friday from 10 a.m. to 8:30 p.m., Saturday from 9:30 a.m. to 6 p.m., and Sunday from 10 a.m. to 6 p.m. The fueling facility is anticipated to operate daily from 5 a.m. to 10 p.m. See Chapter 2, "Project Description," of this recirculated draft environmental impact report (DEIR) for more information on the proposed project.

ES.3 Potential Areas of Concern and Issues to be Resolved

Pursuant to Section 15123(b) of the State CEQA Guidelines, a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects. A notice of preparation (NOP) for the project was issued on May 15, 2017, and comments were accepted until June 16, 2017. The NOP was submitted to the Placer County Clerk and the State Clearinghouse of the Governor's Office of Planning and Research and was posted on the Town's Web site for a 30-day public review period.

Based on its review of existing information and the scoping process, the Town determined that the proposed project would have no impact, less than significant impacts, or less than significant impacts with mitigation related to the following resource areas:

- Agriculture and forestry resources
- Cultural resources
- Geology and soils
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Population and housing
- Public services
- Recreation
- Utilities and service systems
- Wildfire

These resource areas are discussed briefly in Section 5.3, “Effects Not Found to be Significant,” in Chapter 5 of this EIR.

Table ES-1 lists the parties who commented on the NOP, the issues identified by the commenters, and the location in this EIR where each issue is addressed.

Table ES-1. Comments on the Notice of Preparation

Commenting Party and Date	Issues	Location(s) Addressed
California Department of Transportation, June 9, 2017	Requests consideration of vehicle miles traveled as part of the transportation analysis consistent with SB 743.	Section 4.3.6, “Transportation and Traffic,” in Chapter 4, “Cumulative Impacts”
	Requests evaluation of the following locations: <ul style="list-style-type: none"> • Sierra College Boulevard/I-80 ramps • Horseshoe Bar Road/I-80 ramps • Sierra College Boulevard • I-80 mainline between Horseshoe Bar Road and Sierra College Boulevard 	Section 3.7, “Transportation and Traffic”; and Section 4.3.6, “Transportation and Traffic,” in Chapter 4, “Cumulative Impacts”
	Requests evaluation of site access and circulation.	Section 3.7, “Transportation and Traffic”
	Requests evaluation of multimodal travel demands.	Section 3.7, “Transportation and Traffic”; and Section 4.3.6, “Transportation and Traffic,” in Chapter 4, “Cumulative Impacts”
South Placer Municipal Utility District, June 14, 2017	States that downstream segments of the sewer collection system serving the property are deficient and undergoing planned upgrades. Further analysis should be conducted to determine the capacity of the system to serve the project.	Section 5.3.11.2, “Wastewater Collection, Conveyance, and Treatment,” in Chapter 5, “Other CEQA Requirements”
Placer County Department of Human Health and Services, May 25, 2017	Requests a Phase 1 ESA evaluating the potential for environmental conditions of concern.	Section 5.3.4, “Hazards and Hazardous Materials,” in Chapter 5, “Other CEQA Requirements”
	Requests a will-serve letter from the water provider and public sewer system.	
	States that storage of hazardous materials above certain quantities requires reporting to the department and compliance with handling and	

Table ES-1. Comments on the Notice of Preparation

Commenting Party and Date	Issues	Location(s) Addressed
	storage requirements.	
Placer County Air Pollution Control District, June 21, 2017	Requests that the Town rely on the district's thresholds of significance for emissions of criteria pollutants and GHGs and the methods outlined in the district's <i>CEQA Air Quality Handbook</i> in its approach to the analysis and mitigation.	Section 3.3, "Air Quality," and Section 3.5, "Greenhouse Gases"
	Requests that emissions be estimated using the latest version of CalEEMod	Section 3.3, "Air Quality," and Section 3.5, "Greenhouse Gases"
	Recommends that CO modeling use Caline 4 to determine whether the project would create a CO "hotspot."	Section 3.3, "Air Quality"
	Requests consideration of toxic air contaminants from vapors associated with the proposed fueling station.	Section 3.3, "Air Quality"
United Auburn Indian Community of the Auburn Rancheria, May 30, 2017	Expresses concern about potential development within its aboriginal territory that has a potential to affect lifeways, cultural sites, and landscapes.	Section 5.3.2, "Cultural Resources, including Tribal Cultural Resources," in Chapter 5, "Other CEQA Requirements"
Placer County Flood Control District, June 14, 2017	States that an increase in impervious surfaces could result in runoff volumes that negatively affect downstream properties by exceeding the design capacity of flood control facilities.	Section 5.3.5, "Hydrology and Water Quality," in Chapter 5, "Other CEQA Requirements"
City of Rocklin, June 14, 2017	Recommends that the EIR evaluate intersection operations at 13 locations in the city of Rocklin along with the Sierra College Boulevard/I-80 ramps and the Horseshoe Bar Road/I-80 ramps. Traffic counts should be conducted when school is in session.	Section 3.7, "Transportation and Traffic"; and Section 4.3.6, "Transportation and Traffic," in Chapter 4, "Cumulative Impacts"
	Requests evaluation of access and parking-related impacts with particular emphasis on the driveway.	Section 3.7, "Transportation and Traffic"; and Section 4.3.6, "Transportation and Traffic," in Chapter 4, "Cumulative Impacts"
	Requests evaluation of conflicts with alternative transportation policies, plans, or programs.	Section 3.7, "Transportation and Traffic"; and Section 4.3.6, "Transportation and Traffic," in Chapter 4, "Cumulative Impacts"
	Requests evaluation of effects of queuing on intersections.	Section 3.7, "Transportation and Traffic"; and Section 4.3.6, "Transportation and Traffic," in Chapter 4, "Cumulative Impacts"
	Requests identification of the effects on downstream flood control facilities in the city of Rocklin.	Section 5.3.5, "Hydrology and Water Quality," in Chapter 5, "Other CEQA Requirements"
	Requests identification of impacts on emergency services.	Section 5.3.9, "Public Services," in Chapter 5, "Other CEQA Requirements"

Notes: CalEEMod = California Emissions Estimator Model; CEQA = California Environmental Quality Act; CO = carbon monoxide; EIR = environmental impact report; ESA = Environmental Site Assessment; GHG = greenhouse gas; I-80 = Interstate 80; SB = Senate Bill; Town = Town of Loomis
 Source: Data compiled by AECOM in 2018

The proposed project was determined to have potentially significant or significant impacts on the following resource areas:

- Aesthetics
- Air quality
- Biological resources
- Greenhouse gases
- Noise
- Transportation and traffic

ES.4 Summary of Impacts and Mitigation Measures

Table ES-2 summarizes the impacts, mitigation measures, and resulting levels of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this EIR. Table ES-2 is included in the DEIR, as required by State CEQA Guidelines Section 15123(b)(1), including identification of significant and unavoidable impacts of the project.

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Section 3.2, "Aesthetics"			
<p>Impact 3.2-1: Degradation of Existing Visual Character of the Project Site and Surroundings. <i>Loomis is a non-urbanized area, so the appropriate threshold of significance is whether the project would substantially degrade the existing visual character or quality of public views of the site and its surrounding. By replacing oak trees and views of woodland and grassland habitat with a warehouse retail store and fueling station, the proposed project would affect views and change the visual character of the project site. Incorporation of development and use standards and landscaping standards, consistent with the Loomis Municipal Code, as well as design review of the proposed project would reduce impacts on the visual character of the project site. However, the coverage pattern for oak woodlands makes complete avoidance of impacts on oak trees infeasible because they are dispersed widely across the property. A final landscape plan that incorporates Town landscape standards and Tree Ordinance requirements has been prepared which identifies the plant type, size, and location as a means to achieve aesthetic objectives consistent with the Loomis Municipal Code. Despite replanting of trees and use of landscaping, the visual change from a vacant site covered with oak woodland and grassland to a commercial development would alter the visual character of the project site, potentially degrade the visual character of the project area, and introduce elements that would potentially detract from the visual character of the site and surroundings.</i></p>	PS	<p>Mitigation Measure AES-1: Prepare and Implement a Tree Protection Plan</p> <p>Prior to issuance of building and tree removal permits, the project applicant shall prepare and submit to the Town a Tree Protection Plan consistent with Chapter 13.34 of the Loomis Municipal Code. The plan shall be prepared by a California licensed landscape architect, licensed landscape contractor, certified nurseryman, or other professional determined by the Town to be qualified, based on the requirements of state law. The Tree Protection plan shall be reviewed and approved by the Town to ensure consistency with the tree protection ordinance adopted. Replacement trees shall be required in all setbacks and open space areas, including easements for utilities and drainage courses, and in all parking areas adjacent to streets, property lines, and residential uses as follows:</p> <p>Prior to final building inspection or the issuance of a certificate of occupancy, the project applicant shall enter into a maintenance agreement with the Town to guarantee proper maintenance of replacement trees.</p>	LTS
<p>Impact 3.2-2: Creation of Substantial Light or Glare. <i>The proposed project would add new sources of light and glare to the area and requires an amendment to the code for exceedance of height standards. However, the project design includes features to limit the duration of nighttime lighting, the tallest lights are located near the warehouse and away from sensitive uses, and compliance with the Loomis Municipal Code requiring the use of cutoff fixtures would reduce impacts from light and glare.</i></p>	LTS	N/A	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Section 3.3, "Air Quality"			
Impact 3.3-1: Generation of Temporary, Short-Term, Construction-Related Emissions of Criteria Pollutants and Precursors. <i>Short-term construction activities would not generate emissions of criteria air pollutants that would exceed PCAPCD's daily construction emissions thresholds.</i>	LTS	N/A	LTS
Impact 3.3-2: Generation of Long-Term Operational Emissions of Criteria Pollutants and Precursors. <i>Long-term operational emissions associated with day-to-day warehouse and fueling station activities would not exceed PCAPCD's thresholds of significance for criteria pollutants and precursors. Thus, operational emissions of criteria air pollutants and precursors would not violate or contribute substantially to an existing or projected air quality violation or conflict with air quality planning efforts.</i>	LTS	N/A	LTS
Impact 3.3-3: Generation of Local Mobile-Source Carbon Monoxide Emissions. <i>Operational CO emissions associated with day-to-day warehouse and fueling station activities would not result in or substantially contribute to CO concentrations that would exceed the California 1-hour ambient-air quality standard of 20 ppm or the 8-hour standard of 9.0 ppm.</i>	LTS	N/A	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact 3.3-4: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions. <i>Construction of the proposed project would generate temporary emissions of TACs from off-road construction equipment, on-road construction worker and vendor vehicles, earthmoving activities, and paving and architectural coating activities. Long-term operations of the proposed project would include daily mobile operations that would generate emissions from diesel-powered delivery trucks and associated TRUs, as well as operation of a fuel dispensing facility that could result in the emissions of TACs, primarily benzene. These emissions could result in the exposure of sensitive receptors to TAC emissions, but exposures would not approach PCAPCD significance thresholds.</i></p>	LTS	N/A	LTS
<p>Impact 3.3-5: Exposure of Sensitive Receptors to Objectionable Odors. <i>Short-term odorous emissions from diesel exhaust from on-site construction equipment would be temporary and intermittent and would dissipate rapidly from the source. The proposed project would include the long-term operation of food preparation and services and a fueling station; while neither is a typical land use considered likely to emit objectionable odors, sensitivity to odors varies considerably among the population and these operations could generate odorous emissions that would affect certain people. However, the project is required to comply with existing regulations that would reduce the potential for exposure to odors.</i></p>	LTS	N/A	LTS
Section 3.4, "Biological Resources"			
<p>Impact 3.4-1: Permanent Fill of Wetlands and Waters of the United States and Impacts on Waters of the State. <i>Implementing the proposed project would result in permanent fill of waters of the United States, including wetlands subject to USACE jurisdiction under the CWA. The proposed project would also result in adverse impacts on waters of the state, including swales and seasonal wetlands.</i></p>	LTS	N/A	LTS SU for off-site areas in the city of Rocklin.
<p>Impact 3.4-2: Loss of Protected Oak Trees within the Town of Loomis (Project Site; Option 1A). <i>Project construction would result in the removal of 158 oak trees determined to be of protected size, based on criteria described in the Town of Loomis Tree Ordinance To compensate for the loss of protected oak trees on the project site, the project applicant would implement the landscape plan which includes 37 valley oaks, and 63 Interior live oaks in 24-inch boxes, and prepare an oak woodland tree replacement plan as described in the Town of Loomis Tree Ordinance.</i></p>	LTS	N/A	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact 3.4-3: Loss of Protected Oak Trees within the City of Rocklin (Off-Site Land; Options 1B and 1C). <i>If access is provided in the future to Granite Drive, this could result in the removal of 45 oak trees determined to be of protected size (including 1 heritage tree), based on criteria described in the City of Rocklin Tree Ordinance. Removal of protected trees without planting replacement tree is inconsistent with the City of Rocklin tree ordinance.</i></p>	S	N/A	SU
<p>Impact 3.4-4: Loss of Valley Oak Woodland Habitat. <i>The valley oak woodlands on the project site provide valuable resources for a diversity of wildlife species. The conversion of the site's oak woodlands to a built landscape would permanently reduce the quality of existing wildlife habitat.</i></p>	S	<p>Mitigation Measure Bio-1: Prepare and Implement an Oak Woodland Open Space Mitigation Plan.</p> <p>Before issuance of a grading permit, the project applicant shall prepare an oak woodland mitigation plan for review and approval by the Town of Loomis that describes the methods by which a minimum of 7.96 acres of valley oak woodland within the Dry Creek watershed shall be conserved and protected as natural open space. The mitigation lands shall provide wildlife habitat values equal to or better than those at the project site, as determined by a qualified biologist in consultation with CDFW. The oak woodland mitigation plan can be implemented by securing a conservation easement to protect, enhance, and manage a minimum of 7.96 acres of valley oak woodland. Fees for implementing the conservation easement shall be calculated based on the Passive Park/Open Space Fee, and current market value for preservation of similar oak woodland acreage within the Dry Creek watershed. The fees shall include endowment funds sufficient to manage the land in perpetuity to maintain the wildlife values of the oak woodland habitat.</p> <p>The oak woodland mitigation land shall be transferred, through either a conservation easement or fee title, to a third-party, nonprofit conservation organization (known as the Conservation Operator), with the Town named as a third-party beneficiary. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt, nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the Town, after coordination with CDFW. The Town, after coordinating with CDFW and the Conservation Operator, shall approve the content and form of the conservation easement. The Town and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall</p>	LTS SU for off-site areas in the city of Rocklin.

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>monitor the easement in perpetuity to ensure compliance with the terms of the easement.</p> <p>Before grading permits for the project site are issued, the project applicant shall provide evidence to the Town of Loomis that the conservation easement has been recorded, or shall provide financial assurances to guarantee that adequate funding is available to implement the oak woodland open space mitigation plan described above.</p>	
<p>Impact 3.4-5: Loss of Annual Grassland. <i>The proposed project would convert annual grassland to developed use, but the conversion would be reduced because it is a component of oak woodland habitat, which would be protected.</i></p>	LTS	N/A	LTS
<p>Impact 3.4-6: Loss and Disturbance of Habitat for Nesting Migratory Birds. <i>Conversion of the project site's oak woodlands and annual grassland to an urban land use would result in loss of nesting and foraging habitat and disturbance of potential nesting habitat for bird species protected under the MBTA. Construction activities could also disturb active nests on or near the construction area, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs.</i></p>	S	<p>Mitigation Measure Bio-2: Avoid Direct Loss of Nesting Birds.</p> <p>The project applicant shall implement the following measures to mitigate the loss of foraging and nesting habitat and avoid the direct loss or disturbance of nesting birds during construction:</p> <ul style="list-style-type: none"> • The project applicant shall implement Mitigation Measure Bio-1, "Prepare and Implement an Oak Woodland Mitigation Plan," to mitigate the loss of foraging and nesting habitat used by nesting migratory birds. • Vegetation removal, grading, and other ground-disturbing activities shall be carried out during the nonbreeding season for protected bird species in this region (generally September 1-January 31). If no feasible option is available to conduct ground disturbing construction activities during the non-breeding season, the project applicant shall conduct a preconstruction nesting bird survey. The preconstruction survey shall be conducted by a qualified biologist on the project site and 250 feet beyond the project boundaries. The survey shall be conducted within 14 days before project activity begins. • If an active nest of any bird species protected by the MBTA or California Fish and Game Code is found, the qualified biologist shall establish a buffer around the nest. No construction activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range 	<p>LTS</p> <p>SU for off-site areas in the city of Rocklin.</p>

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>from 50 to 250 feet, depending on the species of bird, the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances, as determined by a qualified biologist in consultation with CDFW.</p> <ul style="list-style-type: none"> Monitoring of all protected nests by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nests. If construction activities cause any nesting birds to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. No construction activities shall occur in the buffer area until a qualified biologist has determined that the chicks have fledged or that the nest is no longer active. 	
<p>Impact 3.4-7: Loss and Disturbance of Habitat for Nesting Raptors, including Special-Status Raptors. <i>Conversion of the project site's oak woodlands and annual grassland to an urban land use would result in the loss of nesting and foraging habitat and disturbance of potential nesting habitat for bird species protected under the MBTA. Project construction could disturb active raptor nests on or near the project site, including species such as Swainson's hawk, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs.</i></p>	S	<p>Mitigation Measure Bio-3: Avoid Direct and Indirect Loss of Special-Status and Other Nesting Raptors.</p> <p>The project applicant shall implement the following measures to mitigate the loss of raptor habitat and to avoid direct impacts on nesting raptors:</p> <ul style="list-style-type: none"> The project applicant shall implement Mitigation Measure Bio-1, "Prepare and Implement an Oak Woodland Open Space Mitigation Plan," to mitigate the loss of foraging and nesting habitat used by nesting raptors. Tree and vegetation removal shall be completed during the nonbreeding season for raptors in this region (generally September 1-January 31). If during pre-construction nesting bird surveys no active nests are discovered, exemptions may be approved following consultation with USFWS and CDFW. To avoid, minimize, and mitigate potential impacts on Swainson's hawk and other raptors nesting on or adjacent to the project site, the project applicant shall retain a qualified biologist to conduct preconstruction surveys and identify active nests on and within 500 feet of the project site for construction activities conducted during the breeding season (March 1-August 31). Surveys for nesting Swainson's hawks shall be conducted on the project site and within 0.25 mile of the project boundaries. The surveys shall be conducted 	<p>LTS SU for off-site areas in the city of Rocklin.</p>

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>before the Town approves grading and/or vegetation removal and no less than 14 days and no more than 30 days before the beginning of construction. If no nests are found, no further mitigation will be required.</p> <ul style="list-style-type: none"> Impacts on nesting raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. The appropriate no-disturbance buffer for other raptor nests shall be determined by a qualified biologist based on site-specific conditions, the species of nesting bird, the nature of the project activity, the visibility of the disturbance from the nest site, and other relevant circumstances. If a nesting Swainson's hawk is detected on or within 0.25 mile of the project site, CDFW shall be consulted to establish an appropriate nondisturbance buffer. No project construction shall commence within the buffer area until a qualified biologist has determined that the young have fledged or that the nest is no longer active. 	
<p>Impact 3.4-8: Indirect Adverse Effects on Steelhead (Central Valley Distinct Population Segment). <i>Central Valley steelhead are found in Dry Creek and its tributaries Secret Ravine and Miners Ravine, located approximately 4 miles downstream of the project site. No direct impacts on this species are anticipated; however, the potential exists for indirect water quality effects from the construction site to adversely affect steelhead downstream.</i></p>	S	N/A	LTS SU for off-site areas in the city of Rocklin.
<p>Impact 3.4-9: Potential Mortality and Loss of Habitat for Western Spadefoot Toad. <i>Project construction could eliminate habitat for western spadefoot toad and could kill or injure individuals of the species present on the project site.</i></p>	S	<p>Mitigation Measure Bio-4: Conduct Western Spadefoot Toad Surveys and Implement Avoidance, Minimization, and Mitigation Measures.</p> <p>The project applicant shall conduct focused surveys for western spadefoot toad using methods described in Fellers and Freel (1995) to determine whether this species occurs at the project site. These surveys should occur during the peak of breeding season (February to March) a maximum of 30 days prior to the start of construction. Surveys will be repeated if one year elapses between surveys and project related vegetation removal or ground disturbance has not occurred. If this species is determined to be absent, no mitigation is required. If the surveys detect the presence of western spadefoot toad at the project site, the wetland mitigation plan required by the 404 permitting process, or the oak woodland habitat mitigation plan</p>	LTS SU for off-site areas in the city of Rocklin.

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>described in Mitigation Measure Bio-1, shall accommodate acquisition of habitat or a conservation easement for habitat that would support western spadefoot toad. The mitigation lands for western spadefoot toad shall provide habitat values equal to or greater than those provided at the project site, as determined by a qualified biologist in consultation with CDFW. In addition, the following measures shall be implemented during construction:</p> <ul style="list-style-type: none"> • For work conducted during the migration and breeding season for western spadefoot toad (November 1–May 31), a qualified biologist shall survey the active work areas (including access roads) in the mornings following measurable precipitation events (0.25 inch in a 24-hour period). Construction may commence once the biologist has confirmed that no spadefoot toads are in the work area. • A 50-foot no-disturbance buffer shall be established around burrows that provide suitable upland habitat for western spadefoot toad. Burrows considered suitable for spadefoot shall be identified by a qualified biologist in consultation with CDFW. The biologist shall delineate and mark the no-disturbance buffer. No activity within the buffer shall occur until the qualified biologist verifies that the burrow is not actively used by the species. One-way doors, observation of emergence, or other methods to ensure the species has vacated the burrow must be used prior to collapsing the burrow. The buffer may be removed once the burrow has been cleared and collapsed. • If western spadefoot toad is found within the construction footprint, it shall be allowed to move out of harm’s way of its own volition or a qualified biologist shall relocate the organism to the nearest burrow outside the construction impact area. • Before beginning work each day, a qualified biologist shall inspect areas underneath equipment and stored pipes larger than 1.2 inches (3 centimeters) in diameter for western spadefoot toad. If any are found, they shall be allowed to move out of the construction area under their own accord. • Trenches and holes shall be covered and inspected daily for stranded animals. Trenches and holes deeper than 1 foot shall contain escape ramps (maximum slope of 2:1) to allow 	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
trapped animals to escape uncovered holes or trenches. Holes and trenches shall be inspected before filling.			
Section 3.5, “Greenhouse Gases”			
Impact 3.5-1: Generation of Greenhouse Gas Emissions. <i>Construction and operational activities associated with the proposed project would generate GHG emissions in exceedance of the PCAPCD-recommended thresholds of significance.</i>	S	Mitigation Measure GHG-1: Implement Operational Strategies to Encourage Fuel-Efficient Transportation to and from the Proposed Warehouse and Fueling Center. <ul style="list-style-type: none"> • Prior to Design Review approval, the Site Plan shall show that the project applicant has provided 63 (approximately eight percent of total parking spaces) preferential parking spaces for clean air vehicles, including low-emitting, fuel-efficient, and carpool/van pool vehicles. Such stalls shall be clearly demarcated with signage as approved by the Design Site Review Committee. • The project shall implement an employee Transportation Demand Management (TDM) program to reduce single-occupancy vehicle trips that would otherwise be made by site employees. The TDM program will identify measures that encourage employees to use alternatives to driving alone when traveling to and from work. Key elements of the TDM program are expected to include: <ul style="list-style-type: none"> ○ encourage ride sharing in the form of employee carpools and vanpools ○ an on-site employee transportation coordinator (ETC) who can assist and be responsible for promoting, facilitating, and coordinating carpools and vanpools for employees with similar shift patterns ○ an employee orientation program addressing commuting options ○ potential incentives encouraging employee participation in a rideshare program ○ encouraging bicycling and walking as viable commute options, including provision of bicycle racks and employee lockers for storage of change clothing and personal items to provide more convenience to bicycle and walking commuters ○ an employee kitchen and café/deli services on site that are available to employees, reducing the need for employees to travel off site for meals and/or break 	SU

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>periods</p> <ul style="list-style-type: none"> • Install 67 (approximately eight percent of total parking spaces) electric vehicle charging stations within the project site, with signage adequately identifying such areas; these spaces could be included with the preferential parking spaces, as well. • Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks intending to idle for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' sign which indicates "Diesel Engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans. 	
<p>Impact 3.5-2: Conflict with an Applicable Plan, Policy, Or Regulation Adopted for the Purpose of Reducing the Emissions of GHGs. <i>Construction and operational activities associated with the proposed project would generate GHG emissions in exceedance of the PCAPCD-recommended thresholds of significance, which were developed to allow lead agencies in the county to assess consistency with the State legislative framework for GHG emissions and SB 32, in particular.</i></p>	S	See Mitigation Measure GHG-1	SU

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Section 3.6, "Noise"			
<p>Impact 3.6-1: Exposure of People to Short-Term Construction Noise Levels Exceeding Local Standards. <i>During short-term site preparation and construction activities, the proposed project could expose noise-sensitive uses to exterior noise levels that exceed standards for short-duration events near residential areas listed in the Town of Loomis General Plan.</i></p>	S	<p>Mitigation Measure Noise-1: Minimize Construction Noise. Prior to issuance of a grading permit, the project applicant shall prepare a construction noise control plan for submittal to the Town of Loomis. The measures outlined by the noise control plan shall be implemented by construction contractor(s) during all construction phases. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Comply with Section 13.30.070, Noise Standards, of the Loomis Municipal Code, including limitations on the hours of construction (7 a.m. to 7 p.m. Monday through Friday and 8 a.m. to 7 p.m. on Saturdays). • Provide acoustical shielding for stationary construction equipment, such as compressors. • Minimize idling times of equipment by either shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. • Designate a disturbance coordinator and conspicuously post this person's number around the project site and in construction notifications. The disturbance coordinator shall receive complaints about construction disturbances and, in coordination with the Town of Loomis, shall determine the cause of the complaint and implementation of feasible measures to alleviate the problem. Such measures may include use of acoustic blankets on construction equipment, placement of portable acoustic barriers along a residential property line, or limiting the duration of equipment operation. • Provide written notice to all known occupied noise-sensitive uses (i.e., residential, educational, religious, lodging) within 400 feet of the edge of the project site boundary at least 2 weeks before the start of each construction phase, in particular grading and site preparation. This written notice shall also include the name and contact information of the project disturbance coordinator. 	SU (Construction)
<p>Impact 3.6-2: Exposure of People to Groundborne Noise and Vibration Levels. <i>The proposed project would expose new sensitive receptors to groundborne noise and vibration. However, the levels of groundborne noise and vibration would not exceed FTA and Caltrans guidelines.</i></p>	LTS	N/A	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact 3.6-3: Exposure of Existing Noise-Sensitive Receivers to a Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project from Increased Long-Term Traffic. <i>The proposed project would result in an increase in average daily vehicular trips in the vicinity of the project site. However, this increased traffic volume would not increase noise levels above allowable levels nor result in a noticeable (3 dB or greater) increase in traffic noise.</i></p>	LTS	N/A	LTS
<p>Impact 3.6-4: Exposure of Existing Noise-Sensitive Receivers to a Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project from Operation of Stationary Sources. <i>The proposed project would result in increases in on-site stationary-source noise. These stationary-source noise sources would exceed the Town's noise standards (hourly and maximum) at adjacent residential uses.</i></p>	S	<p>Mitigation Measure Noise-2: Minimize Operational Noise (All Site Options). Prior to issuance of a certificate of occupancy, the project applicant shall construct or fund construction of the following improvements to address noise exposure experienced at sensitive receptors during operational hours:</p> <ul style="list-style-type: none"> • Construct a 13-foot tall soundwall along the western property boundary of the adjacent Sierra Meadows apartment complex in order to shield first floor sensitive spaces from nighttime truck delivery noise generated by diesel engines and exhaust stacks. • Install dual pane windows with an STC rating of 35 or higher at second floor apartment units facing the delivery road in order to reduce interior noise levels attributable to nighttime truck deliveries. • Construct a 6-foot soundwall along the eastern boundary of the project site at the residential property line to reduce tire center noise. 	SU
Section 3.7, "Transportation and Traffic"			
<p>Impact 3.7-1: Degradation of Levels of Service at Intersections in the Study Area. <i>The addition of project-generated traffic to the existing roadway network would cause the LOS at study area intersections to degrade below applicable thresholds and would result in the need for restriping, re-phasing, and optimization of intersection cycle lengths.</i></p>	S	<p>Mitigation Measure TR MM 4: Restripe Intersection. Restripe Taylor Road & Webb Street intersection approaches to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 6: Provide a Traffic Signal. Install traffic signals at: Sierra College Boulevard & SR-193 and at Taylor Road & Penryn Road.</p>	SU
<p>Impact 3.7-2: Potential for Project-Related Degradation of LOS on the I-80 Mainline. <i>Project operation would introduce new trips</i></p>	LTS	N/A	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><i>onto the I-80 freeway mainline. However, the addition of project-generated traffic to existing traffic would not cause the LOS to degrade below the applicable thresholds on the I-80 mainline in the study area so project operation would not conflict with an applicable congestion management program.</i></p>			
<p>Impact 3.7-3: Potential for Creation of Substantial Traffic-Related Hazards. <i>The increase in vehicular trips associated with occupancy of the proposed Costco Wholesale warehouse would cause queues at study area intersections to increase, resulting in the need for re-phasing and optimization of cycle length at those intersections.</i></p>	S	<p>Mitigation Measure TR MM 1: Modify Signal Timing. Modify signal timing (to optimize cycle length and/or splits) at the intersections of Taylor Road & King Road, Sierra College Boulevard & Brace Road, Sierra College Boulevard & Granite Drive, Sierra College Boulevard & I-80 westbound ramps, and Granite Drive & Rocklin Road to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 4: Restripe Intersection. Restripe Sierra College Boulevard & Brace Road, Sierra College Boulevard & Granite Drive, and Taylor Road and Webb Street intersection approaches to improve LOS and intersection operations.</p>	SU
<p>Impact 3.7-4: Project-Related Interference with Emergency Access. <i>The short-term, temporary addition of construction-related traffic could cause an increase in emergency response times and impede emergency services by resulting in traffic congestion during lane closures or when heavy trucks enter or exit the project site.</i></p>	PS (construction)	<p>Mitigation Measure 3.7-41: Prepare and Implement a Construction Traffic Control Plan.</p> <p>The project applicant shall prepare and implement a traffic control plan for construction activities that may affect road rights-of-way, to facilitate travel by emergency vehicles on affected roadways. The traffic control plan shall:</p> <ul style="list-style-type: none"> • illustrate the location of the proposed work area; • provide diagrams showing areas where the public right-of-way will be closed or obstructed and where the placement of traffic control devices will be necessary to perform the work; • show the phases of traffic control and criteria for use of traffic control measures; • preserve safe and convenient passage for bicyclists and pedestrians through/around construction areas; • preserve emergency vehicle access; • Provide a point of contact for area residents to obtain construction information; and • identify the time periods when traffic control will be in effect and the time periods when construction work will require prohibiting access to private property from a public right-of- 	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>way.</p> <p>Measures in traffic control plans should include, but would not be limited to advertising planned lane closures, posting warning signage, and employing a flag person to direct traffic flows when needed. During project construction, access to the existing surrounding land uses shall be maintained at all times, with detours used as necessary during road closures. The plan may be modified at any time to eliminate or avoid traffic conditions that represent hazards to public safety. The traffic control plan shall be submitted to the Town of Loomis for review and approval before issuing a grading permit.</p>	
<p>Impact 3.7-5: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise materially decrease the performance or safety of such facilities. <i>The proposed project is expected to result in minimal increases in transit ridership in the study area and in pedestrian and bicycle traffic in the study area.</i></p>	LTS	N/A	LTS
<p>Section 3.8, “Energy”</p>			
<p>Impact 3.8-1: Consumption of Energy. <i>Implementing the proposed project would result in energy consumption in the form of electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel) during construction phases. The project’s operational phases would also require energy. The proposed project would not result in an unnecessary, inefficient or wasteful use of energy.</i></p>	LTS	N/A	LTS
<p>Impact 3.8-2: Conflicts with Energy Plans. <i>The project site is privately owned property designated and zoned for development consistent with what is proposed as a part of the project.</i></p>	NI	N/A	NI
<p>Chapter 4, “Cumulative Impacts”</p>			
<p>Section 4.3.1, “Aesthetics”</p>			
<p>Impact 4.3-1: Cumulative Impacts on Aesthetics. <i>There are 24 proposed development projects within the Loomis town limits and adjacent jurisdictions. These projects are dispersed across the landscape and are not all visible from a single vantage point. The physical removal or alteration of trees or rock outcroppings, or, the introduction of new structures and lighting where none presently exist, are circumstances that may combine to form cumulative impacts. However, the General Plan Land Use Element places similar</i></p>	LTS	N/A	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p><i>uses adjacent to one another and retains a large portion of rural land in parts of the Town located away from the I-80 and Sierra College Boulevard Corridor. Further, all development is subject to design review and must comply with the standards of the Town regulating building height, massing, signage, lighting and landscape setbacks.</i></p>			
<p>Section 4.3.2, “Air Quality”</p>			
<p>Impact 4.3-2: Result in a Cumulatively Considerable Net Increase in a Criteria Pollutant for which the Region is Nonattainment under an Applicable Federal or State Ambient Air Quality Standard. <i>Existing and new development generate additional emissions of ozone precursors (volatile organic compounds [VOCs] and oxides of nitrogen [NOX]) and particulate matter, which may adversely affect the ability of the region to achieve attainment with the applicable air quality standards.</i></p>	LTS	N/A	LTS
<p>Impact 4.3-3: Result in Cumulatively Considerable Contribution to Human Health Risk Through Exposure of Sensitive Receptors to Toxic Air Contaminants. <i>Ongoing development and operation of certain land uses, including fueling stations, would generate emissions of toxic air contaminants. Exposure of sensitive receptors to TACs could represent a health risk.</i></p>	LTS	N/A	LTS
<p>Impact 4.3-4: Result in Cumulatively Considerable Contribution to Odor Related Impacts. <i>Ongoing development and operation of bakery and fast food restaurants would generate odors that some may consider to be a nuisance.</i></p>	LTS	N/A	LTS
<p>Section 4.3.3, “Biological Resources”</p>			
<p>Impact 4.3-5: Cumulative Impacts on Biological Resources. <i>According to the 2001 Loomis General Plan EIR, buildout of land uses under the Land Use Element of the General Plan would result in a significant cumulative impact on habitat for common and special-status species (Town of Loomis 2001a).</i></p>	CC	See Mitigation Measures Bio-1 through Bio-4	SU

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Section 4.3.4, “Greenhouse Gases”			
<p>Impact 4.3-6: Cumulative Greenhouse Gas Impacts. <i>Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute cumulatively to global climate change. It is unlikely that a single project will contribute significantly to climate change, but cumulative emissions from many projects could affect global GHG concentrations and the climate system, which is considered a significant cumulative effect.</i></p>	CC	See Mitigation Measure GHG-1	SU
Section 4.3.5, “Noise”			
<p>Impact 4.3-7: Cumulative Noise Impacts. <i>Project operation would generate noise from both stationary and mobile sources that would combine with noise from existing and future land uses operating along the studied roadways and in the vicinity to increase levels above ambient conditions.</i></p>	LTS	N/A	LTS
Section 4.3.6, “Transportation and Traffic”			
<p>Impact 4.3-8: Cumulative Impacts of Short-Term plus Project Intersection Operations. <i>Adding project-generated traffic to cumulative traffic generated by approved and pending projects would cause the LOS at studied intersections to degrade below adopted standards, requiring the need for restriping, re-phasing, and optimization of the cycle length at study area intersections.</i></p>	CC	<p>Mitigation Measure TR MM 1: Modify signal timing. Modify signal timing (to optimize cycle length and/or splits) at specific intersections to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 2: Provide signal coordination. Provide signal communication interconnect to implement corridor signal timing plans.</p> <p>Mitigation Measure TR MM 3: Modify signal phasing. Modify traffic signal phasing sequence to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 4: Restripe Intersection. Restripe intersection approaches to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 5: Add exclusive turn lanes. Add exclusive turn lanes to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 6: Provide a traffic signal</p> <p>Mitigation Measure TR MM 7: Provide additional storage. Modify median to provide additional storage for turn lane.</p>	SU
<p>Impact 4.3-9: Cumulative Impacts of Short-Term plus Project I-80 Mainline Operations. <i>Adding project-generated traffic to cumulative short-term traffic would not cause the LOS on the I-80 mainline in the</i></p>	LTS	N/A	LTS

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<i>study area to degrade below the applicable thresholds.</i>			
<p>Impact 4.3-10: Cumulative Impacts of Long-Term plus Project Intersection Operations. <i>Adding project-generated traffic to cumulative long-term traffic would cause the LOS to degrade below the applicable thresholds and would result in the need for restriping, re-phasing, and optimization of the cycle length at study area intersections.</i></p>	CC	<p>Mitigation Measure TR MM 1: Modify signal timing. Modify signal timing (to optimize cycle length and/or splits) at specific intersections to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 2: Provide signal coordination. Provide signal communication interconnect to implement corridor signal timing plans.</p> <p>Mitigation Measure TR MM 3: Modify signal phasing. Modify traffic signal phasing sequence to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 4: Restripe Intersection. Restripe intersection approaches to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 5: Add exclusive turn lanes. Add exclusive turn lanes to improve LOS and intersection operations.</p> <p>Mitigation Measure TR MM 7: Provide additional storage. Modify median to provide additional storage for turn lane.</p>	SU
<p>Impact 4.3-11: Cumulative Impacts of Long-Term plus Project I-80 Mainline Operations. <i>Adding project-generated traffic to cumulative long-term traffic would not cause the LOS on the I-80 mainline in the study area to degrade below acceptable levels of service except for I-80 east and west of Sierra College Boulevard during the p.m. peak hour. These two freeway segments operate at LOS E in the future without project condition. However, because the baseline measure of effectiveness (MOE) of LOS E is maintained in the future with project condition, the project's contribution under the long term plus project condition is not cumulatively considerable.</i></p>	LTS	N/A	LTS
<p>Impact 4.3-12: Potential for Creation of Substantial Traffic-Related Hazards under Cumulative Short-Term plus Project Conditions. <i>The proposed Costco Wholesale warehouse trips would increase queues at study area intersections in the cumulative short-term condition, resulting in the potential for conflicting movements to cause a hazardous traffic condition. Improvements needed in the cumulative short-term plus project condition would include re-phasing and optimization of cycle length at study area intersections.</i></p>	CC	See Mitigation Measures TR MM 1 through 7	SU

Table ES-2. Summary of Project Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact 4.3-13: Potential for Creation of Substantial Traffic-Related Hazards under Cumulative Long-Term plus Project Conditions. <i>The proposed Costco Wholesale warehouse trips would increase queues at study area intersections, resulting in a potential for conflicting movements to cause a hazardous traffic condition, and would result in the need for re-phasing and optimization of the cycle length at study area intersections.</i></p>	CC	See Mitigation Measures TR MM 1 through 7	SU
<p>Impact 4.3-14: Cumulative Decrease in Capacity of Freeway Ramps. <i>The proposed project would incrementally increase vehicles using the I-80 WB freeway ramp.</i></p>	LTS	N/A	LTS
<p>Impact 4.3-15: Cumulative Decrease in Performance or Safety of Public Transit, Bicycle, or Pedestrian Facilities. <i>The proposed project is expected to minimally increase transit ridership in the study area. The project would minimally increase pedestrian and bicycle traffic in the study area off-site.</i></p>	LTS	N/A	LTS
<p>Impact 4.3-16: Cumulative Energy Impacts. <i>The proposed project would incorporate several processes and design elements specifically selected with the goal of reducing the proposed project's overall energy requirements from construction through operations. The buildings would meet or exceed the energy performance standards found in CCR Title 24, including the Building Energy Efficiency Standards in the California Green Building Standards Code (CCR Title 24, Part 11). The proposed project does not interfere with any applicable renewable energy or energy efficiency plans.</i></p>	LTS	N/A	LTS

ES.5 Summary of Alternatives

Below is a summary of the alternatives to the proposed project considered in Chapter 6, “Alternatives,” of this EIR.

ES.4.1 Alternative 1: No Project

State CEQA Guidelines Section 15126.6(e)(2) states that a discussion of the “No Project” alternative must consider “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans.” The No Project/No Development Alternative assumes that the proposed project would not be implemented, and the project site would remain in its existing condition. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

The No Project Alternative can proceed under one of two approaches. When the project is a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed. Here the discussion compares the environmental effects of the property remaining in its existing state against the environmental effects that would occur if the project had been approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this “no project” consequence should be discussed. Both approaches are used in this EIR analysis for purposes of full disclosure.

ES.5.1.1 Alternative 1A: No Project/No Development

Under the no project/no development scenario, none of the impacts identified for the proposed project would occur. Similarly, the Town of Loomis would not receive the economic benefits associated with construction of commercial development at key locations consistent with *Town of Loomis General Plan* policies. For these reasons, Alternative 1A fails to attain any of the project objectives outlined in Section 2.3.2.1, “Applicant Objectives,” and Section 2.3.2.2, “Town of Loomis Objectives.”

ES.5.1.2 Alternative 1B: No Project/Future Development

This alternative considers the circumstance under which the project site would be proposed for development of commercial uses permitted under the General Commercial land use designation at a future date. The General Commercial (CG) zoning district permits a range of retail and service land uses oriented toward local residents and businesses, including shops, personal and business services, and restaurants. Residential uses may also be accommodated as part of mixed-use projects. Building heights are limited to two stories or 35 feet, and structural development does not exceed a lot coverage of 50 percent. Under this scenario, the site would be developed to provide a wide range of building pads sized to accommodate a range of uses, including sit-down restaurants, business services, and retail shops. It is assumed that the site plan and building architecture for Alternative 1B would meet the development standards outlined in the Loomis Municipal Code including building coverage, setbacks, landscaping, and building height.

ES.5.2 Alternative 2: No Fueling Station

The No Fueling Station Alternative would remove the proposed fueling station from the project. The remainder of the site layout would remain unchanged from that of the proposed project. This alternative would reduce expected vehicular trips to and from the project site, thereby reducing several potentially significant impacts related to air quality, greenhouse gases, and transportation and traffic. Under this alternative, all of the square footage would be dedicated to general merchandise, tire center, and food sales.

ES.5.3 Alternative 3: Reduced Floor Space

The Reduced Floor Space Alternative would decrease the floor space of the warehouse by 20 percent. The 24-dispenser fueling station (expandable to 30 pumps) would be included under Alternative 3, and the site layout would remain the same as the proposed project. The reduced warehouse, fueling center, and parking lot would occupy 124,315 square feet of the project site. All new square footage would be dedicated to general merchandise, tire center, and food sales. This alternative would reduce construction-related air quality emissions.

ES.5.4 Alternative 4: Reduced Floor Space and No Fueling Station

Alternative 4 combines Alternative 2 and Alternative 3 and would reduce the size of the warehouse and remove the fueling station. This alternative would have reduced impacts similar to Alternative 2 and Alternative 3.

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