3.2 Aesthetics

Aesthetic or visual resources are generally defined as both the natural and built features of the landscape that contribute to the experience and appreciation of the environment by the general public. This section describes the aesthetic and visual qualities of the project site and vicinity and evaluates the potential impacts of the proposed project related to aesthetics, including light and glare impacts. Cumulative impacts related to aesthetics are addressed in Chapter 4, “Cumulative Impacts.”

3.2.1 Existing Conditions

3.2.1.1 Setting

The visual landscape of Loomis features rolling hills, oak woodlands, and grasslands that surround a more developed core. The landscape has a rural character, despite the more urbanized setting of nearby municipalities, including the cities of Rocklin and Roseville. Riparian corridors such as Secret Ravine enhance the visual setting as the wooded corridors break up the urban development pattern and provide vegetation and wildlife habitat. The project site is relatively flat, but trees and buildings obscure long-distance views.

The project site is located at the southern gateway to Loomis, just north of existing commercial centers oriented around the I-80/Sierra College Boulevard interchange (Figure 3.2-1). Sierra College Boulevard abuts the site’s western boundary.

A mixture of developed properties and open space defines the visual character of the Sierra College Boulevard corridor in the vicinity of the project site. Directly north of the site is a multiple-family residential building, the Sierra Meadows Apartments (Figure 3.2-2). Homewood Lumber is located to the north, across Brace Road from the project site (Figure 3.2-3). Beyond Brace Road, obscured by trees, are railroad tracks that parallel Taylor Road (Figure 3.2-4). East of the project site is a single-family residential neighborhood (Figure 3.2-5). South of the site is a small commercial use with a gas station and fast food restaurant at the Sierra College Boulevard/I-80 interchange (Figure 3.2-6). West of the project site is a commercial office building set among otherwise vacant land (Figure 3.2-7).

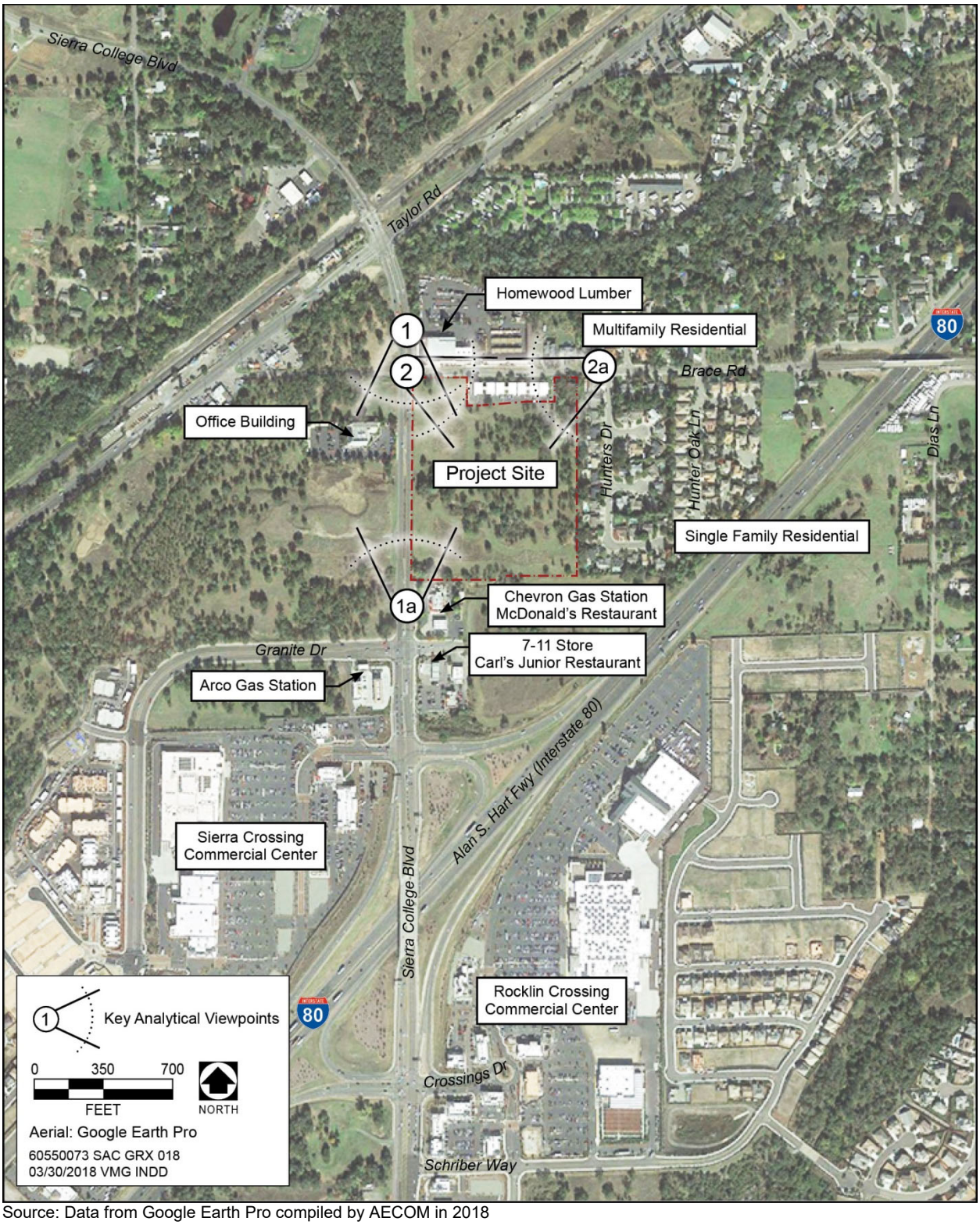
3.2.1.2 Views of the Project Site

Views of the project site are characterized by relatively flat topography and the presence of natural features including annual grassland (approximately 10 acres), valley oak woodland (approximately 8 acres), and valley freshwater marsh (approximately 0.2 acre). The density of on-site woodlands varies across the site. Most of the woodland contains oak trees, although a few scattered foothill pines are also visible (Salix 2016).

The Town considers the tree canopy provided by native and introduced tree species to be a significant visual resource of the Town that helps define the visual character of the community. See Section 3.2.2.3, “Regional and Local Plans, Policies, Regulations, and Ordinances,” for detail on the Town’s tree ordinance.

Viewers of the project site include the residents of the existing Sierra Meadows Apartments to the north and single-family residences to the east, and visitors to the Homewood Lumber lot and office building north and west of the project site, respectively. Additionally, pedestrians, cyclists, and motorists on Brace Road and Sierra College Boulevard have views of the site while traveling along adjacent roadway segments.

Two key viewpoints were identified for the analysis: Sierra College Boulevard and Brace Road. These two viewpoints were selected based on their usefulness in evaluating existing landscapes and potential impacts on visual resources with various levels of sensitivity, and from public locations with greatest visual exposure. The levels of visual quality, visual concern, and viewer exposure associated with each key viewpoint are identified and described below.



Source: Data from Google Earth Pro compiled by AECOM in 2018

Figure 3.2-1. Project Setting and Key Viewpoints

Figure 3.2-2. View along the Northern Site Boundary toward the Sierra Meadows Apartments

Figure 3.2-3. View along Brace Road, Looking East (Homewood Lumber on left, project site on right)

Figure 3.2-4. View toward the Eastern Property Boundary, Illustrating the Existing Tree Canopy

Figure 3.2-5. View of the Eastern Property Boundary, Illustrating Adjacent Residential Uses and Fencing

Figure 3.2-6. View of the Project Site as Observed along the Southern Boundary

Figure 3.2-7. View of the Fast Food Restaurant along the Southern Property Boundary

Figure 3.2-8. Visual Resources on and Adjacent to the Project Site, from Sierra College Boulevard: Key Viewpoints 1 and 1a (views south and northeast, respectively)

Key Viewpoint 1—Sierra College Boulevard

Key Viewpoint 1 represents views of the project site as observed by people traveling along Sierra College Boulevard (Figure 3.2-8). As shown, views of oak woodland and annual grassland are visible across the site. This viewpoint is accessible by all viewers, including motorists, pedestrians, and bicyclists, and has been selected to generally characterize the existing and proposed landscape that would be most easily viewed.

Visual Quality

High. Depending on the location and direction that observers travel along Sierra College Boulevard, views of the project site encompass an open landscape, much of which is natural in appearance, containing annual grassland and oak woodland. Sierra College Boulevard is not designated as a state scenic highway, nor does this roadway contain a scenic vista as designated by the *Town of Loomis General Plan* (General Plan).

Visual Concern

Moderate. Travelers on Sierra College Boulevard recognize this route as a major thoroughfare that connects with I-80. Motorists traveling north on this roadway past the project site have traveled past two commercial centers (Rocklin Crossing and Sierra Crossing) located at the Sierra College Boulevard interchange with I-80, while people traveling south see the structure and signage of the two existing centers in the distance. Retail stores, freeway signage, and wide fields of parking fronting along the roadway characterize those two commercial centers.

Viewer Exposure

High. Project site visibility for motorists on Sierra College Boulevard is high. No vegetation blocks views of the project site, so motorists traveling in either direction have extensive views across the site. The number of viewers is also high because of the location of the project site near an existing interchange with I-80 and the existing volume of vehicle trips along Sierra College Boulevard. However, the duration of the view is low to moderate, because motorists on Sierra College Boulevard travel at relatively high speeds, limiting their ability to view the project site as they focus on the roadway. Combining these four factors equally (visibility, distance zone, number of viewers, and duration of views) creates a high viewer exposure.

Key Viewpoint 2—Brace Road

Key Viewpoint 2 represents views of the project site as observed by people traveling along Brace Road (Figure 3.2-9). This viewpoint is accessible by all viewers, including motorists, pedestrians, and bicyclists, and has been selected to generally characterize the existing and proposed landscape that would be most easily viewed.

Visual Quality

Moderate. The Sierra Meadows Apartments buildings fronting Brace Road, combined with a mature stand of trees, shield direct views of the project site as observed along the roadway, except near the intersection with Sierra College Boulevard. Grassland and oak trees in the project site's interior are visible from the intersection of Brace Road and Sierra College Boulevard. Brace Road is not designated as a state scenic highway, nor does this roadway contain a scenic vista as designated by the General Plan.

Visual Concern

Low. Travelers along Brace Road have limited views of the project site. Views along Brace Road in this area are limited by the presence of the existing apartment buildings. Although grassland and trees on the site are visible from the intersection of Brace Road and Sierra College Boulevard, the presence of Homewood Lumber and the existing office building across Sierra College Boulevard provide visual indicators that the area is planned for commercial uses.

Viewer Exposure

Moderate. Project site visibility for motorists on Brace Road is moderate. The presence of existing structures and mature vegetation blocks direct views of the site for motorists traveling in either direction, except at the intersection of Brace Road and Sierra College Boulevard. The number of viewers is moderate, and the duration of the view is low, with the presence of intervening structures and vegetation limiting the site's visibility from most locations along this key vantage point. Combining these four factors equally (visibility, distance zone, number of viewers, and duration of views) creates a moderate viewer exposure.

Figure 3.2-9. Views of the Project Site, from Key Viewpoint 2 and 2a (Brace Road facing southeast and southwest, respectively)

3.2.1.3 Light and Glare

Because the project site is undeveloped, no on-site sources of ambient light or glare exist on the property. Light in the project area currently emanates from local residences and businesses as described above. Light sources include street lights and the lights of vehicles traveling on roads in the area.

Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. Light that falls beyond the intended area of illumination is referred to as "light trespass." Types of light trespass include spillover light and glare. Spillover light, which is light that illuminates surfaces beyond the intended area, is typically caused by artificial lighting sources, such as from building security lighting, signs, parking lot lights, roadway lights, and stadium lights on playing fields. Spillover light can also come from headlights on vehicles using roadways in the vicinity of the project site. Glare is typically associated with high intensity light reflecting off objects with a smooth surface like mirrors or building with glass exterior. Spillover light can adversely affect light-sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it moves farther from its source, the intensity of the lighting source is often increased to compensate for dissipating light, which can increase the amount of light that illuminates adjacent uses. The placement and type of light fixture determines the extent to which light will spill over onto adjacent properties and/or be visible from far away. Modern, energy-efficient fixtures that face downward, such as cutoff-type fixtures and shielded light fixtures, are less obtrusive than light fixtures that have been used in the past.

3.2.2 Regulatory Setting

3.2.2.1 Federal Plans, Policies, Regulations, and Laws

No federal plans, policies, regulations, or laws related to aesthetics are applicable to the proposed project.

3.2.2.2 State Plans, Policies, Regulations, and Laws

California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260–263.

The California Department of Transportation defines a state scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a state scenic highway is based on vividness, intactness, and unity (Caltrans 2008). None of the roadways adjacent to the project site or whose viewshed would be affected by the proposed project are scenic, as designated under this program.

3.2.2.3 Regional and Local Plans, Policies, Regulations, and Ordinances

Town of Loomis General Plan

According to the General Plan, "despite continuing growth, the wooded hills, grasslands, and agricultural areas surrounding the more urbanized core still retain a predominantly open, rural feeling. Loomis is still viewed as a pleasant small town, with commercial areas of pedestrian scale, and an historic architectural heritage" (Town of Loomis 2001). The General Plan does not identify any scenic vistas located in Loomis, although physical resources (tree canopy, rock outcroppings) are considered landscape features that contribute to community identity. The intent of the General Plan with respect to aesthetics is summarized in the relevant goals and policies listed below.

Land Use Goals

1. To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and wildlife habitat values.
3. To protect oak woodlands and significant stands of native trees.
4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.
6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area.

7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town's character.
8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town's character.

Community Design and Character Goals

1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.
2. To maintain the distinct identity and small town neighborly character of Loomis through the appropriate design of new development, and by the preservation of open space and natural resources.

Community Design and Character Policies

1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.
2. Each development project should be designed to be consistent with the unique local context of Loomis.
    a. Design projects to fit their context in terms of building form, siting and massing.
    b. Design projects to be consistent with a site's natural features and surroundings.
4. Design each project at a human scale consistent with surrounding natural and built features.
    a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing.
    b. Project design should follow the rules of good proportion, where the mass of the building is balanced and the parts relate well to one another.
7. Respect and preserve natural resources within rural areas.
    a. Design buildings to blend into the landscape.
    b. Emphasize native vegetation and natural forms in site design and project landscaping.
8. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.
9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.

Loomis Municipal Code

Chapter 13.30, "General Property Development and Use Standards"

Section 13.30 of the Loomis Municipal Code defines various structural and development standards regarding structural, fencing, and lighting height, mechanical equipment placement and screening, setbacks, material storage, and other development features. For example, Section 13.30.050 defines allowable structural heights.

Section 13.30.080 of the Loomis Municipal Code defines allowable heights and intensity for outdoor lighting, and provides light design guidelines. Specifically, lighting should be limited in height and directed, shielded, or recessed to reduce glare and reflections.

Section 13.30.100 of the Municipal Code establishes standards for the screening and separation of adjoining residential and nonresidential land uses, equipment and outdoor storage areas, and surface parking areas.

Specifically, commercial or industrial land uses on sites adjacent to residential uses must provide decorative screening of plant materials or a solid wall or masonry.

Chapter 13.34, "Landscaping Standards"
This chapter of the Municipal Code establishes requirements for landscaping and setbacks in all new development. As described in the code, landscaping must be provided in all areas of a site subject to development with structures, grading, or the removal of natural vegetation, including setbacks, unused areas, and parking areas as applicable. The Municipal Code also provides landscape standards to achieve aesthetic objectives and desirable microclimates, and to minimize water and energy demand and maintenance regulations so that site landscaping is maintained in a healthful and thriving condition at all times. All new projects must have a landscape plan reviewed and approved by the director before the start of grading or other construction, and before the issuance of a building permit.

Chapter 13.36, "Parking and Loading"
Chapter 13.36 provides standards for parking design, access, driveways, loading area design and screening, landscaping, and lighting.

Chapter 13.38, "Signs"
Chapter 13.38 provides standards for signage, including the number, size, type, materials, lighting, and placement of signage on commercial structures.

Chapter 13.54, "Tree Conservation"
The Loomis Municipal Code states that the tree canopy of both native and introduced species contributes significantly to the rural character of the town and offers residents environmental, social, financial (property values), and aesthetic benefits. The goal of the Tree Preservation Ordinance is to promote a healthy tree canopy needed for community enjoyment and vibrant, functioning ecosystems. The ordinance protects any native oak tree with a trunk that is a minimum of 6 inches in diameter as measured at breast height for interior live oak, valley oak, and oracle oak and 4 inches dbh for blue oak; any oak tree with multiple trunks that have an aggregate dbh of at least 10 inches, or any heritage tree. "Heritage tree" means any tree identified by Town Council resolution. It is unlawful to remove any protected tree or to perform any activity that would interfere with the condition of a protected tree without a tree permit issued by the Town Manager.

Section 13.62.040, "Design Review"
Section 13.62.040 of the Loomis Municipal Code includes the process for design review. Design review is intended to ensure that the design of proposed development and new land uses assists in maintaining and enhancing the small-town, historic, and rural character of the community. Design review approval is required for all proposed nonresidential development. The review authority may require any reasonable conditions of approval to ensure that a proposed project would comply with the findings of the design review.

Town of Loomis Community Design Guidelines (2002)
The Town adopted Design Guidelines in 2002 to provide a framework and guidance for proposed development or renovation projects within the Town. Since there is no singular style, element, or theme characterizing the Town, the Design Guidelines address the distinct commercial districts within the Town and the qualities characteristic of each of those districts. The proposed project is located just outside, but adjacent to District 5 Sierra College and Taylor Road. The Design Guidelines address walkways and setbacks, landscaping, building design, architectural guidelines, commercial design, site coverage, circulation and access, fencing, lighting, signage, and artwork.

3.2.3 Impact Analysis

3.2.3.1 Methodology

To analyze potential impacts of the proposed project on aesthetics, a description of the project site and the surrounding area was derived from site visits and photographs. The General Plan and Loomis Municipal Code were reviewed to determine what visual elements have been deemed valuable by the community, and which Town regulations are applicable to the project.

The following impact analysis focuses on the manner in which development could alter the visual elements or features that exist on or near the project site. The determination of when changes to the visual environment become a substantial adverse effect is based on the following primary factors:

- the existing scenic quality of an area;
- the level of viewer exposure and concern regarding visual change; and
- the level of actual visual change caused by the project as seen by a given viewer group.

The overall visual sensitivity of each location was first established based on existing visual quality, viewer exposure, and viewer concern. These factors were then considered together with the level of expected visual change or contrast and significance.

Visual change is an overall measure of the alteration or change in basic visual attributes, such as form, line, color, and texture, caused by a project. Thus, a substantial adverse effect can occur when a project results in high levels of visual change or obstruction of scenic views by sensitive receptors. However, any assessment of visual quality is subjective and depends on perspective and opinions regarding whether an alteration of the visual character may be adverse or beneficial.

Two key viewpoints (shown in Figure 3.2-1) were selected as representative of the most critical locations from which the project site would be seen from public viewing audience, once built. These viewpoints are selected based on their usefulness in evaluating existing landscapes and potential impacts on visual resources with various levels of sensitivity, in different landscape types and terrain, and from locations with greatest visual exposure.

3.2.3.2 Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact related to aesthetics if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? or
- create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

3.2.3.3 Topics Not Addressed Further

The significance thresholds identified above related to scenic vistas and state scenic highways are not applicable to the proposed project because Town planning documents identify neither the project site nor adjacent areas as scenic corridors or vistas. In addition, no scenic highways as defined by Caltrans are located in the vicinity of the project site and development of the proposed project would not affect scenic resources visible from a state scenic highway. Therefore, these topics are not considered further in the environmental impact analysis below.

3.2.3.4 Environmental Impacts and Mitigation Measures

Impact 3.2-1: Degradation of Existing Visual Character of the Project Site and Surroundings. *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. This impact would be ***potentially significant****.*

Construction Impacts

The proposed project would be constructed in a single phase over a period of 6 months. As described in detail in Chapter 2, "Project Description," of this EIR, preparation for construction of the project would begin with the demolition of an existing building foundations and grubbing to remove vegetation. Abandoned utilities in the proposed development areas would be removed and the excavation(s) would be backfilled with engineered fill. Soil on portions of the property would be over excavated and recompacted resulting in extensive disturbance to natural topography.

Temporary visual impacts would result from the presence of construction equipment in work zones and storage of material and earth necessary to carry out this work. These effects would be temporary and would vary in intensity throughout the construction period, as construction would be staged and equipment would be moved around the site. This impact would be **less than significant**.

Operational Impacts

Site development under all three site options would change the visual character from vacant land containing oak woodland intermixed with annual grassland to a developed condition with a warehouse retail store, parking field, and a fueling station. The warehouse would be located near the northern boundary of the project site, while the fueling station would be located on the southwest corner of the project site. The warehouse structure would be up to 33 feet tall and would provide up to approximately 155,000 square feet of floor space dedicated to retail goods and services.

Under all three Project Driveway Access Options, the proposed warehouse would feature a variety of massing techniques and material types (Figure 3.2-10). The building architecture would incorporate varying parapet cap heights and would use metal panels, concrete masonry blocks, and landscaping to break the long horizontal and vertical planes associated with typical warehouse structures. Figures 3.2-11, 3.2-12, 3.2-13, and 3.2-14 provide visual simulations of the building architecture that illustrate the use of projections to break the building's horizontal plane. The building's color palette would include blues, browns, and grays, which would be compatible with surrounding development and the rural image considered desirable by the Town of Loomis. The fueling station would include a canopy over the fuel islands and a controller enclosure that would be located on the southern portion of the station's landscape planter (Figure 3.2-15).

Building signage would include the Costco logo in red and blue. The signage would be scaled to the mass of the building elevation and would use externally illuminated reverse pan channel letters; the fueling station signage would also be externally illuminated. The regulations established by the Town in Chapter 13.38 (Signs) of the Loomis Municipal Code are intended to appropriately limit the placement, type, size, and number of signs allowed within the town, and to require the proper maintenance of signs. Compliance with related development standards is discussed later in this analysis.

The proposed project's landscape design is intended to create a visual image compatible with the Town character (Figure 3.2-16). As shown, the site plan incorporates perimeter landscape beds and drainage bioswales that would vary in width, ranging from a maximum of 33 to 36 feet along the eastern perimeter of the project site to approximately 20 feet along the northern, southern and western perimeters. Landscape islands would be provided in the parking field at a ratio of one island for every five lineal parking spaces. The plant palette includes a mix of drought-tolerant shrubs and grasses, and a variety of shade trees that would be located in planters dispersed throughout the parking field and along the site perimeter.

All new development in Loomis is subject to development standards to ensure that the proposed use is compatible with existing and future development on neighboring properties, and produces an environment of stable and desirable character, consistent with the General Plan. Review of a site plan to determine whether the design complies with relevant sections of the Loomis Municipal Code is part of the design review process.

Table 3.2-1 provides a comparison of whether and how the proposed project complies with relevant development standards outlined in the Loomis Municipal Code. Project compliance with the Town's development standards would ensure that the building form, siting, and massing would fit in with the local context and would reduce the potential for the project to substantially degrade the visual character or quality of the site.

Viewers of the project site would include residents, office workers, and travelers. Although there are exceptions, such as on a scenic roadway, residents tend to be more sensitive to changes in visual character than office workers, who mainly stay inside, and travelers, who may view the project site only temporarily. Residents in the apartments north of the project site along Brace Road would see the proposed building but a mature stand of trees shields views of the site. Most residents east of the project site would not see the proposed building because of the preservation of the existing, mature tree canopy found along the rear property boundary, inclusion of masonry privacy wall along the perimeter of site, and incorporation of a landscape setback (Figure 3.2-16, cross section E). Motorists traveling in either direction on I-80 would not have prominent views of the project site because of intervening trees and development and because the speed of travel would require motorists to focus on the roadway. The focus of the analysis is on public views as observed from the two key viewpoints described in Section 3.2.1.2, “Views of the Project Site.”

Key Viewpoint 1: Pedestrians, cyclists, and motorists traveling along Sierra College Boulevard and occupants of the office building across the roadway would have views of the proposed project. Views of the warehouse structure when traveling north on Sierra College Boulevard would become obscured as one travels closer to and past the site, because the grade midpoint along the project site is at an elevation of 323.5 feet while the finish grade of the project would be 330 feet. Separating the viewer from the project site would be a gravity block wall, varying in height up to 8 feet, supporting a landscaped, manufactured slope (see cross section G in Figure 3.2-16). A variety of 24-inch box trees, consisting of oaks, pistache, and crape myrtles, would be planted along the slope every 5 feet on center and shrubs and ground cover would be planted among the trees to further obscure views of the building.

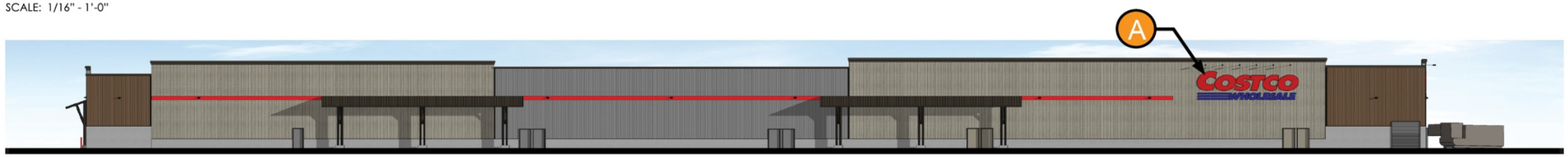
The project would be more visible to motorists traveling southbound because the viewing parties would be farther away from the site and views of the warehouse would not be obscured by the retaining wall, although landscaping would provide a contrast and help maintain the tree canopy currently visible on the property. Views of the project by southbound travelers would be consistent with views of the existing retail centers located in the background around the interchange with I-80.

As discussed in Section 3.1, “Regional Environmental Setting,” of this EIR, the project site is located in the Town Center planning area that encompasses Loomis’s main commercial core. Placement at this location is consistent with goals and policies of the *Town of Loomis General Plan* that are intended to focus more intensive land uses near the downtown and freeway interchange to maintain a more rural feel for the outlying portions of the town. The proposed project is visually consistent with existing patterns of growth, as well as development trends along the I-80 corridor. Any change in physical character, structural prominence, or views along this roadway segment associated with the proposed project would be similar in nature and scale to that found immediately to the south of the site at the intersection with I-80 where the Rocklin and Sierra Crossing Commercial centers are found (see Figure 3.2-1).

The change in visual character would be reduced in intensity through retention of the existing oak canopy where feasible and replacement of oaks lost to development, consistent with Chapter 13.54, “Tree Conservation,” of the Loomis Municipal Code and with Community Design and Character policies of the *Town of Loomis General Plan* that call for preservation of natural resources. It is not feasible to preserve all oak trees on-site because the pattern of coverage across the site and compliance with development standards for building setbacks and parking requirements preclude protecting all trees. The landscape plan proposes to replace protected trees removed from the property with 63 24” box Interior Live Oaks and 37 24” box Valley Oaks, to be planted around the perimeter landscape setbacks and within parking islands on the site (see mitigation in Section 3.4, “Biological Resources,” of this EIR).

Chapter 13.34, “Landscape Standards,” of the Loomis Municipal Code establishes requirements for landscaping and setbacks in all new development. As described in the code, landscaping must be provided in all areas of a site subject to development with structures, grading, or the removal of natural vegetation, including setbacks, unused areas, and parking areas as applicable. Native grasses and shrubs would be planted in the setbacks and storm water treatment planters consistent with policies that emphasize native vegetation and natural forms in site design and project landscaping (Figure 3.2-16).

① SOUTH ELEVATION
SCALE: 1/16" - 1'-0"

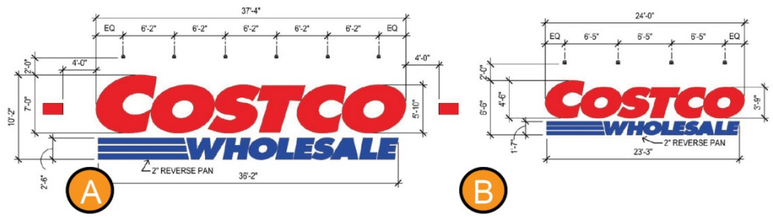


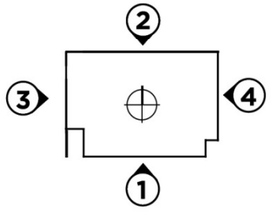
② NORTH ELEVATION
SCALE: 1/16" - 1'-0"

③ WEST ELEVATION
SCALE: 1/16" - 1'-0"

④ EAST ELEVATION
SCALE: 1/16" - 1'-0"

	SIGN	SIZE	AREA SF EACH	QUANTITY	TOTAL SIGN SF
A	COSTCO WHOLESALE	7'-0" C	381 SF	3	1143 SF
B	COSTCO WHOLESALE	4'-6" C	158 SF	1	158 SF
C	TIRE CENTER	1'-9" T	31 SF	1	31 SF
D	COSTCO WHOLESALE *@FUEL FACILITY (LONG ELEVATION)*	1'-9" C	21 SF	2	42 SF
E	COSTCO WHOLESALE *@FUEL FACILITY (SHORT ELEVATION)*	1'-4" C	15 SF	2	30 SF
				TOTAL SF	1404 SF





60550073 SAC GRX 035
4/16/2019 VMG INDD

Source: Data provided by MG2 and adapted by AECOM in 2019

Figure 3.2-10. Warehouse Design

This page intentionally left blank

Source: Data provided by MG2 and adapted by AECOM in 2019

Figure 3.2-11. Entry

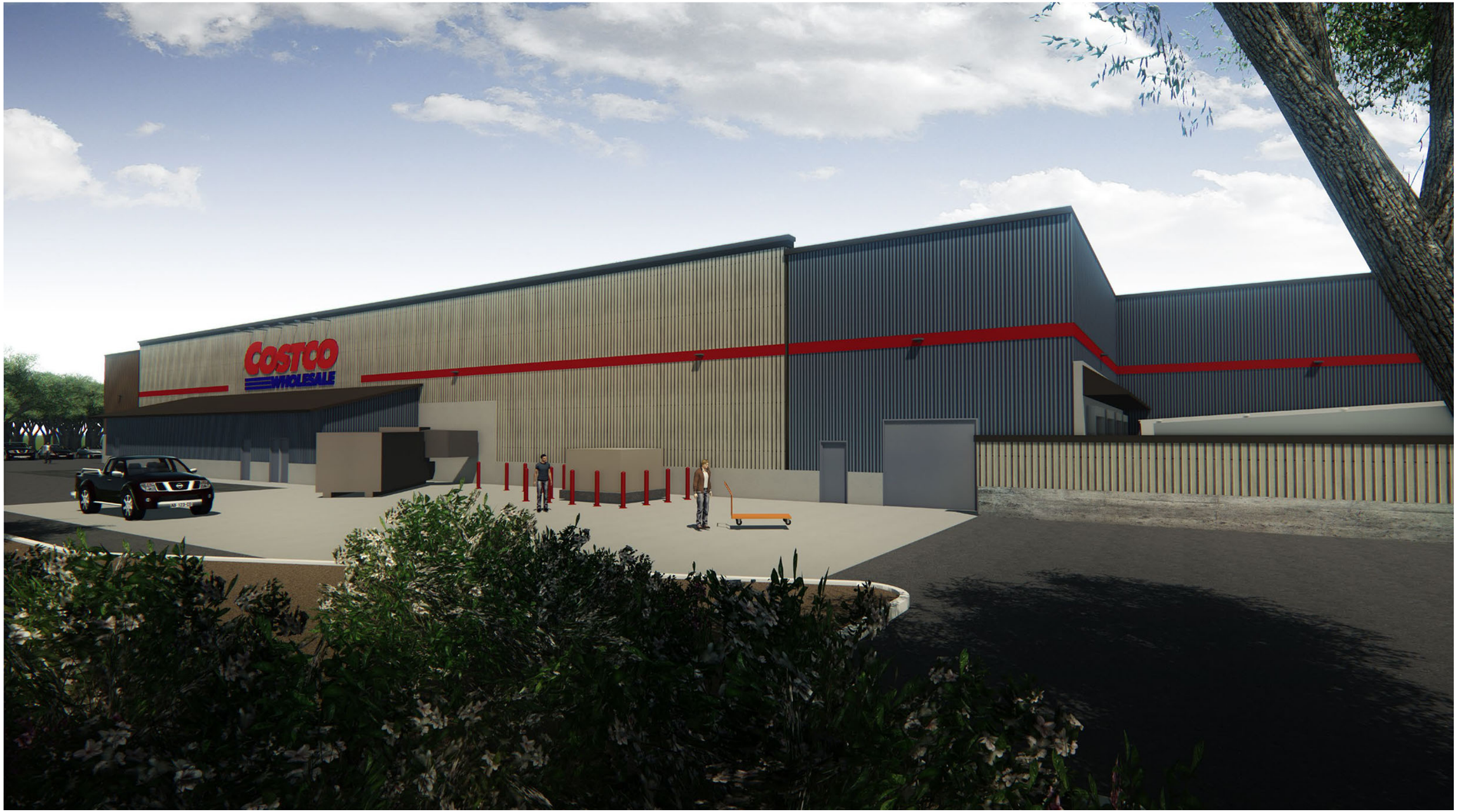
This page intentionally left blank

60550073SAC GFX 022

Source: Data provided by MG2 and adapted by AECOM in 2019

Figure 3.2-12. Corner Facade

This page intentionally left blank



Source: Data provided by MG2 and adapted by AECOM in 2019

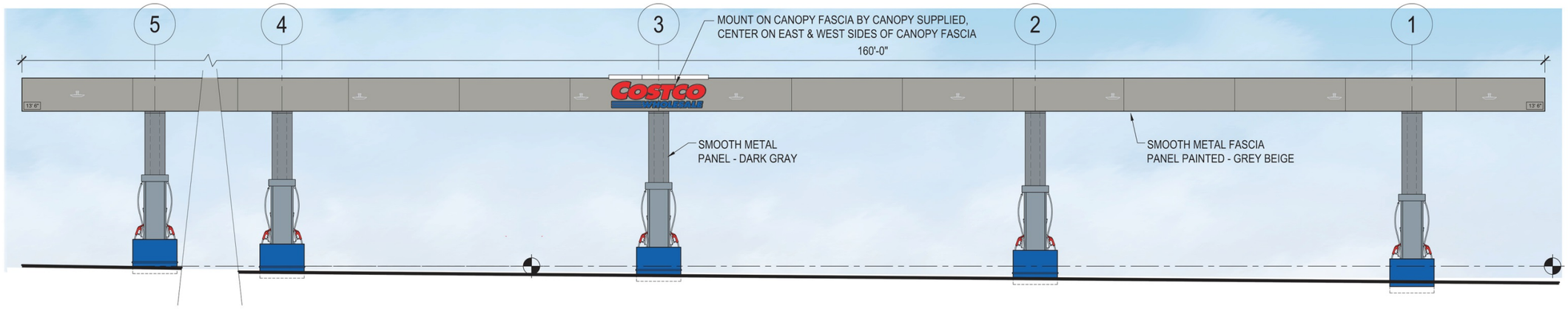
Figure 3.2-13. Loading Dock

This page intentionally left blank

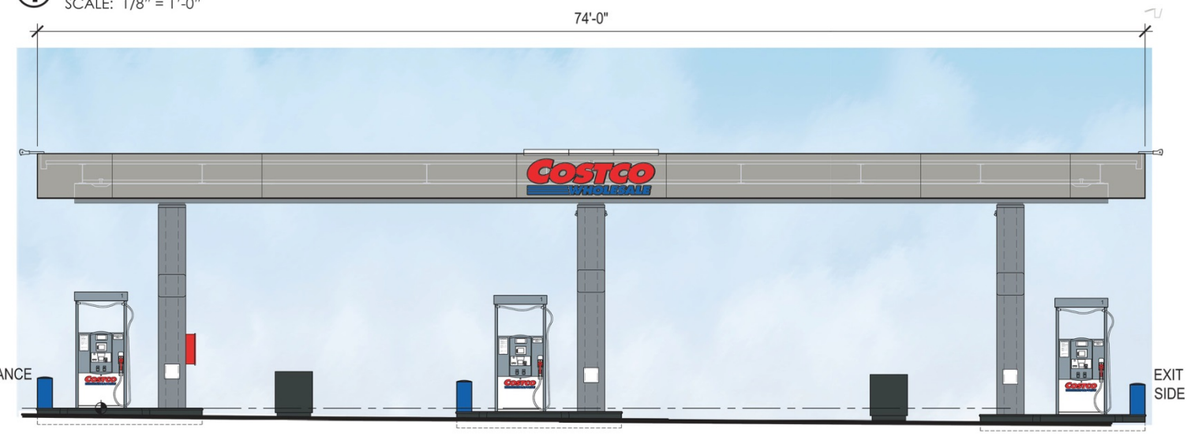
Source: Data provided by MG2 and adapted by AECOM in 2019

Figure 3.2-14. Tire Center Facade

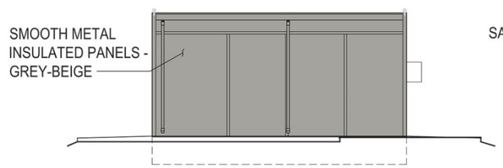
This page intentionally left blank

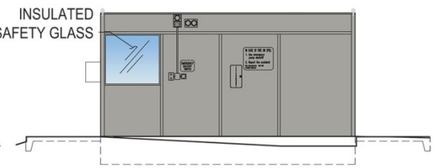


① NORTH & SOUTH ELEVATIONS
SCALE: 1/8" = 1'-0"



② EAST & WEST ELEVATIONS
SCALE: 1/8" = 1'-0"





③ CONTROLLER ENCLOSURE
SCALE: 1/8" = 1'-0"

COSTCO WHOLESALE

④ CANOPY SIGNAGE
SCALE: NTS

D

60550073 SAC GRX 017
12/3/2018 VMG INDD

Source: Data provided by MG2 and adapted by AECOM in 2019

Figure 3.2-15. Fueling Station Design

This page intentionally left blank

PRELIMINARY PLANT LEGEND:

Symbols	Botanical / Common Name	Size	WUCOLS	Comments
	Trees			
	Existing trees to remain			
	Lagerstroemia hyb. 'Dynamite' / Dynamite (Red) Crape Myrtle	24" box	L	Multi-branch, matched in size.
	Lagerstroemia hyb. 'Muskogee' / Muskogee (Lavender) Crape Myrtle	24" box	L	Matched Standards.
	Pistacia chinensis 'Keith Davey' / Keith Davey Pistache	24" box	L	Matched Standards.
	Quercus virginiana 'Heritage' / Heritage Southern Live Oak	24" box	M	Matched Standards.
	Quercus wislizenii/ Interior Live Oak	24" box	L	Matched Standards.
	Quercus Cobata / Valley Oak	24" box	L	Matched Standards.
	Shrubs			
	Callistemon viminalis 'Little John' / Little John Bottlebrush	5 gal.	L	
	Elaeagnus pungens / Silverberry	15 gal.	L	
	Frangula californica 'Eve Case' / Eve Case Coffeeberry	5 gal.	L	CA Native
	Grevillea lavandulacea 'Penola'/ Penola Lavender Grevillea	5 gal.	L	
	Rhus ovata/ Sugar Bush	15 gal.	L	CA Native
	Rosa meidrifora 'Coral Drift' / Coral Drift Shrub Rose	5 gal.	L/M	
	Rosa meigalpio 'Red Drift' / Red Drift Shrub Rose	5 gal.	L/M	
	Salvia leucantha 'Santa Barbara' Santa Barbara Sage	5 gal.	L	
	Perennials			
	Dianella revoluta 'Little Rev' / Little Rev Dianella	4" pot	L	
	Dietes vegeta 'Varigatum' / Variegated Fortnight Lily	5 gal.	L	
	Lomandra longifolia 'Breeze' / Breeze Mat Rush	1 gal.	L	
	Ornamental Grasses			
	Festuca mairei/ Atlas Fescue	1 gal.	L	
	Festuca idahoensis 'Siskiyou Blue'/ Siskiyou Blue Grass	1 gal.	L	CA Native
	Pennisetum orientale / Oriental Fountain Grass	1 gal.	L	
	Groundcovers			
	Arctostaphylos 'Pacific Mist'/ Pacific Mist Arctostaphylos	1 gal.	L	CA Native
	Cotoneaster dammeri 'Lowfast' / Lowfast Bearberry	1 gal.	L	
	Lantana hyb. 'Spreading Sunset' / Red-Orange Lantana	1 gal.	L	
	Rosmarinus officinalis 'Prostratus'/ Prostrate Rosemary	1 gal.	L	
	Storm Water Treatment Planter			
	Chondropetalum tectorum/ Cape Rush	1 gal.	L	
	Iris douglasiana / Douglas Iris	1 gal.	L	CA Native
	Juncus patens 'Occidental Blue' / Occidental Blue California Gray Rush	1 gal.	L	CA Native
	Lomandra longifolia 'Breeze'/ Breeze Dwarf Mat Rush	1 gal.	L	
	Muhlenbergia rigens / Deer Grass Deer Grass	1 gal.	L	CA Native

LANDSCAPE DATA:

Site Coverage
Total Costco Site Area: 17.34 AC (+-755,498 s.f.)

Parking Lot Interior Landscape
Interior Landscape Required: 22,997 SF [10% of gross area of parking lot (229,976 sf)]
Interior Landscape Provided: 24,110 SF

Tree Wells
Required: Provide one (1) tree for every 5 parking spaces
Provided: Provided one (1) tree for every 5 parking spaces

Street Frontage
Required: Provide at minimum of one (1) tree for every 30' of frontage
Provided: 23 Quercus wislizenii / Interior Live Oak - 24" box at 30'-0" o.c.
2 Heritage Southern Live Oak - 24" box at 30'-0" o.c.
Total Provided: 25 Frontage Trees

IRRIGATION DESIGN STATEMENT:

The irrigation system will be a water efficient low flow, point souce system designed to provide adequate watering to support palnt growth and insure deeply rooted plant material while avoiding excess water application. The system will be programmable, allowing operation during late night and/ or early morning hours, with multiple start times and cycles. The system will interface with a weater based sensor that will adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site will be selected on the basis of durability and ease of maintenance. Landscape irrigation will comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO).

WUCOLS LEGEND:

(Water Usage Classification of Landscape Species)

L Low Water Use
M Moderate Water Use

0 50 100
FEET
NORTH

60550073 SAC GRX 014
4/16/2019 VMG INDD

Source: Data provided by MG2 and adapted by AECOM in 2019

Figure 3.2-16. Landscape Plan

This page intentionally left blank

Table 3.2-1. Compliance with Town Development Standards

Development Standard	Required	Provided
General Property Development and Use Standards		
13.26.040 Commercial District General Development Standards	Commercial General Zone	**Consistent:** The project design meets development standards for commercial use. At approximately 17 acres in size (757,123 sq. ft.), the project site exceeds the 5,000 sq. ft. minimum lot size requirement.
Minimum Lot Size	5,000 square feet	
Building Setbacks		**Consistent:** The project design meets and exceeds the development standards for building setbacks outlined by the code.
	15-foot minimum in front	The front setback along Sierra College Boulevard is approximately 66 feet from the curb edge to the warehouse building. Included in the setback is 20 feet of landscaped parkway and a 30-foot-wide driveway aisle.
	15-foot rear when abutting R zone, otherwise no minimum	The rear setback would be 33 feet in width as measured from the edge of the rear residential property line to the parking field. The proposed setback incorporates existing trees and adds a retaining wall, bioswale, and proposed landscaping.
	15-foot minimum alongside area abutting R zone	Setbacks on the north side of the project include a 60-foot setback as measured from the edge of the proposed warehouse to the rear boundary of the existing apartment complex. Included in this setback is a 20-foot landscaped parkway with bioretention swale and 30-foot drive aisle for emergency vehicles.
	15 feet at side corner	The side-yard setback along the southern perimeter includes a 20-foot landscaped strip.
Maximum Floor Area Ratio	0.60 FAR	**Consistent:** The proposed warehouse building contains up to approximately 155,000 sq. ft. of floor space on a site that totals 757,123 sq. ft. This equates to a 0.20 FAR.
Lot Coverage	Range between 25 percent to 60 percent (When expressed as a range, the review authority may limit the maximum coverage allowed for a specific project to less than the maximum of the range, as determined appropriate for the site and project)	**Consistent:** The proposed warehouse would be less than the maximum range for lot coverage. The proposed warehouse structure would cover 157,349 sq. ft. of land surface according to the preliminary stormwater quality control plan, which equates to lot coverage of approximately 21 percent.
Building Height	35 feet or two stories (max)	**Consistent:** The proposed warehouse would range in height from 27 to 33 feet.
13.30.040 Fences and Walls		
A. Height Limitations	Each fence, wall, hedge, and berm otherwise allowed shall comply with the height limitations shown in Table 3-1. See also Figure 3-1. A fence or wall with a height greater than six feet and a length greater than fifty feet shall require design review in compliance with Section 13.62.040, except for open and wire fencing in the RA, RE, and RR zoning districts.	**Consistent:** The project design includes retaining walls of various sizes along the property boundary where necessary to separate adjoining uses, define the entry, limit access, and support graded slopes. A solid wall 8 feet in height is proposed along the eastern property boundary to serve as privacy shield. A 13-foot noise wall is proposed along the northern property boundary along the truck delivery road to All grading fencing would be subject to design review as outlined in Section 13.62.040 of the code.
D. Specific Requirements		
1. Differing Land Uses	Fencing required between differing land uses. Within side and rear yard setbacks a solid wall or fence of 6 feet is required; berms are allowed but cannot exceed 3 feet in height.	**Consistent:** See discussion A, above.
3. Outdoor Equipment, Storage and Work Area	Outdoor equipment, Storage and Work Areas located adjacent to residential uses must be screened from view in compliance with Section 13.30.100.	**Consistent:** There would be no outdoor mechanical equipment with the exception of two compactors located outside the loading dock on the west side of the building that would be screened by landscaping at the edge of the property along Sierra College Boulevard. All mechanical equipment would be located within the warehouse.

Table 3.2-1. Compliance with Town Development Standards

Development Standard	Required	Provided
Chapter 13.30.080 Outdoor Lighting	Outdoor lighting on private property shall comply with the following requirements:	**Consistent.**
A.	Outdoor light fixtures shall be limited to a maximum height of twenty feet or the height of the nearest building, whichever is less.	The proposed parking field would be illuminated with downward-pointing lights mounted on 32-foot tall poles in the interior of the lot, but that are 28 feet tall adjacent to the existing residential area, neither of which is taller than the proposed warehouse building. Lighting fixtures would be "shoebox" style designed to avoid light spill on adjacent land.
B.	Lighting shall be energy -efficient and shielded or recessed so that: 1. The light source is not visible from off the site; and 2. Glare and reflections are confined to the maximum extent feasible within the boundaries of the site. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no light causes areas off the site to be directly illuminated.	The project would utilize LED fixtures that that provide a higher level of perceived brightness with less energy than other lamps such as the high-pressure sodium type. Lights in the parking field would be timer controlled to promote energy efficiency. All lighting fixtures would be shielded to limit light intrusion and minimize glare. All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary.
C.	No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source	All lighting fixtures would be shielded to limit light intrusion and minimize glare. All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary.
D.	No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the director	Signs would not include blinking or flashing lights.
Chapter 13.30.110		**Consistent:** The proposed project would be consistent with the following design standards related to screening between different land uses:
A. Screening Between Different Land Uses.	A commercial or industrial land use proposed on a site adjacent to a residential zoning district shall provide screening at the parcel boundary as follows. Other nonresidential uses adjacent to a residential use may also be required by the director to comply with these requirements.	The project proposes a variety of screening methods into the site plan consistent with the intent of this code section. Building setbacks exceed the minimum required by code and would be landscaped with a variety of ground cover, shrubs, and trees. Refer to the discussion of setbacks proposed for the project under Chapter 13.30 of the code.
	1. The screen shall consist of plant materials and a solid wall of masonry or similar durable material, a minimum of six feet in height.	A solid wall 8 feet tall would be constructed along the eastern property boundary while a 13 foot noise wall is planned along the northern boundary Retaining walls are used to support graded slopes and are placed only at certain segments along the property perimeter where needed to support the graded pad. The height of the wall varies in order to avoid the look of a long, unbroken flat plane. The plan incorporates vegetated bioswales planted with native species into the perimeter landscape setback, which provides visual interest. See the write-up under Chapter 13.34 for a description of the proposed landscape design.
	2. The maximum height of the wall shall comply with the provisions of Section13.30.040.	See discussion under item A.(1).

Table 3.2-1. Compliance with Town Development Standards

Development Standard	Required	Provided
	3. Proposed walls and fences shall be designed to incorporate decorative features on both sides, as approved by the director, to avoid the appearance of long, unbroken flat planes without visual interest. Examples of decorative features include regularly spaced columns or pilasters, offsets and setbacks for portions of the wall or fence, and/or wells for trees or other landscaping.	See discussion under item A.(1) .
	4. A landscaping strip with a minimum width of five feet shall be installed adjacent to screening walls, except that ten feet of landscaping shall be provided between a parking lot and a screening wall, in compliance with Section 13.34.040(C)(4)(d).	See discussion under Chapter 13.26.040, Building Setbacks.
	5. The director may waive or approve a substitute for this requirement if the director first determines that:	See discussion under Chapter 13.26.040, Building Setbacks, and Chapter 13.34, Landscape Standards.
	a. The intent of this section can be successfully met by means of alternative screening methods; or	See discussion under Chapter 13.26.040, Building Setbacks, and Chapter 13.34, Landscape Standards.
	b. Physical constraints on the site make the construction of the required screening infeasible; or	See discussion under Chapter 13.26.040, Building Setbacks, and Chapter 13.34, Landscape Standards.
	c. The physical characteristics of the site or adjoining parcels make the required screening unnecessary.	See discussion under Chapter 13.26.040, Building Setbacks, and Chapter 13.34, Landscape Standards.
B. Mechanical Equipment, Loading Docks, and Refuse Areas.	1. Roof or ground mounted mechanical equipment (e.g., air conditioning, heating, ventilation ducts, and exhaust, etc.), loading docks, refuse storage areas, and utility services (electrical transformers, gas meters, etc.) shall be screened from public view from adjoining public streets and rights-of-way and adjoining areas zoned for residential uses.	**Consistent:** All mechanical equipment would be located within the warehouse. The loading dock is proposed to be located at the front of the building, parallel to Sierra College Boulevard. The loading dock would be screened with an architecturally-treated wall as depicted in Figure 3.2-13. The warehouse trash compactors would be located on the west side of the warehouse, facing Sierra College Boulevard. The compactors would be screened from view as a result of the 20-foot landscaped buffer and 30-foot drive aisle, and the proposed streetside retaining wall and berm.
	2. The method of screening shall be architecturally compatible with other on-site development in terms of colors, materials, and architectural style.	**Consistent:** All mechanical equipment would be located within the warehouse. See also discussion under item A, “Screening Between Different Land Uses,” above.
Chapter 13.34 Landscaping standards		
A. Setbacks	A landscape plan must be prepared as part of application for new development.	**Consistent: A** landscape plan has been submitted to the Town that identifies trees, shrubs, and ground cover to be planted around the perimeter of the site and within the parking field to create a developed image consistent with the town character and to screen the site from adjacent uses.
	Landscaping is required in all setbacks and open space areas including easements for utilities and drainage courses except when screened from public view or retained in natural condition.	The landscape plan provides 10 percent interior coverage. of the project area with trees, shrubs, and ground cover.
C. Parking		
1. Materials	Landscape materials in parking lot must include combination of trees, shrubs, and ground cover.	**Consistent:** The landscape plan identifies trees, shrubs, and ground cover to be planted around the perimeter of the site and within the parking field.

Table 3.2-1. Compliance with Town Development Standards

Development Standard	Required	Provided
4. Perimeter		**Consistent:** The proposed project is consistent with the following landscaping standards that address parking areas adjacent to streets, property lines, and residential uses:
a. Adjacent to Streets	Parking area for non-residential use adjoining a street shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the zoning district or fifteen feet, whichever is more.	Refer to the discussion of Chapter 13.26.040 pertaining to setbacks. Setbacks on the north side of the project include a 20-foot landscaped parkway with bioretention swale.
	i. The landscaping shall be designed and maintained to screen cars from view from the street to a height of minimum height of thirty-six inches, but shall not exceed any applicable height limit for landscaping within a setback.	A 20-foot-wide planting strip is proposed along the street frontage with Sierra College Boulevard, which would contain ground cover, shrubs, and one tree for every 30 feet of frontage.
	ii. Screening materials may include a combination of plant materials, earth berms, raised planters, or other screening devices which meet the intent of this requirement. A solid masonry wall with a maximum height of thirty-six inches may be used only where the director determines that no feasible alternative exists.	See discussion under Chapter 13.26.040, Building Setbacks, and Chapter 13.34, Landscape Standards.
	iii. Shade trees shall be provided at a minimum rate of one for every thirty linear feet of landscaped area.	The landscape plan proposes shrubs and one tree for every 30 feet of frontage.
	iv. Plant materials, signs, or structures within a traffic safety sight area of a driveway shall comply with Section 13.30.050(E).	The landscape plan provides for adequate line of sight for drivers exiting the driveway.
b. Adjacent to Side or Rear Property Lines	Parking areas for nonresidential uses shall provide a perimeter landscape strip at least six feet wide (inside dimension) where the parking area adjoins a side or rear property line. The requirement for a landscape strip may be satisfied by a yard or buffer area that is otherwise required. Trees shall be provided at the rate of one for each thirty linear feet of landscaped area.	Side-yard setbacks along the southern perimeter include a 20-foot landscaped strip. The rear landscape setback ranges from 33 to 36 feet in width as measured from the edge of the rear residential property line to the parking field. The existing oak trees along the rear boundary would be preserved, as would the existing solid wood fence forming the rear boundary of the residential property. An 8-foot tall privacy fence is also proposed. The landscape plan proposes shrubs and one tree for every 30 feet of frontage.
c. Adjacent to Structures	When a parking area is located adjacent to a nonresidential structure, a minimum five-foot wide landscape strip shall be provided adjacent to the structure, exclusive of any building entries, or areas immediately adjacent to the wall of the structure that serve as pedestrian accessways	See discussion under Item 4(b).
d. Adjacent to Residential	A parking area for a nonresidential use adjoining a residential use or zone shall provide a landscaped buffer yard with a minimum ten-foot width between the parking area and the common property line bordering the residential use. A solid masonry wall, solid fence, and a landscape buffer shall be provided along the property line to address land use compatibility issues such as nuisance noise and light/glare. Trees shall be provided at the rate of one for each thirty linear feet of landscaped area	Approximately 24,110 sq. ft. of landscaping would be located within the parking field, which is over 10 percent of the gross area of surface parking. Tree wells would be spaced at a rate of one tree for every five parking spaces.

Table 3.2-1. Compliance with Town Development Standards

Development Standard	Required	Provided
5. Interior		**Consistent:** The proposed project is consistent with the following landscaping standards associated with interior parking areas: See discussion under item 4(d).
a. Amount	Multifamily, commercial, and office uses shall provide landscaping within the parking area at a minimum ratio of ten percent of the gross area of the parking lot. One shade tree shall be provided for every five parking spaces.	See discussion under item 4(d).
b. Location	Landscaping shall be evenly dispersed throughout the parking area to shade as much of the parking area as feasible. Use of an orchard-style planting scheme (placement of trees in uniformly spaced rows) is encouraged for larger parking areas. Parking lots with more than one hundred spaces should provide a concentration of landscape elements at primary entrances, including specimen trees, flowering plants, enhanced paving, and project identification.	Trees would be planted in an orchard style to maximize shade provided by the tree canopy.
Chapter 13.38 Signs		
B. Commercial Standards	Single tenant building: Three of any combination of allowed sign types per primary building frontage.	**Consistent:** The project incorporates wall-mounted signs at least 1 foot below the roofline along the primary building frontage and at entry. No freestanding ground-mounted signs, awnings, or suspended signs are proposed. **Consistent:** The proposed project is consistent with the following commercial design standards:
Awning,	Below Roof (at least one foot below parapet)	No awning signs are planned.
Freestanding,	Freestanding ground monument signs shall have a maximum height of 6 feet.	No freestanding signs are planned.
Projecting, Wall	Below Roof (at least one foot below parapet)	See discussion under item B.
Suspended	Below eve/canopy at least eight feet above walking surface	No suspended signs are planned.
D. Design Criteria		**Consistent:** The proposed project is consistent with the following design criteria associated with building color and lighting:
1. Color	Colors should be harmonious with one another and relate to the dominant colors of the building or buildings being identified. Contrasting colors may be utilized if the overall effect of the sign is still compatible with the building colors and prevailing colors in the surrounding neighborhood (where a theme can be identified).	Corporate red and blue colors would be used.

Table 3.2-1. Compliance with Town Development Standards

Development Standard	Required	Provided
F. Lighting	1. The town prefers that a sign be illuminated by lights shining on the sign rather than by lights within the sign, although signs comprised of individually mounted, internally lit letters may be found acceptable. In the case of a sign comprised of a metal cabinet with a face of plastic or similar material, the face material shall be opaque except for the letters and artwork that convey the message. It is the intent of the town that a cabinet sign be designed and constructed to appear as much as possible as illuminated individual letters.	**Consistent**. Signage would use externally illuminated reverse pan channel letters; the fueling station signage would also be externally illuminated. Signs would not include blinking or flashing lights.
	2. External light sources shall be directed and shielded so that they do not produce glare on any object other than the sign, and/or off the site of the sign.	All lighting fixtures would be shielded to limit light intrusion and minimize glare.
	3. The light from an illuminated sign shall not be of an intensity or brightness that will interfere with the reasonable enjoyment of residential properties. In areas with low ambient nighttime illumination levels (i.e., areas of the town with little or no illuminated signing) a sign should be designed to use light, illuminated copy against a dark or opaque background.	Proposed signage would be oriented toward the street and is not planned in locations that face adjacent residential uses, with the exception of the directional signage for the Tire Center.
	4. Sign illumination shall not blink, flash, flutter, or change light intensity, brightness or color.	Signs would not include blinking or flashing lights.
	5. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.	No signs or lights are planned near the street frontage.
	6. Neither the direct nor reflected light from primary light sources shall create a hazard to operators of motor vehicles.	All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary.
	7. Reflective-type bulbs and incandescent lamps that exceed fifteen watts shall not be used on the exterior surface of signs so as to expose the face of the bulb or lamp to a public right-of-way or adjacent property.	The project would utilize LED fixtures.
	8 Light sources shall utilize energy efficient fixtures to the greatest extent possible.	The project would utilize LED fixtures that that provide a higher level of perceived brightness with less energy than other lamps such as the high-pressure sodium type. Lights in the parking field would be timer controlled to promote energy efficiency.
I Wall Signs	The following standards apply to wall signs in all zoning districts where allowed by Section 13.38.060	
	1. A wall sign may be located on any primary or secondary building frontage.	Wall signs would be located on both the primary frontage and the secondary frontage of the warehouse and fueling station canopy.

Table 3.2-1. Compliance with Town Development Standards

Development Standard	Required	Provided
	2. The area of the largest wall sign shall not exceed seven percent of the area of the building facade on which the sign is mounted or painted, including the area of windows, doors and recesses.	Signage sizing is depicted in Figure 3.2-10. As shown, none of the signs exceed 7% of the building façade on which it is located: South – sign area = 539 SF/ Allowed (7%) = 982 Sf East – sign area = 31 SF/ Allowed = 622 SF North – sign area = 381 SF/Allowed = 1,024 SF West – sign area = 381 SF/Allowed = 690 SF Fueling Station Sign Area = 21 SF and 15 SF/ Allowed = 33 SF and 15 SF
	3. No sign shall project from the surface to which it is attached more than required for construction purposes, and in no case more than twelve inches.	Signs would not project more than 12 inches
	4. No sign shall be placed so as to interfere with the operation of a door or window	No signs would be placed at doors and windows to obstruct their use.
Chapter 13.54, "Tree Conservation"	The ordinance protects any native oak tree with a trunk that is a minimum of 6 inches in diameter as measured at breast height for interior live oak, valley oak, and oracle oak and 4 inches dbh for blue oak; any oak tree with multiple trunks that have an aggregate dbh of at least 10 inches, or any heritage tree. "Heritage tree" means any tree identified by Town Council resolution. It is unlawful to remove any protected tree or to perform any activity that would interfere with the condition of a protected tree without a tree permit. When the Town Manager has granted a tree permit to remove a protected tree, the applicant must replace the tree with a living tree (or trees) of the same species on the property or within the Town of Loomis, in a location approved by the Town Manager…The property owner will replace the tree(s) and continue to replace the replacement tree(s) if the tree(s) die(s) any time within five years of the initial planting.	**Consistent:** The project applicant has conducted an arborist report that identifies the size, type, and health of each tree located on the property. Selection of Option 1A and 1B would require planting a total of 280 replacement trees or pay in-lieu fees. The landscape plan (Figure 3.2-16) proposes 63 Interior Live Oak replacement trees and 37 Valley Oak replacement trees. 217 Valley Oaks and 6 Blue Oaks are to be planted offsite. Options 1B and 1C would remove up to 45 additional trees beyond that under Site Option 1A. These trees would require replacement following the standards of the City of Rocklin Tree Ordinance.

Notes: FAR = floor area ratio; LED = light-emitting diode; sq. ft. = square feet

Source: Compiled by AECOM in 2019 using information prepared by Kier & Wright Civil Engineers

As previously stated, the coverage pattern for oak woodlands makes complete avoidance of impacts on oak trees infeasible because they are dispersed widely across the property. Therefore, the proposed project could substantially degrade the visual character of the site or surroundings from Key Viewpoint 1. This impact would be **potentially significant**.

Key Viewpoint 2: Pedestrians, cyclists, and motorists traveling along Brace Road would have intermittent views of the proposed warehouse. The existing apartment building fronting Brace Road and a mature stand of trees shield direct views of the site as observed along the roadway, except near the intersection with Sierra College Boulevard. The project design incorporates physical features intended to reduce impacts on surrounding vantage points. Use of a side-yard setback, a drainage swale ranging in width from 20 feet to 23 feet planted with shrubs, ground cover, and 24-inch box Live Oak trees would obscure views of the proposed warehouse for motorists traveling west on Brace Road (Figure 3.2-16).

Although the proposed project would be visually consistent with the adjacent lumberyard located on the north side of Brace Road, the loss of substantial tree cover and replacement of woodland and grassland habitat with a developed use would change the visual character of the site. This impact would be **potentially significant**.

Mitigation Measure AES-1: Prepare and Implement a Tree Protection Plan.

Prior to issuance of a 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 ls. 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:

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 the Applicant's proper maintenance of replacement trees.

Significance after Mitigation

Implementing Mitigation Measures AES-1 would reduce the potential degradation of the visual character of the project area to a **less-than-significant** level by retaining those trees on the property that are capable of being preserved and replacing some other trees that would be removed by the project on the project site and preparing a landscape plan that meets landscape standards to achieve aesthetic objectives, as required by the Loomis Municipal Code and Town of Loomis General Plan policies.

Impact 3.2-2: Creation of Substantial Light or Glare. *The proposed project would add new sources of light and glare to the area. However, the project design includes features to limit the duration of nighttime lighting, and compliance with the Loomis Municipal Code requiring the use of cutoff fixtures would reduce impacts from light and glare. Impacts to adjacent residential areas from headlights on vehicles from access roadways and parking areas would be minimized by proposed walls. This impact would be* ***less than significant****.*

The proposed warehouse, parking field, and fueling station under all three project driveway access options would introduce new light sources onto the project site. Lighting fixtures would be placed along the warehouse building at intervals of approximately 40 feet for safety and security. The proposed parking field would be illuminated with downward-pointing lights, each containing two light-emitting diode (LED) fixtures affixed to poles. The poles would be 32 feet tall in the parking lot and 28 feet tall adjacent to the existing residential area. Lighting fixtures would be "shoebox" style designed to avoid light spill on adjacent land.

The proposed lighting would exceed the height limit of 20 feet specified in Chapter 13.30.080, Outdoor Lighting, of the Loomis Municipal Code; however, project lighting was designed consistent with recommendations from the International Dark Sky Association[1] to minimize the effects of outdoor lighting including skyglow and light intrusion. For example, light standards have been designed to distribute light evenly to promote vehicular and pedestrian safety, while timers would be programmed to shut off lights at closing to control illumination in the parking field. After operating hours, lights would remain on only along the main driveways, which would substantially reduce illumination levels compared to a typical commercial development. All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary and illuminating adjacent parcels. The surrounding setting includes security lights associated with the nearby commercial uses, including the fast food restaurant and gas station immediately to the south of the site and Homewood Lumber to the north. In addition, the proposed building architecture does not incorporate highly reflective materials such as mirrored glass in exterior façades that would be a source of glare for motorists or residents.

[1] The International Dark Sky Association maintains a list of design principles that can be implemented to minimize the effects of light in the night sky (International Dark-Sky Association 2018). These principles include:
- Lights are on only when needed
- Lights illuminate only areas that need it
- Lights should be no brighter than necessary
- Lights should be fully shielded

Application of these principles would reduce light trespass and protect against light trespass. (See discussion of consistency with Loomis Municipal Code section 13.30.080 in Table 3.2.1 above.)

Due to the size and nature of warehouse operations, an amendment to Section 13.30.080 of the Municipal Code is proposed as follows to allow for additional fixture height beyond the 20-foot limitation:

> **13.30.080 - Outdoor lighting.**
>
> Outdoor lighting on private property shall comply with the following requirements.
>
> A. Outdoor light fixtures shall be limited to a maximum height of twenty feet or the height of the nearest building, whichever is less. Outdoor light fixtures associated with warehouse retail uses may exceed twenty feet but shall not exceed the height of the warehouse structure.

Warehouse retail uses have large parking fields that require illumination for circulation and pedestrian safety. By allowing the height of the fixtures to exceed 20 feet, fewer light fixtures are needed and safety is consistent throughout the parking field. By limiting the height of the fixtures to the height of the warehouse structure, the warehouse further serves to shield lighting from adjacent uses. Since this additional height allowance would only be applicable to warehouse retail uses, very few locations within the Town could capitalize on this height allowance due to the restricted locations allowed for warehouse retail. Therefore, the amendment would be highly limited in application and would not have the potential to be applied Town-wide or create adverse lighting effects.

The project would attract vehicular traffic that would use headlights at night that could affect adjacent residential properties. However, the apartments to the north of the project site currently have a wall and will have a 13-foot tall noise wall installed, and the single-family residence to the east will have a solid 8-foot tall wall installed between the project site and those properties.

Signage on the warehouse wall would use externally illuminated reverse pan channel letters; fueling station signage would also be externally illuminated. Because the proposed project would be designed in compliance with the Loomis Municipal Code, and nighttime illumination levels would be minimized by use of timers, the project would not create significant light or glare on adjacent property. This impact would be **less than significant**.

3.2.4 Significance after Mitigation

Implementation of Mitigation Measure AES-1 would reduce project-related impacts to a **less-than-significant** level. The proposed project would result in less-than-significant impacts related to creation of substantial light or glare. The project would not result in any unavoidable significant impacts on aesthetics that would not be addressed by mitigation required as a part of this EIR.

This page intentionally left blank