
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. 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.

ES.2.2 Project Description

Costco Wholesale has submitted an application to the Town of Loomis (Town) to build two separate uses on the project site: a warehouse retail store and a fueling station. 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 environmental impact report (EIR) 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. Appendix A to this EIR presents a copy of the NOP and the comments received during the NOP comment 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

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.	
	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 storage requirements.	Section 5.3.4, “Hazards and Hazardous Materials,” in Chapter 5, “Other CEQA Requirements”

Table ES-1. Comments on the Notice of Preparation

Commenting Party and Date	Issues	Location(s) Addressed
	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 and Energy"
Placer County Air Pollution Control District, June 21, 2017	Requests that emissions be estimated using the latest version of CalEEMod	Section 3.3, "Air Quality," and Section 3.5, "Greenhouse Gases and Energy"
	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 gasoline 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 and energy
- 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 draft EIR (DEIR). Table ES-2 is included in the DEIR as required by State CEQA Guidelines Section 15123(b)(1).

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

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.4.1 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.4.2 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.4.3 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 energy, and transportation and traffic. Under this alternative, all of the square footage would be dedicated to general merchandise, tire center, and food sales.

ES.4.4 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.

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>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 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 and a final landscape plan that incorporates the landscape standards to achieve aesthetic objectives consistent with the Loomis Municipal Code has not been prepared. Therefore, the project 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.</i></p>	PS	<p>Mitigation Measure AES-1: Implement Mitigation Measure Bio-2, "Prepare and Implement an Oak Woodland Tree Replacement and Protection Plan."</p> <p>To reduce the proposed project's impact related to loss of oak trees, the project applicant shall implement Mitigation Measure Bio-2, as described in Section 3.4, "Biological Resources."</p> <p>Mitigation Measure AES-2: Prepare and Implement a Landscape Plan.</p> <p>Prior to issuance of a building permit, the project applicant shall prepare and submit to the Town a landscape plan consistent with Chapter 13.34 of the Loomis Municipal Code. The landscape 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 landscape plan shall be reviewed and approved by the Town to ensure consistency with adopted landscape standards. Landscaping 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> <ul style="list-style-type: none"> • landscaping shall incorporate a design of an orchard-style planting scheme (placement of trees in uniformly spaced rows) for the parking areas; • landscape elements shall be concentrated at primary entrances; • landscaping materials shall include combination of trees, shrubs, flowering plants, and ground cover; • landscaping within the parking area shall be provided 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; • a parking area for nonresidential 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; and 	LTS

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> 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. <p>Prior to final building inspection or the issuance of a certificate of occupancy, the project applicant shall enter into a landscape maintenance agreement with the Town to guarantee proper maintenance. All site landscaping shall be maintained in a healthful and thriving condition at all times. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions. Regular maintenance shall include checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; aerating and dethatching turf areas; adding/replenishing mulch, fertilizer, and soil amendments; pruning; and weeding all landscaped areas.</p>	
<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. 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. This impact would be less than significant.</i></p>	LTS	N/A	N/A

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Section 3.3, "Air Quality"			
<p>Impact 3.3-1: Generation of Temporary, Short-Term, Construction-Related Emissions of Criteria Pollutants and Precursors. <i>If the proposed project's site preparation and grading activities were to overlap, construction could generate emissions of criteria air pollutants that would exceed PCAPCD's daily construction emissions thresholds. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure AQ-1a: Comply with California Air Resources Board Idling Restrictions for On-Road and Off-Road Construction Equipment.</p> <p>The construction contractors shall minimize idling time of heavy equipment by:</p> <ul style="list-style-type: none"> • shutting equipment off when not in use or reducing the time of idling to 5 minutes, as required by Title 13, Sections 2449(d) and 2485 of the California Code of Regulations; • prohibiting idling within 1,000 feet of sensitive receptors; and • posting clear signage of this requirement for workers at the entrances to the site and within 1,000 feet of sensitive receptors. <p>Mitigation Measure AQ-1b: Implement Air Pollutant Control Measures for Construction Vehicles to Reduce NO_x Emissions.</p> <p>The construction contractors shall adhere to the following requirements shown to be effective in reducing NO_x emissions:</p> <ul style="list-style-type: none"> • Maintain all construction equipment properly according to manufacturer's specifications. • Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road). • Locate all staging and queuing areas at least 1,000 feet from sensitive receptors. • Use existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators. • Comply with the State On-Road Regulation by using on-road heavy-duty trucks that meet or exceed ARB's Tier 3 standard for on-road heavy-duty diesel engines. 	LTS

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>If the construction contractor is unable to comply with the State On-Road Regulation by using on-road heavy-duty trucks that meet or exceed ARB’s Tier 3 standard for on-road heavy-duty diesel engines, then the construction phases will be schedule to ensure that grading activities would not occur simultaneously with site preparation and/or building construction phases.</p> <p>If, after application of the above pollutant control measures, emissions would still exceed PCAPCD thresholds for NO_x, the project applicant shall implement the following PCAPCD-recommended construction mitigation measures, as listed below or as they may be updated in the future:</p> <ul style="list-style-type: none"> • Prior to the approval of a grading or improvement plan, whichever comes first, provide a plan for approval by PCAPCD, demonstrating that the heavy-duty (50 horsepower or greater) off-road vehicles to be used in aggregate of 40 or more hours for the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average of 20 percent NO_x reduction and 45 percent DPM reduction as compared to the most current ARB fleet average that exists at the time of construction. As recommended by the PCAPCD-recommended construction mitigation measures, the Sacramento Metropolitan Air Quality Management District’s Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (PCAPCD 2017c). Acceptable options for reducing emissions may include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. • Submit to PCAPCD a comprehensive inventory of all heavy-duty off-road equipment (50 horsepower or greater) that would be used in aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. If any new equipment is added after the submission of the inventory, the inventory shall be updated and provided to PCAPCD before use of the new equipment. 	

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> At least 3 business days before the use of heavy-duty off-road equipment, provide PCAPCD with the anticipated construction timeline including the start date, name, and phone number of the property owner, project manager, and on-site foreman. <p>Mitigation Measure AQ-1c: Use Locally-Sourced Building Materials.</p> <p>To the extent possible, the construction contractor shall use new and renewable building materials extracted and manufactured within the region, and purchase materials locally for the masonry concrete requirements.</p> <p>Mitigation Measure AQ-1d: Implement PCAPCD Dust Control Requirements to Reduce Particulate Matter Emissions.</p> <p>The construction contractors shall submit a construction emission/dust control plan for approval by PCAPCD before ground disturbance. The plan will comply with PCAPCD Rule 202, Visible Emissions, and Rule 228, Fugitive Dust, and, at a minimum, will include the following PCAPCD minimum dust control requirements, as listed below or as they may be updated in the future:</p> <ul style="list-style-type: none"> Keep unpaved areas subject to vehicle traffic wet, treated with a chemical dust suppressant, or covered. Maintain a maximum speed of 15 miles per hour for any vehicles and equipment traveling across unpaved areas unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line. Stabilize storage piles and disturbed areas not subject to vehicular traffic by keeping them wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile. Before any ground disturbance, including grading, excavating, and land clearing, apply sufficient water to the area to be disturbed to prevent emitting dust exceeding 40 percent opacity and to minimize visible emissions crossing the boundary line. 	

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> Wash down construction vehicles leaving the site to prevent dust, silt, mud, and dirt, from being released or tracked off-site. Suspend grading and earthmoving operations when wind speeds are high enough to result in visible dust emissions crossing the boundary line, despite the application of dust mitigation measures. Maintain all trucks transporting loose materials such as sand, silt, or dirt to or from the site such that no spillage can occur from holes or other openings in cargo compartments, and ensure that loads are either covered with tarps or wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than 6 inches from the top and that no point of the load extends above the top of the cargo compartment. 	
<p>Impact 3.3-2: Generation of Long-Term Operational Emissions of Criteria Pollutants and Precursors. <i>When accounting for the net reduction in vehicle miles traveled that would result from the proposed project, long-term operational emissions associated with day-to-day warehouse and fueling center activities would not exceed PCAPCD's threshold of significance for NO_x. 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. This impact would be less than significant.</i></p>	LTS	N/A	N/A
<p>Impact 3.3-3: Generation of Local Mobile-Source Carbon Monoxide Emissions. <i>Operational CO emissions associated with day-to-day warehouse and fueling center 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. Therefore, this impact would be less than significant.</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 3.3-4: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions. <i>Short-term construction of the proposed project would result in the exposure of sensitive receptors to substantial concentrations of TAC emissions for an extended period of time. Long-term operations of the proposed project would include operation of a gasoline dispensing facility that could result in the emissions of TACs, primarily benzene. These emissions could result in the exposure of sensitive receptors to TAC emission. Therefore, this impact would be potentially significant.</i></p>	<p>PS</p>	<p>Mitigation Measure AQ-3a: Obtain an Authority to Construct (ATC) Permit from APCD prior to Receipt of a Building Permit.</p> <p>Prior to receipt of a building permit, the applicant shall obtain an ATC permit from PCAPCD prior to construction. As a part of the ATC permit, PCAPCD may require an HRA. If so, the following requirements will be met:</p> <ul style="list-style-type: none"> • A third party HRA will be conducted to determine the potential cancer risk that would be generated as a result of the proposed fueling center. • HRA results shall be compared to the PCAPCD Significance Risk Threshold for probability of cancer of 10 in a million, as well as the health index number of one for non-carcinogens. • Should the HRA results indicate a health risk that exceeds the above Significance Risk Thresholds, the fueling center annual throughput of gasoline would be reduced to the point at which the HRA indicated that these thresholds were no longer exceeded, which reduction shall be reflected in the PCAPCD permit. <p>Mitigation Measure AQ-3b: Obtain a Permit to Operate from APCD prior to Operation of the Fueling Center.</p> <p>Prior to operations, the client shall obtain a Permit to Operate from PCAPCD for the operations of the fueling facility. As part of the Permit to Operate, the applicant shall comply with the following, as well as any other conditions as detailed per PCAPCD permit requirements:</p> <ul style="list-style-type: none"> • Demonstrate compliance with PCAPCD Rule 214, as well as applicable California Health and Safety Code Sections 41950-41964, the California Code of Regulations Sections 94010-94168 and the ARB Vapor Recovery Executive Orders, to meet vapor recovery and control requirements for the fueling station. • Provide annual performance testing and inspection of gasoline dispensing facility vapor recovery and control equipment by a certified contractor. PCAPCD must be notified 15 days prior to the testing and test results provided to PCAPCD within 30 days of the testing date. 	<p>LTS</p>

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> Document weekly, quarterly (if the facility includes a Clean Air Separator), and yearly inspections of the vapor recovery equipment, as well as in-station diagnostics failure alarms, maintenance, and repairs. Inspection documentation may be recorded using forms provided by PCAPCD. 	
<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 facility; 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 general odorous emissions that would affect certain people.. Therefore, the proposed project could result in the exposure of sensitive receptors to objectionable odors. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure AQ-5a: Comply with PCAPCD Rules and Regulations.</p> <p>The construction contractor shall comply with the following PCAPCD Rules to ensure reduced odor emissions during construction of the proposed project:</p> <ul style="list-style-type: none"> Rule 205: Nuisance. The construction contractor cannot emit any quantities of air contaminants or other materials that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public; or that would endanger the comfort, repose, health, or safety of any persons or the public; or that would cause or have natural tendency to cause injury or damage to business or property. Rule 218: Architectural Coatings. The construction contractor is required to use coatings that comply with the content limits for VOCs specified in the rule. <p>Mitigation Measure AQ-5b: Implement Mitigation Measure AQ-3b.</p>	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. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Bio-1: Compensate for Loss of Wetlands and Implement Water Quality Protection Measures.</p> <p>The project applicant shall submit applications for a Section 404 permit from USACE (see Section 2.6, “Permits and Approvals”) and Section 401 water quality certification from the Central Valley RWQCB, and shall consult with CDFW to determine whether the project will require notification for a lake and streambed alteration agreement. The applicant shall implement wetland mitigation measures required by USACE and the Central Valley RWQCB for impacts on the 0.15 acre of seasonal wetlands on the project site. In addition, the applicant shall comply with all conditions described in the</p>	LTS

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>CDFW lake and streambed alteration agreement. If required as part of the USACE and Central Valley RWQCB permit processes, the applicant shall implement a wetland mitigation plan to mitigate impacts on wetlands, as described below.</p> <ul style="list-style-type: none"> The project applicant shall replace or restore on a “no-net-loss” basis the function of all wetlands that would be removed as a result of the project. USACE jurisdictional areas must be replaced at a minimum 1:1 ratio through wetland creation to ensure that no net loss of acreage, functions, or values occurs in these areas. Mitigation methods may consist of establishing aquatic resources in upland habitats where they did not exist previously; reestablishing (restoring) natural historic functions to a former aquatic resource; enhancing an existing aquatic resource to heighten, intensify, or improve aquatic resource functions; or a combination of these measures. The compensatory mitigation may be accomplished through the purchase of credits from a USACE-approved mitigation bank; payment into a USACE-approved in-lieu fee fund; or permittee-responsible establishment, reestablishment, or enhancement on- or off-site, depending on the availability of mitigation credits. Prior to the issuance of grading permits, the project applicant shall have a qualified biologist prepare a wetland mitigation plan to describe how the loss of aquatic functions will be replaced prior to the issuance of applicable permits from RWQCB, USACE, and CDFW. The mitigation plan will describe compensation ratios for acres filled, the mitigation sites, a monitoring protocol, annual performance standards and final success criteria for created or restored habitats, and corrective measures to be applied if performance standards are not met, which must be implemented by the applicant. Mitigation habitat shall be monitored for a minimum of 5 years from the completion of mitigation, or until the success criteria identified in the approved mitigation plan have been met, whichever is longer. 	

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> Water quality certification pursuant to CWA Section 401, or waste discharge requirements (for waters of the state), shall be required before the notice of determination and a Section 404 permit are issued. Before construction begins in any areas containing aquatic features, the project applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification and/or waste discharge requirements shall be implemented. The project applicant shall obtain a General Construction Stormwater Permit from the Central Valley RWQCB, prepare a storm water pollution prevention plan, and implement best management practices (BMPs) to reduce water quality effects during construction. The project applicant shall implement the BMPs and storm water pollution prevention plan as outlined in Mitigation Measures Hydro-1 and Hydro-2, presented in Section 5.3.5, "Hydrology and Water Quality," of Chapter 5, "Other CEQA Requirements." 	
<p>Impact 3.4-2: Loss of Protected Oak Trees. <i>Project construction would result in the removal of 372 oak trees determined to be of protected size, based on criteria described in the Town of Loomis Tree Ordinance. Removal of protected trees without planting replacement tree is inconsistent with the Town of Loomis tree ordinance. Therefore, this impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Bio-2: Prepare and Implement an Oak Woodland Tree Replacement and Protection Plan.</p> <p>To mitigate the loss of protected oak trees on the project site, the project applicant shall prepare an oak woodland tree replacement plan as described in the Town of Loomis Tree Ordinance. The oak woodland tree replacement plan shall include:</p> <ul style="list-style-type: none"> planting of 290 #15 container trees of appropriate oak species (Table 3.4-4) to attain tree replacement ratios prescribed by the Town of Loomis; preparation of a planting plan describing species composition and spacing, and an exhibit indicating the specific location of proposed tree plantings; and schedules and methodologies for maintenance, monitoring, and annual reporting to ensure that the replacement trees survive for at least 5 years after the initial planting. 	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 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. This impact would be significant.</i></p>	<p>S</p>	<p>Mitigation Measure: Implement Mitigation Measure Bio-2, "Prepare and Implement an Oak Woodland Tree Replacement and Protection Plan."</p> <p>To reduce the proposed project's impact related to loss of valley oak woodland habitat, the project applicant shall implement Mitigation Measure Bio-2, as described above.</p> <p>Implementing this measure would mitigate the loss of individual trees, but Mitigation Measure Bio-2 alone would not be sufficient to reduce the impact to less than significant. Planting replacement trees as part of the project's proposed landscaping design, or in any other developed setting, would not recreate habitat offering the same functions and wildlife values as those currently provided by the oak woodland at the project site. The loss of this oak woodland habitat also constitutes a loss of wildlife habitat. Therefore, implementation of Mitigation Measure Bio-3 is proposed.</p> <p>Mitigation Measure Bio-3: 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 open space or passive park land. 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 the current market value for preservation of similar oak woodland acreagewithin 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>LTS</p>

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>The project applicant shall transfer the oak woodland mitigation land, 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 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 3.4-4: 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. This impact would be less than significant.</i></p>	LTS	N/A	LTS
<p>Impact 3.4-5: 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. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Bio-4: 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-3, “Prepare and Implement an Oak Woodland Mitigation Plan,” to mitigate the loss of foraging and nesting habitat used by nesting migratory birds. 	LTS

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> • 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 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. • 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. 	

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact 3.4-6: 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. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Bio-5: 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-3, "Prepare and Implement an Oak Woodland 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 before the Town approves grading and/or vegetation removal and completed 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. • 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 larger nondisturbance buffer. No 	LTS

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		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 3.4-7: 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. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Bio-6: Implement a Storm Water Pollution Prevention Plan and Best Management Practices.</p> <p>The project applicant shall implement the storm water pollution prevention plan and BMPs described in Mitigation Measures Hydro-1 and Hydro-2, presented in Section 5.3.5, "Hydrology and Water Quality," of Chapter 5, "Other CEQA Requirements."</p>	LTS
<p>Impact 3.4-8: 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. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Bio-7: 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 described in Mitigation Measure Bio-1, or the oak woodland habitat mitigation plan described in Mitigation Measure Bio-3, 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.</p> <p>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 	LTS

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>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.</p> <ul style="list-style-type: none"> • 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 trapped animals to escape uncovered holes or trenches. Holes and trenches shall be inspected before filling. 	
Section 3.5, "Greenhouse Gases and Energy"			
<p>Impact 3.5-1: Generation of Greenhouse Gas Emissions. <i>Construction and operational activities associated with the proposed project would generate GHG emissions. Modeled GHG emission estimates for construction and operational activities are not anticipated to exceed PCAPCD's thresholds of significance when 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
<p><i>short-term construction-related emissions are amortized over the (long-term) operational lifetime of the project. Therefore, construction and operation of the proposed project is considered to result in a less than cumulatively considerable contribution to the significant cumulative impact of climate change.</i></p>			
<p>Impact 3.5-2: 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) for the duration of the proposed project’s construction phases. The project’s operational phases would also require energy. The proposed project would not reduce per-capita energy consumption or generate substantial renewable energy that would reduce reliance on fossil fuels. Building operations could result in unnecessary or wasteful use of energy without compliance with 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). Thus, this impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Energy-2: Comply with CCR Title 24. The applicant shall design and construct the buildings to meet all energy efficiency standards applicable at the time of construction and shall comply with 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).</p>	LTS
<p>Section 3.6, “Noise”</p>			
<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. This impact would be significant.</i></p>	S	<p>Mitigation Measure Noise-1: Minimize Construction Noise. Prior to issuance of 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 	SU

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>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 residential property line, or limiting the duration of equipment operation.</p> <ul style="list-style-type: none"> 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. 	
<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. This impact would be less than significant.</i></p>	LTS	N/A	LTS
<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. This impact would be less than significant.</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 compared to current conditions. These stationary-source noise sources would exceed the Town's noise standards (hourly and maximum) at adjacent residential uses. This impact would be significant.</i>*</p>	S	<p>Mitigation Measure Noise-2: Minimize Operational Noise.</p> <p>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 all operational hours:</p> <ul style="list-style-type: none"> Construct 12-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. 	SU

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> • Install dual pane windows with an STC rating of 36 or higher at second floor apartment units facing the delivery road in order to reduce interior noise levels attributable to nighttime truck deliveries. • Construct 6-foot soundwall or berm along the eastern boundary of the project site at the residential property line to reduce tire center noise. 	
Section 3.7, “Transportation and Circulation”			
<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. This impact would be potentially significant.</i></p>	PS	<p>Mitigation Measure Trans-1: Modify Signal Timing at the Intersection of Sierra College Boulevard and Taylor Road.</p> <p>Prior to issuance of occupancy permit, the project applicant shall work with the Town of Loomis to modify signal timing (to optimize cycle length and/or splits) and restripe the southbound right-turn lane to create a shared through–right-turn lane along Sierra College Boulevard at its intersection with Taylor Road. The intersection timing shall also be adjusted for eastbound right overlap phasing and shall optimize cycle length.</p> <p>Although the signal improvements* and related striping are not identified in the Town’s Capital Improvement Program, the Town Engineer has determined that these improvements would mitigate the impacts from the project. Based on the above, and because the Town’s traffic impact fees are outdated and would not generate sufficient funds to finance the identified improvement, the applicant shall construct the improvements identified in this EIR in lieu of paying traffic impact fees.</p>	LTS
<p>Impact 3.7-2: Potential for Project-Related Degradation of LOS on the I-80 Mainline. <i>Project operation would introduce new trips 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. This impact would be less than significant.</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 3.7-3: 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. This impact would be significant.</i></p>	<p>S</p>	<p>Mitigation Measure Trans-2: Provide Signal Coordination.</p> <p>Prior to issuance of occupancy permits, the applicant shall provide funding necessary to modify signal timing (to optimize cycle length and/or splits) at the following study intersections:</p> <ul style="list-style-type: none"> • Sierra College Boulevard/Taylor Road (p.m. and midday) <ul style="list-style-type: none"> ○ Provide optimized cycle length with optimized splits based on current demand (100 second for pm and 90 seconds for midday peak. • Sierra College Boulevard/Brace Road (midday) <ul style="list-style-type: none"> ○ Provide 60 second cycle length with optimized splits based on current demand. • Sierra College Boulevard/Granite Drive (p.m.) <ul style="list-style-type: none"> ○ Provide 115 second cycle length with optimized splits based on current demand. • Sierra College Boulevard/I-80 westbound ramps (midday) <ul style="list-style-type: none"> ○ Provide 120 second cycle length with optimized splits based on current demand. <p>The Town shall implement these improvements prior to occupancy of the proposed project.</p>	<p>SU</p>
<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. Therefore, construction-related impacts would be potentially significant.</i></p>	<p>PS (construction)</p>	<p>Mitigation Measure Trans-3: 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 a diagram showing areas where the public right-of-way will be closed or obstructed and the placement of traffic control devices will be necessary to perform the work; • show the phases of traffic control; 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-way. 	<p>LTS</p>

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>Measures typically used in traffic control plans include 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 by the Town of Loomis 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: Decrease in Performance or Safety of Public Transit, Bicycle, or Pedestrian 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 off-site. This impact would be less than significant.</i></p>	LTS	N/A	LTS
<p>Impact 3.7-6: Changes in Vehicle Miles Traveled. <i>The proposed project is expected to reduce total vehicle miles traveled because the placement of a Costco in Loomis would capture trips that otherwise would travel down to Roseville. This impact would be less than significant.</i></p>	LTS	N/A	LTS
<p>Chapter 4, “Cumulative Impacts”</p>			
<p>Section 4.3.1, “Aesthetics”</p>			
<p>Impact 4.3-1: Cumulative Impacts on Aesthetics. <i>Twenty-five development projects are proposed within the Loomis town limits and adjacent jurisdictions. The physical removal or alteration of trees or rock outcroppings or the disruption of scenic views within the visual landscape, and the introduction of new structures where none presently exist, are circumstances that may combine to form cumulative impacts. The project contribution would not be cumulatively considerable.</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 4.3.2, “Air Quality”			
<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>Ongoing development and operation of new land uses would 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 in the absence of mitigation. The project’s contribution to this impact would not be cumulatively considerable.</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. The project’s contribution to this impact would not be cumulatively considerable.</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. The project’s contribution to this impact would not be cumulatively considerable.</i></p>	LTS	N/A	LTS
Section 4.3.3, “Biological Resources”			
<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). The loss of oak woodlands on the project site would represent a cumulatively considerable contribution to the loss of natural habitat.</i></p>	SU	See Mitigation Measures Bio-1 through Bio-7	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 and Energy”			
<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. The project contribution to this impact would not be cumulatively considerable.</i></p>	LTS	N/A	LTS
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. The proposed project’s contribution to increased noise levels would not be cumulatively considerable and no cumulative project impacts would occur. The project contribution to this impact would not be cumulatively considerable.</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. The project contribution to this impact would be cumulatively considerable.</i></p>	SU	<p>Mitigation Measure Cum-Trans-1: Restripe the Sierra College Boulevard/Taylor Road and Sierra College Boulevard/Granite Drive Intersections.</p> <p>Prior to issuance of building permits, the project applicant shall construct the following improvements:</p> <ul style="list-style-type: none"> • Sierra College Boulevard/Taylor Road: Restripe the southbound right-turn lane to a shared through-right lane. Optimize cycle length and splits (140 seconds for the p.m. peak hour and 90 seconds for the midday peak hour). • Sierra College Boulevard/Granite Drive: Restripe the northbound and southbound right-turn lanes to a shared through-right lane. Optimize cycle length and splits (145 seconds for the p.m. peak hour and 135 seconds for the midday peak hour). 	SU

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>Mitigation Measure Cum-Trans-2: Add Exclusive Turn Lanes at Sierra College Boulevard/I-80 Westbound Ramps and Sierra College Boulevard/Project Driveway.</p> <p>Prior to issuance of building permits, the project applicant shall construct the following improvement:</p> <ul style="list-style-type: none"> A second northbound left-turn lane (dual left) shall be provided at Sierra College Boulevard/I-80 westbound ramps. 	
<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 study area to degrade below the applicable thresholds. The project contribution to this impact would not be cumulatively considerable.</i></p>	LTS	N/A	LTS
<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. The project's contributions to these impacts are cumulatively considerable.</i></p>	SU	<p>Mitigation Measure Cum-Trans-3: Modify Signal Timing and Phasing, Restripe Intersections, and Add Exclusive Turn Lanes and Turn Lane Storage at Intersections with Sierra College Boulevard.</p> <p>Prior to issuance of building permits, the project applicant shall construct the following improvements:</p> <ul style="list-style-type: none"> Sierra College Boulevard/Taylor Road: Provide eastbound right overlap phasing and optimize cycle length and splits (150 seconds for the p.m. peak hour and 100 seconds for the midday peak hour). Provide coordination with the Sierra College Boulevard/Brace Road intersection. Sierra College Boulevard/Brace Road: Provide 150-second cycle length with optimized splits based on demand. Provide coordination with the Sierra College Boulevard/Taylor Road intersection. <i>Sierra College Boulevard /Granite Drive:</i> Convert the eastbound through lane to a shared through-left lane with split phasing. Provide eastbound right overlap phasing and optimize cycle length and splits (150 seconds for the p.m. peak hour and 100 seconds for the midday peak hour). Remove the westbound crosswalk to provide a better timing plan. 	SU

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

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> • <i>Sierra College Boulevard/I-80 westbound ramps:</i> Provide a second northbound left-turn lane (dual left) and optimize cycle length and splits (120 seconds for the a.m. peak hour, 150 seconds for the p.m. peak hour, and 140 seconds for the midday peak hour). • <i>Sierra College Boulevard/project driveway:</i> Provide additional storage for the southbound left-turn lane (225 feet). 	
<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. The project contribution to this impact is not cumulatively considerable.</i></p>	LTS	N/A	LTS
<p>Impact 4.3-12: Cumulative Potential for Creation of Substantial Traffic-Related Hazards. <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. The project contribution to this impact is cumulatively considerable.</i></p>	PS	See Mitigation Measures Cum-Trans-1 and Cum-Trans-2	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: Cumulative Potential for Creation of Substantial Traffic-Related Hazards. <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. The project contribution to this impact is cumulatively considerable.</i></p>	PS	<p>Mitigation Measure Cum-Trans-4: Modify Signal Timing and Phasing, Restripe Intersections, and Add Turn Lane Storage to Reduce Intersection Queuing.</p> <p>Prior to issuance of certificate of occupancy, the applicant shall construct the following modifications to the intersections listed below:</p> <ul style="list-style-type: none"> • <i>Sierra College Boulevard/Taylor Road</i>—Provide eastbound right overlap phasing and optimize cycle length and splits. Provide coordination with the Sierra College Boulevard/Brace Road intersection. • <i>Sierra College Boulevard/Granite Drive</i>—Convert the eastbound through lane to a shared through-left lane with split phasing. Provide eastbound right overlap phasing and optimize cycle length and splits (150 seconds for the p.m. peak hour and 100 seconds for the midday peak hour). Remove the westbound crosswalk to provide a better timing plan. • <i>Sierra College Boulevard/project driveway</i>—Provide an additional storage lane for the southbound left-turn lane (225 feet). 	SU
<p>Impact 4.3-14: Cumulative Decrease in Capacity of Freeway Ramps Resulting in Queues Extending Onto Local Roadway. <i>The proposed project would incrementally increase vehicles using the I-80 WB and EB freeway ramps. The project contribution to this impact would not be cumulatively considerable.</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. The project contribution to this impact would not be cumulatively considerable.</i></p>	LS	NA	LS

This page intentionally left blank