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## 2. Project Description

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### 2.1 Purpose

Section 15124(c) of the California Environmental Quality Act (CEQA) Guidelines (State CEQA Guidelines) requires an environmental impact report (EIR) to provide “[a] general description of the project’s technical, economic, and environmental characteristics, considering the principal engineering proposals, if any, and supporting public service facilities.” This chapter of the Loomis Costco EIR describes the project objectives, the proposed project’s land uses and associated improvements, and the regulatory entitlements and permits necessary to permit construction and operation of the proposed project.

### 2.2 Project Site Location

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 (Figure 2-1). The location corresponds to Section 28 of Township 11 North, Range 7 East on the 7.5-minute Rocklin, California U.S. Geological Survey quadrangle map. More specifically, the 17.4-acre site is located at the southeast corner of the Sierra College Boulevard/Brace Road intersection (Figure 2-2). 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.

### 2.3 Proposed Project

#### 2.3.1 Project Applicant

The address of the project applicant is listed below.

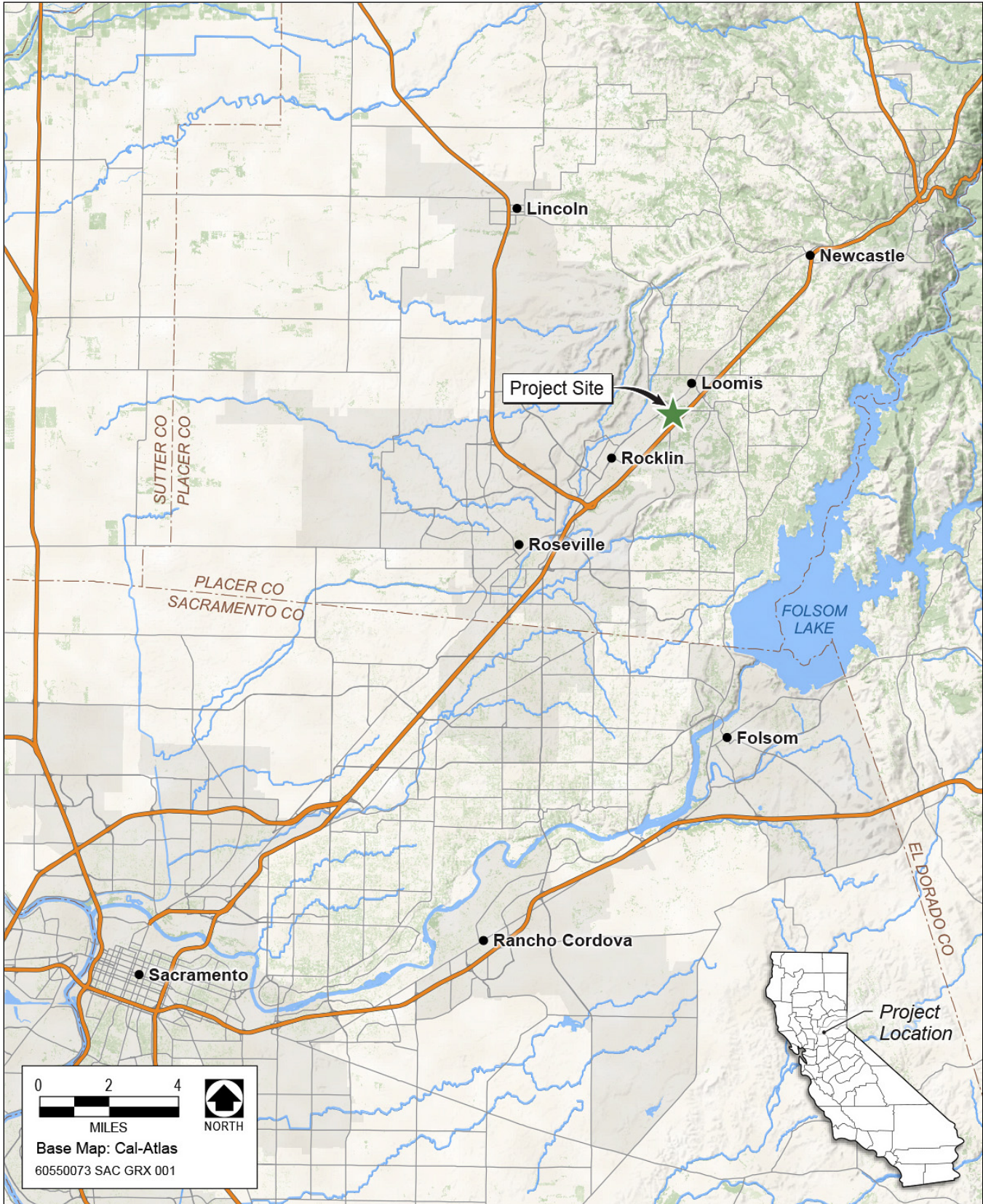
Costco Wholesale  
9 Corporate Park, Suite 230  
Irvine, CA 92606

#### 2.3.2 Objectives

Section 15124(b) of the State CEQA Guidelines requires that an EIR include a statement of objectives. The specific objectives of the proposed project are listed below.

##### 2.3.2.1 Applicant Objectives

- Construct and operate a new Costco warehouse that serves the local community with goods and services not only from nationally known businesses, but also from regional and local businesses.
- Reduce energy consumption by incorporating passive lighting into building design; using computer-controlled monitoring equipment and high-efficiency heating, ventilation, and air conditioning (HVAC) equipment; and promoting energy efficiencies that exceed state and federal code requirements.
- Provide a Costco warehouse in a location that is convenient for Costco members, the community, and employees to reach for shopping and work.
- Increase employment opportunities and contribute to the Town of Loomis’s (Town’s) job/housing balance.
- Provide a state-of-the-art Costco warehouse to serve Costco’s membership in the greater Loomis area.
- Enhance the area by constructing a warehouse that has an architectural design unique to Loomis, is sensitive to the adjacent community and future developments, and is compatible with the need for a new warehouse.



Source: Data compiled by AECOM in 2017

Figure 2-1. Regional Location



Source: Data compiled by AECOM in 2017

**Figure 2-2. Project Site**

- Minimize circulation conflicts between automobiles and pedestrians.
- Plan and design for public transit access.
- Provide a Costco warehouse in a location served by adequate existing infrastructure, including roadways and utilities.
- Develop a Costco warehouse large enough to accommodate all uses and services that Costco provides to its members elsewhere.

### 2.3.2.2 Town of Loomis Objectives

- Locate warehouse retail uses near existing interchanges to minimize impacts on Loomis.
- Locate warehouse retail uses so as not to conflict with the character, scale, and architecture of the historic central business district.
- Locate warehouse retail on land sufficient to provide the necessary facilities for these types of uses.
- Improve Loomis's commercial base to increase municipal revenues and provide a wider range of goods and services for local residents, in addition to encouraging commercial uses near the freeway.
- Expand the space available for integrated retail sales of goods and services in Loomis.

## 2.3.3 Site Plan

### 2.3.3.1 Warehouse and Fueling Center

The site plan for the proposed project (Figure 2-3) depicts two separate uses on the project site: a warehouse retail store and a fueling station. The proposed warehouse retail space would be constructed using a steel frame, masonry blocks, and metal paneling supported by a concrete slab on-grade foundation. The warehouse structure would be approximately 33 feet tall and would provide 152,101 square feet of floor space<sup>1</sup> dedicated to retail goods and services, including optical exams and sales, a photo center and processing, hearing aid testing and sales, food service preparation and sales (including meat and baked goods), and alcohol sales and tasting. The warehouse building would include a 5,478-square-foot tire center with member access via the inside of the main Costco building. The tire center would include tire sales and a tire installation facility with four bays that face east to allow Costco employees to drive cars into the installation facility. 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 site.

The warehouse building would be set back approximately 55 feet from Sierra College Boulevard, the western perimeter of the project site. This setback area would include a 20-foot landscaped parkway and drive aisle for delivery trucks. Along Brace Road, the northern perimeter, the project plan proposes a 60-foot building setback, including a 30-foot drive aisle and a landscape buffer/drainage bioswale ranging in width from 20 to 23 feet. The eastern and southern portions of the project site would contain surface parking and landscaping and a bioswale, which would provide setbacks of 38 feet and 20 feet, respectively, from the adjacent property line.

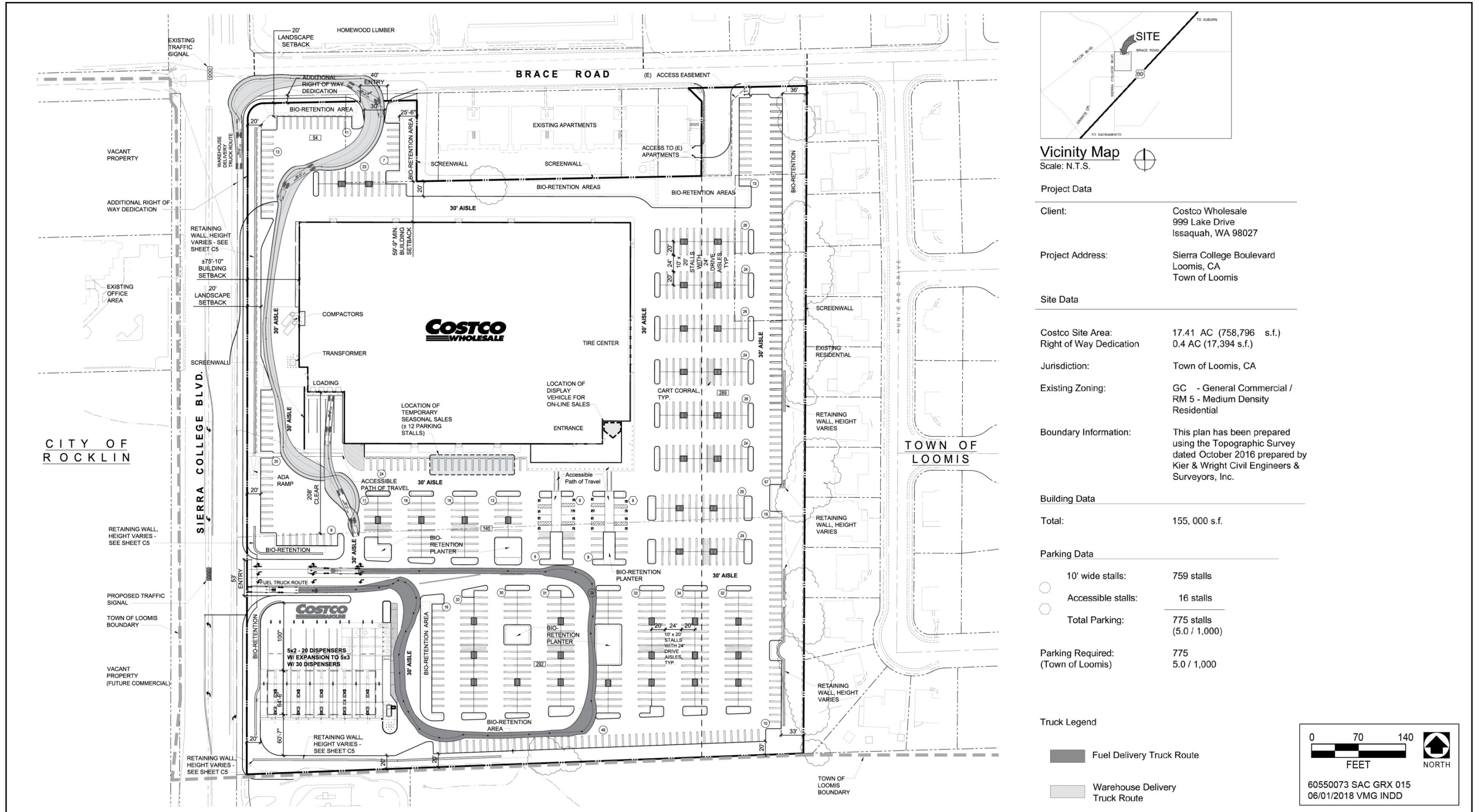
The loading dock for the Costco warehouse would be located on the southwest side of the warehouse, away from residential uses located north and east of the project site. A smaller on-grade door would be located on the west side of the building to receive smaller deliveries such as baked goods and other shipments.

The fueling station would be located in the southwest corner of the project site, adjacent to Sierra College Boulevard. The station would include a 7,560-square-foot canopy and a 106-square-foot controller enclosure that would be located on the southern portion of the station's landscape planter. The enclosure's walls would be constructed of steel and painted in earth tones to match the warehouse.

The fueling station would contain four covered fueling bays, each with three two-sided fuel dispensers that would allow up to six vehicles to occupy each island. The station would also have eight stacking lanes, which would allow approximately 32 vehicles to queue for the pumps at any given time. The station would initially have fueling capacity for 24 fuel positions, with the potential to expand to 30 fuel positions as demand warrants. The fueling dispensers would be fully automated and self-service for Costco members only, with a Costco attendant present to oversee operations and assist members with problems. Fuel would be stored in three underground tanks installed along the perimeter of the station.

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<sup>1</sup> Total does not include rooms housing building-serving mechanical equipment.



**Vicinity Map**  
Scale: N.T.S.

**Project Data**

Client: Costco Wholesale  
999 Lake Drive  
Issaquah, WA 98027

Project Address: Sierra College Boulevard  
Loomis, CA  
Town of Loomis

**Site Data**

Costco Site Area: 17.41 AC (758,796 s.f.)  
Right of Way Dedication: 0.4 AC (17,394 s.f.)

Jurisdiction: Town of Loomis, CA

Existing Zoning: GC - General Commercial /  
RM 5 - Medium Density Residential

**Boundary Information:** This plan has been prepared using the Topographic Survey dated October 2016 prepared by Kier & Wright Civil Engineers & Surveyors, Inc.

**Building Data**

Total: 155,000 s.f.

**Parking Data**

10' wide stalls:	759 stalls
Accessible stalls:	16 stalls
<b>Total Parking:</b>	<b>775 stalls</b> (5.0 / 1,000)

**Parking Required:** 775  
(Town of Loomis) 5.0 / 1,000

**Truck Legend**

- Fuel Delivery Truck Route
- Warehouse Delivery Truck Route

0 70 140  
FEET NORTH

60550073 SAC GRX 015  
06/01/2018 VMG INDD

Source: Data provided by MG2 and adopted by AECOM in 2018

Figure 2-3. Site Plan

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### 2.3.3.2 Architecture

The proposed warehouse and fueling station would feature a variety of massing techniques and material types (Figures 2-4 and 2-5). The warehouse's 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. The building's color palette would include gray and blue, which would be compatible with surrounding development and the rural image considered desirable by the Town. Similarly, the fueling station building and canopy would be covered with smooth metal fascia panels painted gray.

Building signage would include the Costco logo in the red and blue corporate colors. The signage would be scaled to the mass of the building elevation and would serve as an indicator for patrons, directing them toward the entrance. Signage on the warehouse wall would use externally illuminated reverse pan channel letters; the fuel station signage would also be externally illuminated. Signage would meet the regulations established by the Town in Chapter 13.38 (Signs) of the Loomis Municipal Code that 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.

All new development within the General Commercial (CG) zone are subject to Design Review Approval, in this case by the Planning Commission as a Use Permit (UP) will be required. The design review process examines building arrangements, setbacks, walls and fences, exterior appearances of buildings (selection of colors and materials), parking, grading, drainage, and landscaping, among other site planning considerations.

### 2.3.3.3 Access and Parking

Vehicular access to the project site would be from Sierra College Boulevard. Placer County Transit operates the Placer Commuter Express and Taylor Road Shuttle. Both travel along Sierra College Boulevard past the project site. Road improvements along Sierra College Boulevard would include right-of-way to widen Sierra College Boulevard along the Project site frontage, allowing for striping of a third northbound travel lane between Granite Drive and Brace Road. Primary vehicle access to the site would be provided by a proposed new signalized intersection along Sierra College Boulevard located approximately 750 feet south of Brace Road and 600 feet north of Granite Drive. A secondary limited right-in right-out driveway is also proposed along Brace Road approximately 300 feet from Sierra College Boulevard. The Brace Road driveway would serve entering warehouse delivery trucks that would then exit the site at the new signalized primary access along Sierra College Boulevard. Street frontage improvements would be constructed along both Sierra College Boulevard and Brace Road and would include new curbs, gutters, and sidewalks.

The site plan provides 777 parking stalls, each 10 feet wide by 20 feet long. A 30-foot-wide drive aisle would loop around the warehouse, providing access to the entire property for emergency vehicles.

An Americans with Disabilities Act-compliant pedestrian path would extend from the new warehouse to the western property boundary, where the path would connect to the Sierra College Boulevard right-of-way.

### 2.3.3.4 Landscaping and Lighting

The site plan incorporates perimeter landscape beds and drainage bioswales that would vary in width, ranging from a 33 to 36 feet along the eastern perimeter of the project site to approximately 20 feet along the northern and western perimeters (Figure 2-6). Landscape islands would be provided in the parking field at a ratio of one island for every five lineal parking spaces, consistent with the landscape standards outlined in Title 13, Division 3, Chapter 13.34, "Landscaping Standards," of the Loomis Municipal Code. 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.

The parking field would be illuminated with downward-pointing lights, each containing two light-emitting diode (LED) fixtures affixed to a 37-foot-tall pole. The lighting fixtures would be "shoebox" style. The light standards would be designed to distribute light evenly to promote vehicular and pedestrian safety. Parking lights would be timer controlled and programmed to shut off after the warehouse closes. After closing time, lights would remain on only along the main driveways. Lighting fixtures would also be placed along the warehouse building at intervals of approximately 40 feet for safety and security. All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary and illuminating adjacent parcels.

## 2.3.4 Utilities and Energy Conservation

### 2.3.4.1 Water

Placer County Water Agency would provide water to the project site. The proposed project would require construction of a looped water distribution system on-site that would connect to an 8-inch main in Sierra College Boulevard (Figure 2-7). The on-site system would consist of lines ranging in size from 10 to 12 inches in diameter. The system would provide sufficient flow and pressure to meet fire department requirements of 1,600 gallons per minute (gpm) at a residual pressure of 55 pounds per square inch (psi) for sprinklers and 4,000 gpm at a residual pressure of 20 psi for firefighting flow.

### 2.3.4.2 Sanitary Sewer

South Placer Municipal Utility District (SPMUD) would serve the project site. SPMUD operates under a joint powers agreement between the City of Roseville, SPMUD, and Placer County. The regional facilities funded by SPMUD include recycled-water facilities, trunk sewer lines, and two wastewater treatment plants (WWTPs). All three member agencies transmit wastewater to these WWTPs.

The proposed project would construct a network of sewer lines on-site, ranging in size from 6 to 8 inches in diameter, that would connect to an 8-inch sewer line located in Sierra College Boulevard. All sewer lines would be constructed to meet SPMUD's standard specifications. The project would incorporate grease separators to remove fat, oil, and grease generated by Costco's food preparation areas before they exit the site through gravity flow. A segment of sewer line located off-site, downstream of the sewer line, is at capacity; improvements are being constructed to divert a portion of the flow through the Lower Loomis Trunk. These improvements will eliminate the need to upgrade the Lower Loomis line from 10 inches in diameter to 12 inches, while meeting existing and future flows in the service area. Completion of the Lower Loomis Trunk is anticipated by fall 2018. Refer to Section 5.3.11.2 for more information on the status of this line.

### 2.3.4.3 Drainage

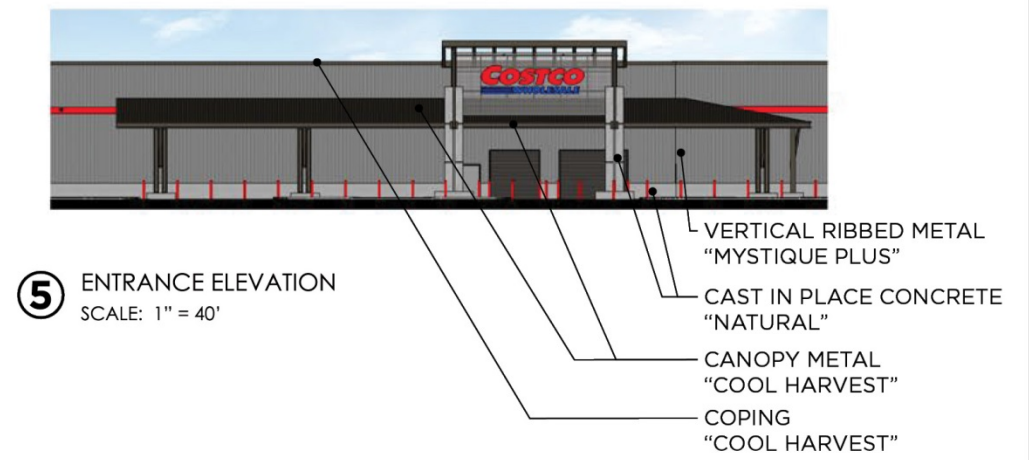
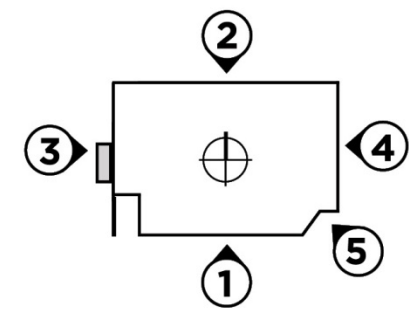
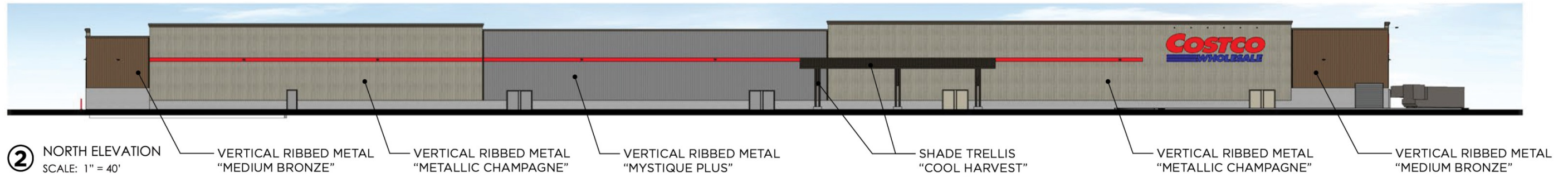
The project site is located approximately 600 feet east of Secret Ravine, a primary drainage that accepts runoff from nearby properties. As described below, the site receives stormwater runoff at two locations from the neighboring residential subdivision to the east.

Along the northern property boundary, an on-site swale accepts runoff from the neighborhood. The swale directs the stormwater through an inlet, then the runoff flows alongside Brace Road until it is recaptured by a swale leading to Secret Ravine, which conveys the runoff downstream. With the proposed project, these stormwater flows would be intercepted at or near the property line and conveyed through an 18-inch-diameter storm drain pipe to the existing 24-inch culvert under Sierra College Boulevard.

The site also receives stormwater runoff along the southern property boundary. With the proposed project, the runoff would be intercepted and conveyed off-site in similar fashion.

Approximately 86% of the project site would be covered by impervious surface in the form of buildings and a parking field. Stormwater runoff would sheet flow across the parking field, where it would be collected by curbs and swales before ultimately reaching a series of infiltration trenches along the perimeter of the property (Figure 2-8). Runoff would percolate through sand/filter soil and collect in catch basins inside the trenches before discharging into the drainage system, where it would be conveyed to one of three locations along Sierra College Boulevard. Infiltration trenches are designed and sized to meet the regulatory standards of the Phase I Municipal Separate Storm Sewer System (or MS4) Permit issued by the Central Valley Regional Water Quality Control Board. Specifically, all runoff generated during the 8th-percentile, 24-hour storm event on impervious surfaces constructed as part of the proposed project would be treated before being released from the project site.



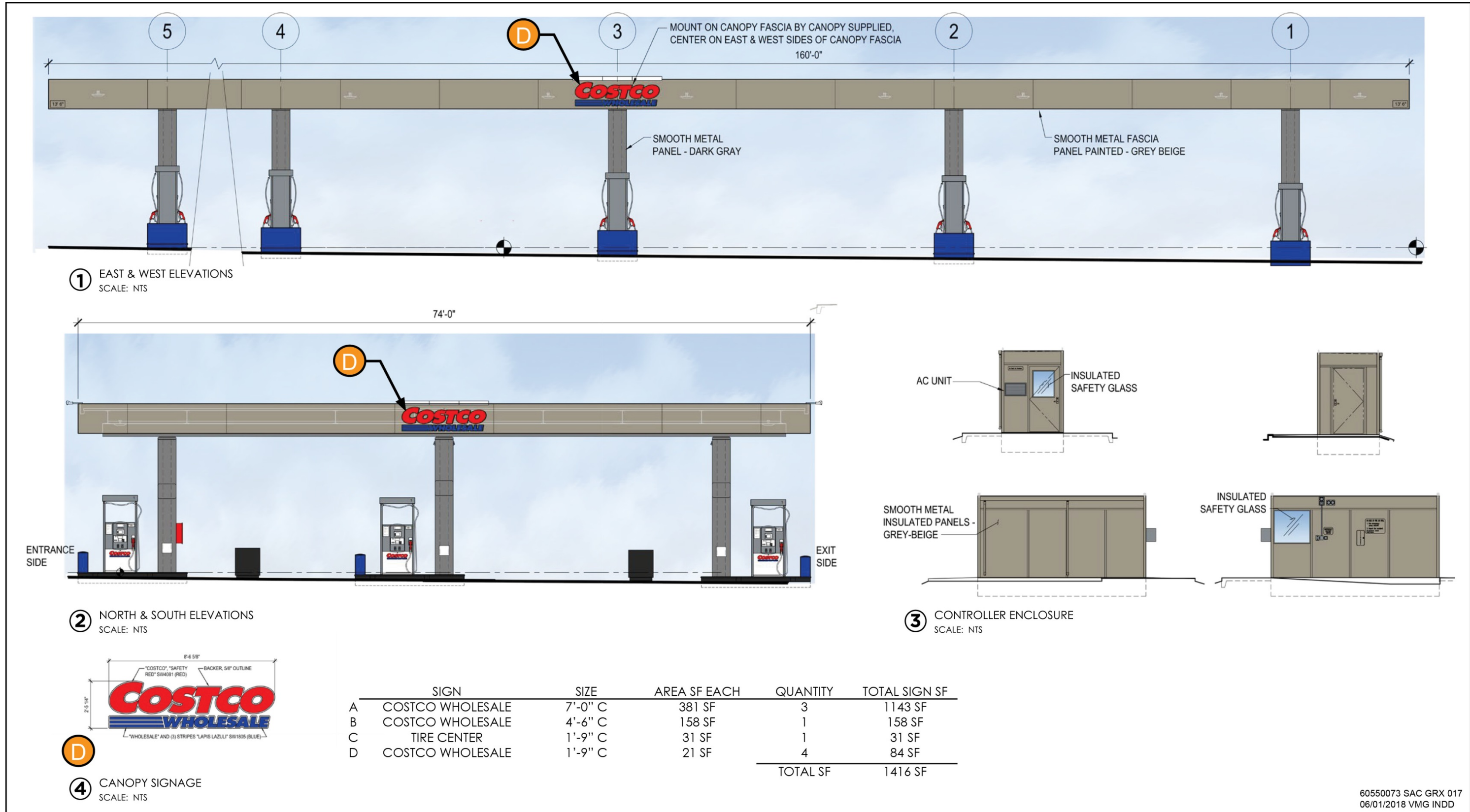


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Source: Data provided by MG2 and adopted by AECOM in 2018

Figure 2-4. Warehouse Building Elevations

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Source: Data provided by MG2 and adopted by AECOM in 2017

Figure 2-5. Fueling Station Building Elevations

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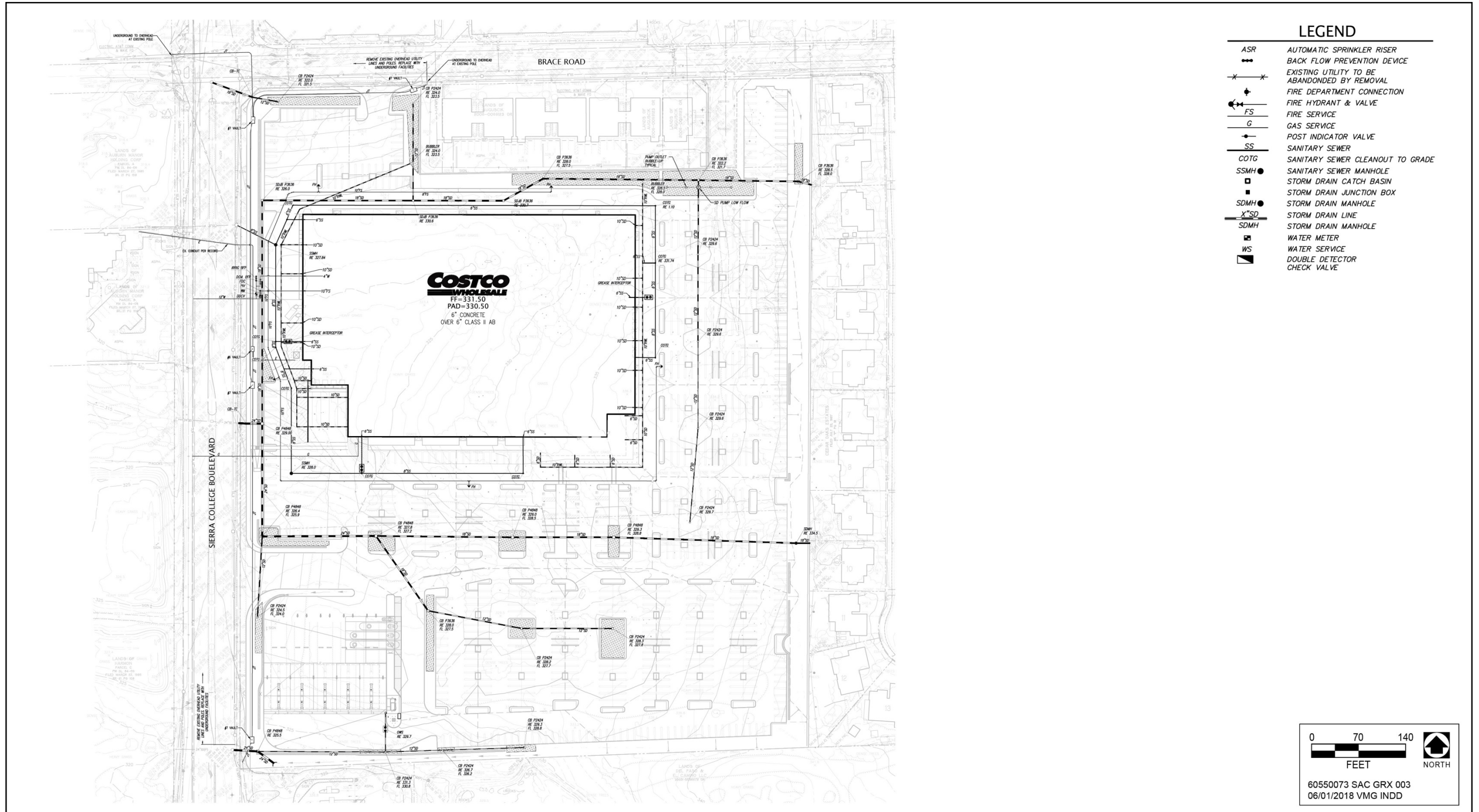
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Source: Data provided by MG2 and adopted by AECOM in 2017

Figure 2-6. Landscape Plan

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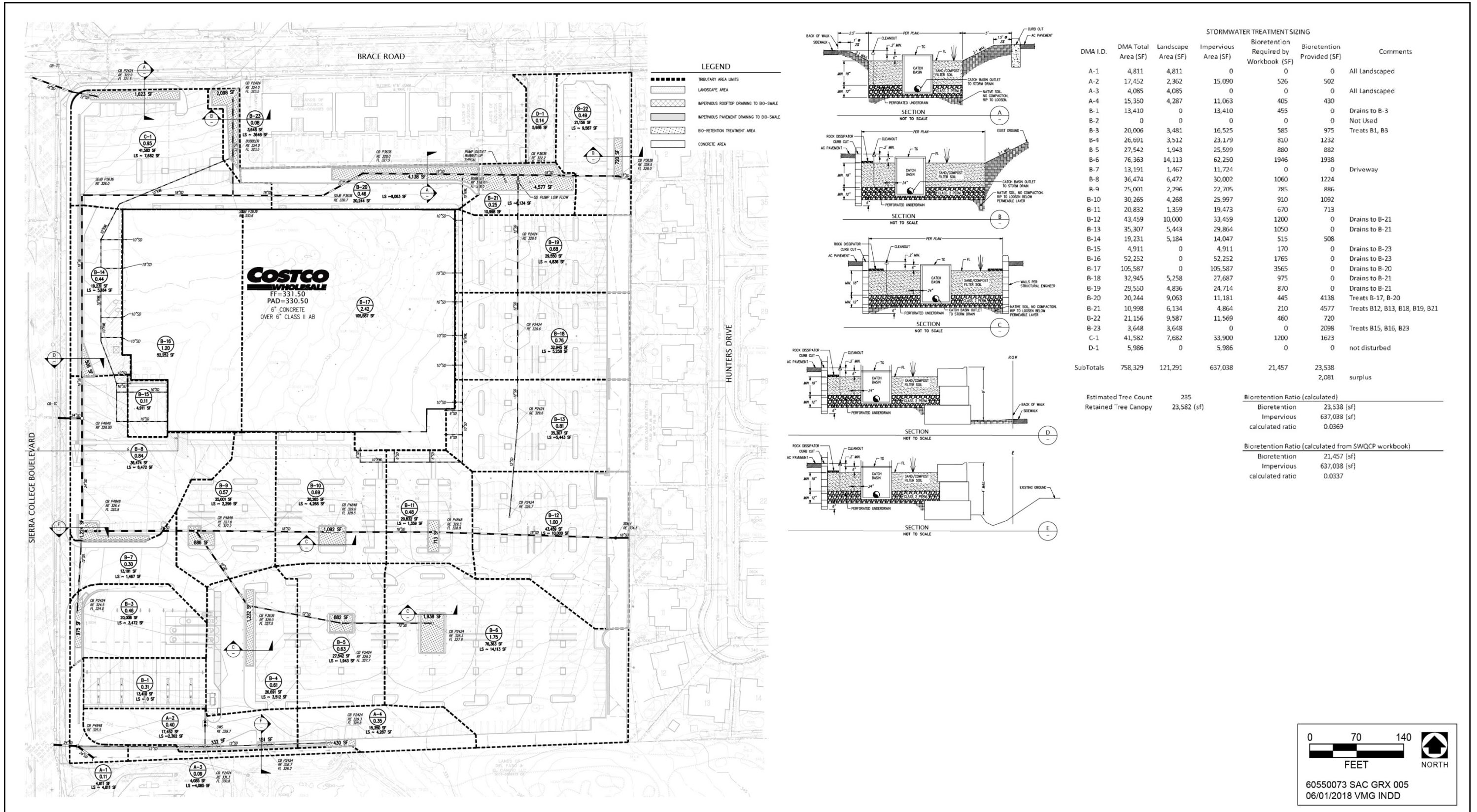


Source: Data provided by Keir & Wright Civil Engineers and Surveyors, Inc. and compiled by AECOM in 2017

Figure 2-7. Utility Plan

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Source: Data provided by Keir & Wright Civil Engineers and Surveyors, Inc. and compiled by AECOM in 2017

Figure 2-8. Drainage

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### 2.3.4.4 Energy Conservation

The proposed project would incorporate many energy-saving features into the design of the facility. The following practices and features used by Costco would be incorporated into the building and parking field design:

- Parking lot light standards are designed to distribute light evenly and use less energy than are used by a larger number of fixtures at lower heights. Using LED lamps provides a higher level of perceived brightness with less energy than other lamps such as the high-pressure sodium type.
- New and renewable building materials are typically extracted and manufactured within the region. When masonry concrete is used, the materials purchased are local to the project, minimizing transportation-related emissions and impacts on the local roadway system.
- Use of pre-manufactured building components, including structural framing and metal panels, helps to minimize waste during construction.
- Pre-manufactured metal wall panels with insulation carry a higher energy efficiency rating (R-Value) and greater solar reflectivity to help conserve energy consumed to heat and cool the structure. Building heat absorption is reduced further by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall.
- Costco uses a reflective “cool roof” material to produce lower heat absorption, thereby lowering energy requirements during the summer when the HVAC system is running hard. This roofing material meets the requirements of the U.S. Environmental Protection Agency’s Energy Star energy efficiency program.
- HVAC comfort systems are controlled by a computerized building management system to maximize efficiency.
- HVAC units are high-efficiency directed duct units.
- Parking lot lights are controlled by the project’s energy management system
- Energy-efficient transformers (i.e., Square D Type EE transformers) are used.
- Variable-speed motors are used on make-up air units and booster pumps.
- Gas and water heaters are direct vent and 94% efficient or greater.
- Costco trucks are equipped with engine idle shutoff timers.

## 2.3.5 Operations

### 2.3.5.1 Retail Sales

The proposed project is for a warehouse retail store that 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.

### 2.3.5.2 Hours

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.

### 2.3.5.3 Staffing

The proposed Costco facility would employ approximately 170 full-time employees.

## 2.3.6 Deliveries

An average of 10 large trucks would deliver goods on a typical weekday. The trucks would range in size from 26 feet long for a single-axle trailer to 70 feet long for a double-axle trailer. Warehouse shipments would be received between 2 a.m. and 9 p.m., averaging two to three trucks per hour, with most deliveries completed by 10 a.m., when the warehouse would open for the weekday. Deliveries to the warehouse would be made primarily in Costco trucks traveling from the company’s freight consolidation facility in Tracy, California. Trucks would travel along I-80 and exit at Sierra College Boulevard to access the proposed warehouse.

Fuel would typically be delivered to the fueling station by double-axle trucks that would arrive two to three times per day during hours of operation. To avoid blocking access to the fueling islands, trucks offloading fuel would be parked on top of the underground tanks located on the east side of the fueling facility. The tire center would typically receive shipments one to two times per week via single- or double-axle trailer trucks. Deliveries for the tire center would be scheduled for before opening hours, typically 6 a.m.

## 2.4 Construction and Phasing

The proposed project would be constructed in a single phase over a period of 6 months, with an anticipated opening date of Spring 2019. Grading and site preparation would take 2 months to complete. Utility installation, paving, and erection of the structure would follow over a 2-month time frame. Construction would conclude with the application of architectural coatings and installation of landscaping during a 1-month period.

Preparation for construction would begin with the demolition of existing building foundations and grubbing to remove vegetation. Abandoned utilities in the proposed development areas, including a domestic well and other existing features (if encountered), would be removed and the excavation(s) would be backfilled with engineered fill. Debris produced during demolition (e.g., wood, steel, piping, and plastics) would be separated and disposed of off-site. Existing utility pipelines or conduits would be abandoned in place and plugged with nonshrinking cement grout to prevent migration of soil and/or water.

Once this work has been completed, soil on portions of the property would be overexcavated and recompacted to reduce the potential for differential settlement and provide uniform support for the proposed warehouse and associated facilities. According to the preliminary grading plan (Figure 2-9), the finished floor elevation for the warehouse would be approximately 331.50 feet above mean sea level. The warehouse building pad area would be raised as much as approximately 10 feet by fill and would transition to an area of cut as deep as 5 feet. The fueling facility area would be raised approximately 1–5 feet above the existing ground surface. Excavations for deep utilities and the loading dock may exceed 4 feet, and installing the underground storage tanks for the fueling facility would require excavation up to about 20 feet deep.

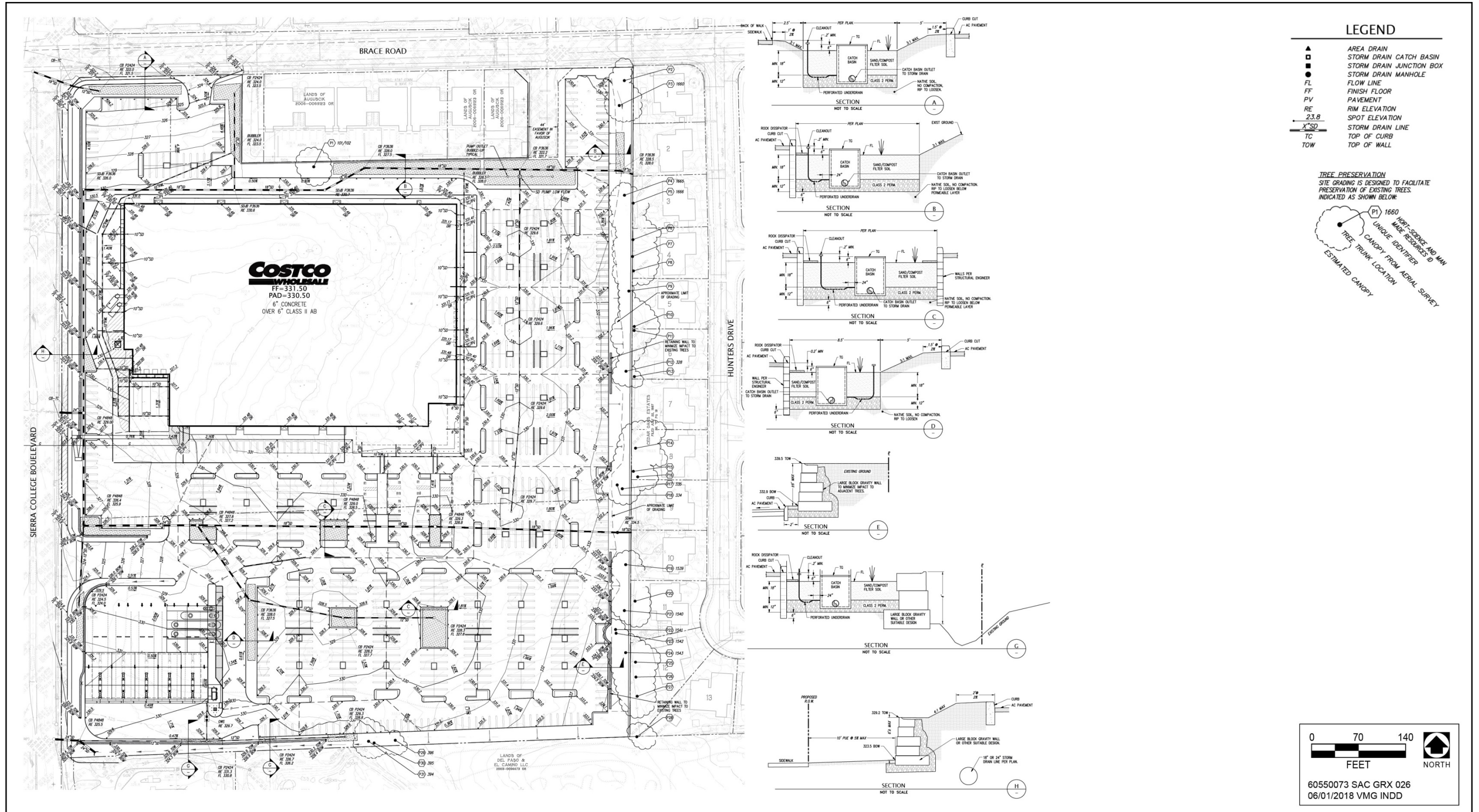
Earthwork would be balanced on-site, with the earth material cut during overexcavation used as fill to establish building pads. No import or export of soil would be necessary to construct the project. Staging and materials storage would occur on the project site.

## 2.5 Intended Uses of this Environmental Impact Report

This document is an EIR prepared for the proposed project to establish compliance with CEQA. This EIR has been prepared by the Town as the lead agency under CEQA.

In its initial form, an EIR is composed primarily of a draft document known as a draft EIR (DEIR), and the lead agency's written responses to comments on the DEIR by the public and public agencies. This DEIR evaluates the potential physical impacts on the environment resulting from implementation of the proposed project. The DEIR proposes mitigation measures and alternatives that may reduce or avoid the significance of such impacts. After public review of the DEIR, a final EIR (FEIR) will be prepared, in which the Town will provide responses to comments regarding the analysis provided in the DEIR.

The Town has prepared this EIR to provide responsible and trustee agencies and the public with information about the potential environmental effects of implementing the proposed project. This DEIR was prepared in compliance with CEQA (as amended through California Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Title 14, Section 15000 et seq. [14 CCR Section 15000 et seq.]).



Source: Data provided by Keir & Wright Civil Engineers and Surveyors, Inc. and compiled by AECOM in 2017

Figure 2-9. Grading Plan

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The purpose of an EIR is not to recommend either approval or denial of a project, but to disclose the potentially significant environmental impacts of a project and potential methods to mitigate those impacts. According to Section 15064(f)(1) of the State CEQA Guidelines, preparation of an EIR is required whenever a project may result in a significant environmental impact. An EIR is an informational document used to inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe alternatives to the project that could feasibly attain most of the basic objectives of the project, while substantially lessening or avoiding any of the significant environmental impacts. Public agencies must consider the information presented in the EIR when determining whether to approve a project.

CEQA requires that state, regional, and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects (PRC Section 21000 et seq.). CEQA also requires that each public agency avoid or reduce to less-than-significant levels, wherever feasible, the significant environmental effects of any project it approves or implements. If a project would result in significant and unavoidable environmental impacts that cannot be feasibly reduced to less-than-significant levels, the project can still be approved; however, the lead agency must issue a “statement of overriding considerations” that explains in writing the specific economic, social, or other considerations that it believes would make those significant effects acceptable.

## 2.6 Permits and Approvals

The Town is the lead agency for the proposed project. To permit development as proposed by the applicant, the Town would be required to issue the following discretionary approvals:

- A lot line adjustment and reversion to acreage to combine the seven existing parcels into a three parcels;
- A zoning text amendment to only allow “warehouse retail” uses subject to specific criteria in the General Commercial (CG) zoning district, with a “UP” (Use Permit Required).<sup>2</sup>
- A “UP” (Use Permit Required) to approve the Costco warehouse retail store, that includes a tire center and fueling facility;
- Design review approval of the site plan, building design, and preliminary landscape plan;

Additional responsible and trustee agencies (listed below) with potential permitting or approval authority over the project, or elements thereof, will have the opportunity to review this DEIR during the public review period, and will be able to use this information when considering issuance of any permits required for the project. Federal, state, and regional agencies that may have jurisdiction over specific activities associated with the proposed project include but are not necessarily limited to the following:

- **U.S. Army Corps of Engineers:** The project must receive water quality permits under the Clean Water Act, including a Section 401 water quality certification and Section 404 permits for discharge of fill into waters of the United States associated with impacts on 0.15 acre of vegetated palustrine emergent wetlands.
- **Central Valley Regional Water Quality Control Board:** The project must comply with conditions of the National Pollutant Discharge Elimination System permit.
- **California Department of Fish and Wildlife:** Permits must be issued under Sections 1600–1616 of the California Fish and Game Code for alteration to a lake or streambed.
- **California Department of Transportation:** Construction activity within California Department of Transportation right-of-way requires an encroachment permit as described in CCR Title 21, Division 2, Chapter 8.
- **Placer County Air Pollution Control District (PCAPCD):** Construction machinery with engines exceeding 50 horsepower must obtain a permit for operation from PCAPCD. For the proposed fueling station to be able to operate, PCAPCD must issue an Authority to Construct and Permit to Operate.
- **Placer County Water Agency (PCWA):** PCWA is responsible for providing potable water to the project site and surrounding area. PCWA will review the project plans to ensure adequate water supply is available to serve the project and utility plans to ensure compliance with design standards prior to issuance of a “Will Serve” letter.
- **South Placer Municipal Utility District (SPMUD):** SPMUD is responsible for sewer service to the project and surrounding area. SPMUD will review the project and utility plans to ensure compliance with design standards prior to issuance of a “Will Serve” letter.

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<sup>2</sup> Allowed only within one-half mile of an existing interchange along I-80, and at least one-half mile from any Central Commercial (CC) zoning district, on a project site of at least 15 gross acres.

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