



## Staff Report

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**TO:** Town of Loomis Mayor and Council Members  
**FROM:** Anders Hauge, Town of Loomis Costco Project Manager  
**DATE:** **August 4, 2020**  
**RE:** LOOMIS COSTCO PROJECT - ENVIRONMENTAL IMPACT REPORT CERTIFICATION, ZONING CODE AMENDMENT, LOT LINE ADJUSTMENT, CONDITIONAL USE PERMIT, AND DESIGN REVIEW

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### REQUEST

Costco has requested that the Town of Loomis approve the Loomis Costco Project through the following actions.

1. Certification of the Loomis Costco Environmental Impact Report (EIR), and adoption of the CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) as per the California Environmental Quality Act (CEQA);
2. Amend the Town of Loomis Zoning Code;
3. Approve a Lot Line Adjustment; and
4. Approve a Conditional Use Permit and design review for a warehouse retail use with an accessory fueling station, subject to the conditions of approval.

### RECOMMENDATION

Staff recommends that the Town Council:

On August 4, 2020

1. Consider the proposed EIR, Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Loomis Costco Project; and
2. Conduct a public hearing on the proposed Zoning Code Amendment, Lot Line Adjustment, and Conditional Use Permit for the Loomis Costco Project; and
3. Introduce Ordinance #20-\*\* approving a Zoning Code Amendment for first reading.

On August 11, 2020

1. Continue the public hearing on the proposed Zoning Code Amendment, Lot Line Adjustment, and Conditional Use Permit for the Loomis Costco Project; and
2. Adopt the following resolutions and ordinances:
  - a. Resolution #20-\*\* certifying the EIR, and adopting the CEQA Findings and Statement of Overriding Considerations, and EIR Mitigation Monitoring and Reporting Program;
  - b. Ordinance #\*\* approving the Zoning Code Amendment [second reading];

- c. Resolution #20-\*\* approving the Lot Line Adjustment; and
- d. Resolution #20-\*\* approving the Warehouse Retail Conditional Use Permit and Design Review based on “Option 1D” as described in the Project EIR, subject to the findings and conditions of approval.

**BACKGROUND**

The west Roseville Costco Warehouse is one of the most highly visited Costco establishments, serving the community of Roseville and Costco members north of Roseville. The number of patrons at the Roseville Costco location has prompted the Costco Wholesale Corporation to consider an additional location in the Town of Loomis to offset the excess volume. A new store in Loomis would provide a central location for members located north of the Roseville store to meet the excess demand at that existing Roseville location. Proposed at the southeast corner of Sierra College Boulevard and Brace Road, near existing commercial centers in Rocklin, the Loomis site would serve Costco members in Loomis, Rocklin, Penryn, Auburn, and other surrounding communities in Placer County. This location is ideal to capture pass-by shopping trips for both commuters and general consumers, reducing additional trips outside of Loomis or outside of regular travel routes. It can be anticipated that substantial sales tax revenues will be generated by the Loomis Costco, and that these funds will allow the Town to maintain and improve roadways, infrastructure, and other Town amenities.

**PROJECT DESCRIPTION**

The Project is located on 17.41 acres at the southeast intersection of Sierra College Blvd. and Brace Rd. on the following parcels: APN 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037 owned by Costco. In addition to the parcels listed above, the proposed Lot Line adjustment includes parcel APN 045-042-016 which composes a portion of the Sierra Meadows Apartments owned by Robert Auguscik. The Project site is served by SPMUD, PCWA, PG&E, South Placer Fire Protection District, and Recology Auburn/Placer, and the site is vacant. Annual grassland and valley oak woodland characterize the site. The Project location and layout is shown in Figure 1 below. The General Plan designation, zoning, and existing land use on the Project site parcels and immediately adjacent include:

	GENERAL PLAN	ZONING	EXISTING LAND USE
<b>WITHIN THE SITE</b>	GENERAL COMMERCIAL RESIDENTIAL HIGH DENSITY RESIDENTIAL MEDIUM HIGH DENSITY	CG RH RM-5	VACANT (Lot Line Adjustment Apartment Parcels currently contain the apartment facilities)
<b>NORTH</b>	RESIDENTIAL HIGH DENSITY GENERAL COMMERCIAL	RH CG	APARTMENT COMPLEX, SINGLE FAMILY RESIDENTIAL, AND COMMERCIAL
<b>EAST</b>	RESIDENTIAL MEDIUM DENSITY RESIDENTIAL MEDIUM HIGH DENSITY	RS-5 RM-5	SINGLE FAMILY RESIDENTIAL
<b>SOUTH</b>	CITY OF ROCKLIN RETAIL COMMERCIAL AND MIXED-USE	C2	COMMERCIAL (RESTAURANT/GAS STATION) AND VACANT
<b>WEST</b>	CITY OF ROCKLIN RETAIL COMMERCIAL	C2	OFFICE COMPLEX AND VACANT

The Loomis Costco Project includes the construction and operation of an approximately 155,000-square-foot warehouse retail facility and an associated fueling station at the corner of Sierra College Boulevard and Brace Road (See Figure 2-3). The warehouse retail space would provide approximately 149,500 square feet of floor space dedicated to storage, retail goods and services, including optical exams and sales, a photo processing center, 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 an approximately 5,500-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 five bays facing east to allow Costco employees to drive cars into the installation facility.

The recommended access alternative for the Project (identified in the FEIR as “Option 1D”) includes the main 59-foot-wide driveway on Sierra College Blvd., a 30-foot-wide right-in/right-out access on Brace Road, and a 25-foot wide gated emergency-access-only driveway on Brace Road (Figure 1). It is recommended that a potential future access point to Granite Drive through the adjacent commercial parcel as analyzed in the RDEIR under Option 1B be included as a Condition of Approval should the City of Rocklin and the landowner pursue an access point, and with the location of the access point subject to Loomis and Costco approval.

Vehicles approaching the warehouse from Sierra College Boulevard would enter the site at a new 59-foot-wide signalized driveway at Sierra College Boulevard with one inbound and three outbound lanes. The signal would be located approximately 750 feet south of Brace Road and 625 feet north of Granite Drive, measured centerline to centerline. Northbound vehicles on Sierra College Boulevard would enter the property through a new right-turn lane on Sierra College Boulevard while southbound vehicles would turn left onto the signalized driveway from a new dedicated left turn lane. The main driveway on Sierra College Boulevard is positioned to serve as the primary access point to both the warehouse and the fueling station. A western Brace Road driveway would be located 215 feet east of Sierra College Boulevard, measured curb to curb, and this access point would be a 30-foot-wide right-in, right-out only driveway, primarily used by warehouse delivery trucks, but publicly accessible. The Brace Road access would serve as the primary daytime delivery truck route to reduce traffic delays on Sierra College Boulevard and maintain onsite circulation, safety, and ease of access. Night-time warehouse deliveries would access the loading docks via the main signalized driveway from 10 p.m. to 7 a.m., which will reduce noise levels near the apartment complex adjacent to the Project site on Brace Road. A gated emergency access point on Brace Road would be located east of Sierra Meadows Apartments, and this 25-foot-wide driveway shall only be used as an emergency access and evacuation route.

The placement of the main driveway at Sierra College Boulevard maximizes capture of pass-by trips from the commercial centers in Rocklin and the I-80 interchange.

In addition to the new signal on Sierra College Boulevard, the Sierra College Boulevard southbound and northbound turn lanes at the main Project driveway, and the Brace Road driveway, other roadway improvements proposed by the Project include a new, third northbound travel lane, sidewalks, and a Class II bike lane on Sierra College Boulevard along the project frontage, a dedicated right turn lane on Sierra College Boulevard approaching Brace Road, half-street improvements along the Project’s Brace Road frontage, traffic signal interconnect between Granite Drive and Brace Road, and a raised median on Brace Road to ensure the Brace Road driveway allows only right-in/right-out movement at the Costco driveway, while maintaining full access to Homewood Lumber and the Sierra Meadows Apartments. These improvements complement the Town’s Capital Improvement Program (CIP) along Sierra College Boulevard north of Brace Road, which include northbound and southbound roadway widening to three lanes, Class II bike lanes between Brace Road and Taylor Road, median modifications and roadway restriping.

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 66 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. Preliminary visual simulations of the site as viewed from Sierra College Boulevard are provided in Figures 2 and 3. As shown in the simulations, the warehouse and fuel station would be set back from the roadway with sidewalks, a landscape area with associated retaining walls, and the drive aisles. With mature vegetation and resulting distance, views of the proposed Costco structures are intermixed with views of intervening vegetation. Although the Costco warehouse is partially visible, the warehouse is balanced by the landscape vegetation and appropriate for a commercially zoned and designated property. Views from the roadway of mechanical equipment and trash compactors are minimized with the presence of the retaining wall and vegetation that serve as visual screens. While views of the fueling

station show vehicles at the fuel pumps, this view would be typical of a fueling station and would be more obscured than views of nearby gas stations due to the extensive landscape setback. 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. The loading dock would consist of 4 bays that are screened with a wall on the west side. 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. Other warehouse facilities located on the west side of the building include a transformer and two trash compactors that would be painted the same building color to blend those elements into the building. As shown in the visual simulations, the setback, landscaping, and retaining walls would screen those utilitarian elements from the street view.

The warehouse structure would be approximately 33 feet tall and would be constructed of masonry blocks, and metal paneling supported by a concrete slab on-grade foundation. The roofline would be varied, with variations corresponding to the exterior color variations. Although the exterior would primarily feature ribbed-metal siding to reflect fruit shed architectural characteristics, the metal siding would vary in color from browns, tans, and greys utilizing the Span Metal colors of Cool Harvest, Metallic Champagne, Medium Bronze, and Mystique Plus. Additional architectural treatments include shade overhangs with simple angled roof extensions and supports, similar to the overhangs at the Blue Goose or High Hand Nursery but without signage, which would be located at the main entrance. Two sections of the building, one at the employee entrances on the north side of the warehouse, and the second over the tire center roll up doors will feature trellis overhang elements. At the main entrance, the wall would extend forward to create architectural variation, and flowering landscape trees would be planted between the entrance and the loading dock to also break up the structural plane.

The accessory 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 five covered fueling bays, each with up to three two-sided fuel dispensers that would allow up to six vehicles to occupy each island. In response to public comment regarding fueling station queuing, the fueling station pump positions will be moved 15 feet further south to allow for an additional queue position per pump aisle. The station would have ten stacking lanes, which would allow approximately 40 vehicles to queue for the pumps at any given time, with 30 spaces at the dispensers for a total of 70 spaces. The station would initially have fueling capacity for 24 fuel positions, with the potential to expand 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.

The parking areas would be located primarily between the fueling station, warehouse, and eastern property line, with limited parking near the intersection of Sierra College Boulevard and Brace Road and along the Sierra College Boulevard frontage. The number of parking spaces proposed exceeds the Town's requirements for five spaces per 1,000 square feet, including motorcycle parking, and bike racks would be provided near the warehouse entrance and employee access doors. It should be noted that 60 of the 781 parking spaces were not shown on the figures for Option 1A or 1C as that CADD layer for those 60 spaces was turned off to improve site plan readability.



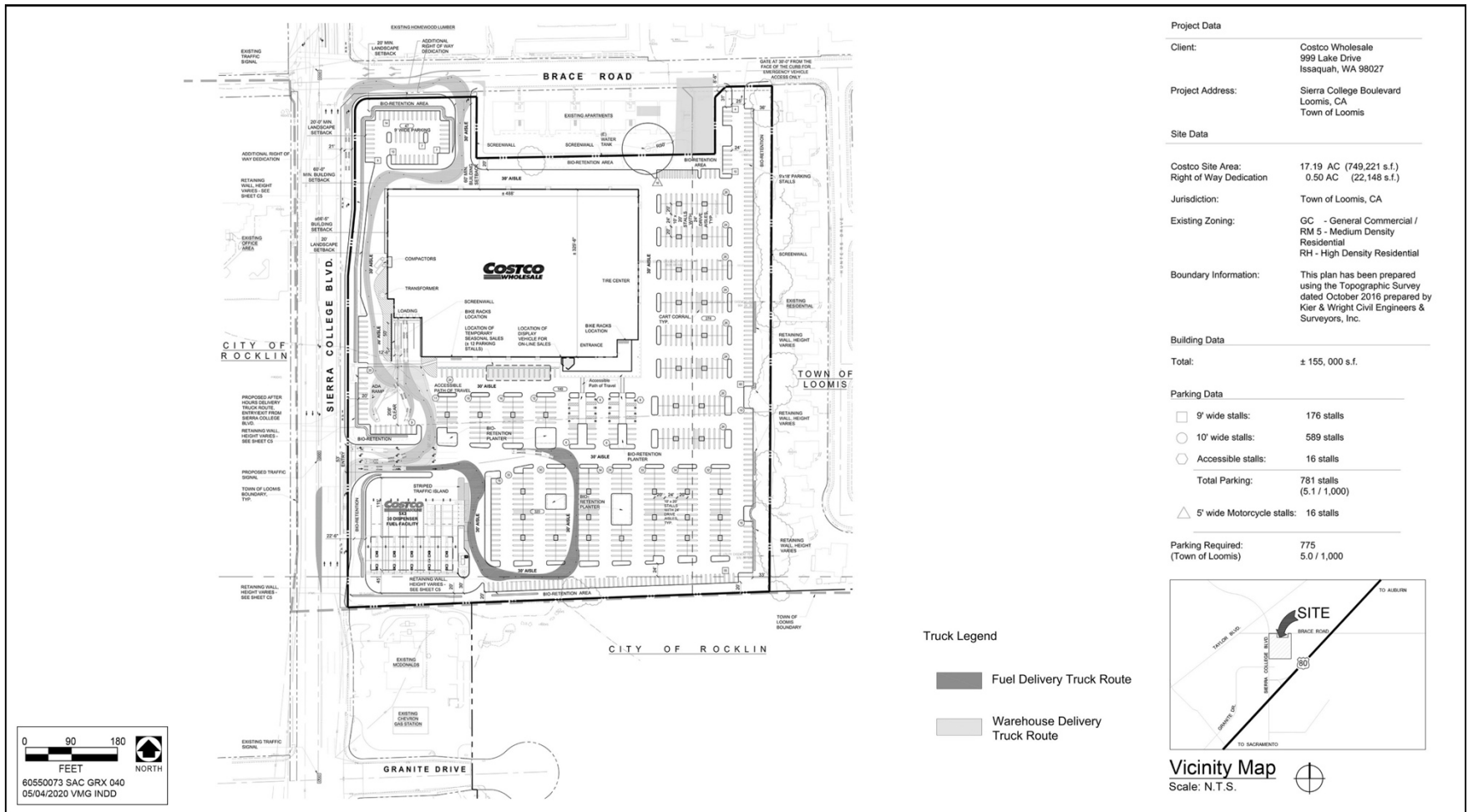


Figure 1: Costco Project Site Plan Option 1D



**MG2**

FEBRUARY 21, 2020  
PROJECT 16-5254-01  
LOOMIS, CA

**SIERRA COLLEGE BLVD AT COSTCO ENTRANCE**

**COSTCO**  
WHOLESALE

Figure 2: Visual Simulation of Costco Warehouse as Viewed from Sierra College Boulevard





**MG2**

FEBRUARY 21, 2020  
PROJECT 16-5254-01  
LOOMIS, CA

**SIERRA COLLEGE BLVD**

**COSTCO**  
WHOLESALE

Figure 3: Visual Simulation of Fueling Station as Viewed from Sierra College Boulevard

The perimeter of the site would be landscaped with native oaks, with the interior planted with accent landscape trees such as pistache and crape myrtle or other varieties deemed appropriate for the site. The existing oaks in healthy condition would be retained where feasible, particularly along the eastern border of the site with the existing residences. Landscape parking lot medians would be located throughout the parking field. The primary drive aisles would include flowering ornamental trees, along with stormwater treatment planters. Each landscape area would also include shrubs, perennials, ornamental grasses, and groundcover plants. Retaining walls would also be developed intermittently at various heights up to eight feet along the eastern perimeter, along Sierra College Boulevard, and the access driveways. Although the Project would remove 158 protected native oak trees, 63 replacement oaks in 24" boxes are proposed onsite in the preliminary landscape plan, with the remaining 225 valley oak and 6 blue oaks trees to be planted offsite or in lieu fees paid in support of the Town's Draft Tree Mitigation Master Plan Planting Assessment. Interior Live oaks were originally planned for the landscape islands within the parking lot; however, due to the area needed for successful growth of Interior live oak, it has been determined that the parking lot islands are not large enough to successfully meet the planting area needs of mature oaks. With a sufficient number of replacement Interior Live oak planned in the larger landscape setback along Sierra College Boulevard, use of other species better suited to the parking lot medians is appropriate. Within the landscape areas, bio-retention systems would collect and manage runoff generated onsite. As suggested by the arborist evaluating the landscape plan for the Town and depending on the final grading design of the onsite stormwater treatment basins, up to 25 additional native Valley oaks may be successfully replaced onsite within the stormwater treatment basins where Heritage Southern Live oaks are identified on the landscape plan, which would increase native oak replacement onsite to a total of 88 trees (See Attachment 5).

Access to Sierra Meadows Apartments would continue to occur at their two driveways. The western driveway and the primary (eastern) access driveway for the apartments would continue to be full access and may be improved as a result of the lot line adjustment. As shown on the site plans in the RDEIR and FEIR, the proposed median would be sized to only limit Costco driveway turning movements to right-in/right-out and would not extend to the Sierra Meadows Apartments or Homewood Lumber driveways. The existing turning movement at Homewood Lumber and the Sierra Meadows Apartments would be retained, as would the queuing pocket into Homewood Lumber. As stated in the traffic study and EIR, the median would not prevent turning movements for Homewood Lumber on Brace Road. Turning movements on Brace Road are discussed in the Brace Road Driveway Spacing Deviations and Brace Road Driveway Improvement Technical Memorandums (Attachment 7)

#### **ZONING ORDINANCE AMENDMENT**

The project proposes changes to Sections 13.26.040, 13.30.080, 13.36.090, 13.36.100, 13.36.110, and 13.80.020, which are provided in Exhibit A of the attached Zoning Ordinance Resolution (Attachment 2). Amendments to the Zoning Ordinance are consistent with and in compliance with the General Plan. The changes to the Zoning Ordinance are not detrimental to the public interest, health, safety, convenience, or welfare of the Town, as the changes expand the potential range of uses or location of uses, but in a limited manner with respect to location, and as a conditional use to require further evaluation and consideration by the Town on a case-by-case basis with separate environmental review. No zoning change is proposed for the parcels or portions of parcels zoned RH or RM-5 as these parcels would be used for parking, which is a permitted use in those zones. There is sufficient vacant residential land to meet Regional Housing Needs Assessment (RHNA) numbers as discussed in the Findings.

#### **LOT LINE ADJUSTMENT**

Please refer to Attachment 3 regarding the Lot Line Adjustment. APNs 045-042-034 and 045-042-035 are legally one parcel owned by Costco. APN 045-042-016 is owned by Bob Auguscik and comprises a portion of the Sierra

Meadows Apartments. The Lot Line Adjustment would a) expand Sierra Meadows Apartments' parcel, shown as Existing Parcel Two (APN 045-042-016) to the east to include Starlight Lane which is currently within the Costco property (APN 045-042-034), and b) consolidate Costco's Existing Parcel One (APN 045-042-034 and 045-042-035) with Costco's parcels 045-042-011 and 045-042-012, to create one contiguous lot/parcel. As a result of the lot line adjustment, four parcels would be reconfigured into two parcels. This adjustment ensures the warehouse is located within one contiguous parcel and consolidates a portion of the associated parking area with the warehouse.

By moving the eastern boundary of parcel APN 045-042-016 (Sierra Meadows Apartments) further east to include what is currently Starlight Lane located within APN 045-042-034 on the Costco property, Starlight Lane can continue to be used by the Sierra Meadows Apartments for parking, storage shed, and trash receptacles.

#### **WAREHOUSE RETAIL CONDITIONAL USE PERMIT**

The warehouse retail conditional use permit including the Town's design review are addressed in Attachment 4. Design Review was conducted to evaluate Project consistency with the Town's Design Guidelines and to identify conditions of approval needed to ensure compliance. This evaluation identified issues to be addressed either through zoning amendments as the zoning code does not currently thoroughly define standards for warehouse retail uses (See Attachment 2) or through Conditions of Approval to ensure the design components fully implement the Town's standards. In addition to the Code Amendments, it is recommended that the fruit label artwork or other architectural treatments be added to further display Loomis' fruit shed architectural design and rural character, enhanced screening of street-side views of the mechanical equipment on the western side of the warehouse is provided year-round, and ensure that 13-foot and 8-foot soundwall/privacy walls are erected (in excess of the Town's 6-foot standard) to reduce noise and disturbance to adjacent neighbors. Please refer to Attachment 4 for the complete consistency analysis and conditions of approval. Design Review associated with the Conditional Use Permit was originally conducted in 2018, by former Planning Director Bob King, and with comments from the Planning Commission provided to the applicant on May 1, 2018 and May 31, 2018.

#### **AGENCY COORDINATION**

The Town of Loomis conducted an extensive outreach program with a number of agencies that expressed concern or wished to discuss the project further, particularly Caltrans, Placer County, Sierra College, Placer County Air Pollution Control District, and the City of Rocklin. These outreach efforts, which included meetings, correspondence, data sharing, and development of agreements, where needed, are outlined in Attachment 6. These efforts have resulted in Memoranda of Agreement with Caltrans and Placer County, to be signed following project approval. In addition, Placer County Air Pollution Control District has indicated agreement with project studies, analysis, and mitigation. However, after numerous meetings and attempts by the Town to negotiate, the City of Rocklin has become non-responsive, despite the Town's willingness to implement many, but not all, of the City's requests as detailed in FEIR Response to Comment Rocklin-57. Although a response to the City's requests, including a draft agreement, was hand delivered by the Loomis Mayor to each Rocklin City Council member on October 22, 2019, no response has been received and all further efforts by the Town to meet with Rocklin have been unsuccessful.

#### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

Discretionary projects in California are required to undergo environmental review under the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, 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.]). The EIR serves as the environmental review document for this project, and its purpose is to provide information regarding the project and its impacts. CEQA does not approve or disapprove projects but provides a

framework for sharing environmental information and evaluation of a project and receiving public input to disclose what, if any, impacts may occur with project implementation. Using this information, the Town then makes a decision on whether or not to approve a project. The EIR does not make decisions but informs the ultimate decision, which may also take into account other factors, such as need or community benefit. Decision makers are free to also weigh the data provided by the experts analyzing the project, as well as public opinion. This EIR and the CEQA process is meant to educate and inform decision makers as they evaluate the project and reach conclusions.

The Loomis Costco Project was first brought to the City for consideration in May 2017, and an application site plan was submitted to the City in February 2018. A Notice of Preparation for a CEQA Environmental Impact Report (EIR) was issued on May 15, 2017 and circulated for 30 days to determine issues and potentially significant impacts. A Draft EIR was circulated on June 24, 2018 for public review and a public meeting was held on June 27, 2018. In light of the comments received, it was decided that the EIR should contain further revised study to assess the impacts in relation to the comments received and identify project design changes, as well as conduct discussions with the commenting agencies on their concerns or modeling suggestions. Therefore, numerous coordination efforts and meetings occurred with the commenting agencies (City of Rocklin, Caltrans, Sierra College, Placer County, Placer County Air Pollution Control District), additional models were run, and a Recirculated Draft EIR (RDEIR) was prepared and circulated for public review on December 20, 2019 through February 10, 2020. Responses to comments received on the RDEIR are in the Final EIR (FEIR), along with text clarifications relating to those comments.

The Final EIR addresses comments received on the RDEIR, clarifies and corrects the project description, and provides corrections and revisions to the RDEIR text. Notable changes include new Option 1D, which restricts the eastern Brace Road access to gated emergency access only, movement of the fuel station position 15 feet south to allow for 10 additional queuing positions, altering nighttime deliveries to use the main signalized driveway to reduce noise impacts on the apartments, identification of construction phasing, revisions to Mitigation Measures Air Quality-1, Noise-2 to reflect these changes, slight modification to cumulative long-term traffic mitigation measures at Sierra College Boulevard and Granite Drive and at the project driveway, and the addition of Mitigation Measure GHG-1b. An additional minor edit to Mitigation Measure GHG-1b is noted in the CEQA Findings and the Mitigation Monitoring and Reporting Program to incorporate recent guidance from the Fourth Appellate District regarding performance standards for offset credits. No changes to the impact conclusions in the RDEIR were made. Please refer to Attachment 1 for the CEQA Findings for the EIR and a Statement of Overriding Considerations, addressing significant and unavoidable impacts. The FEIR was circulated for public review between June 19, 2020 and June 29, 2020.

Comments on the Project and FEIR were collected prior to, during, and after the July 7, 2020 Planning Commission meeting. The majority of comments reiterated comments previously made and addressed in the FEIR. However, new concerns were raised in relation to traffic movement around the Brace Road right-in/right-out Costco warehouse delivery driveway, and new questions were posed in relation to meeting logistics, the EVA, delivery vehicle size and turning movement analyzed in the traffic study, accessibility for seniors, oak woodland mitigation and the sound wall at the apartments. Responses to these comments and a technical memorandum on the Brace Road median are provided in Attachment 7 and are also posted to the Loomis Costco webpage on the Town's Current Projects website: <https://loomis.ca.gov/current-projects-2/>.

## **RECOMMENDATION**

Staff recommends Project Option 1D, which proposes a signalized driveway on Sierra College Boulevard, one secondary access driveway on Brace Road, and one emergency access driveway on Brace Road. Traffic studies indicate two driveways provide sufficient site access; however, should the City of Rocklin and the Rocklin landowner

authorize access from Granite Drive, the project conditions require that Costco cooperate in allowing the additional access through to Granite Drive with the access point location agreed to by both Costco and the Town of Loomis.

On July 7, 2020 the Planning Commission heard public testimony, posed questions, considered an evaluated the project, and unanimously adopted: Resolution **#20-11** recommending the Town Council adopt the CEQA findings and Mitigation Monitoring and Reporting Plan, and certify the EIR; Resolution **#20-12** recommending the Town Council adopt the Zoning Code Amendment; Resolution **#20-13** recommending the Town Council approve the Lot Line Adjustment; and Resolution **#20-14** recommending the Town Council approve the Warehouse Retail Conditional Use Permit subject to the findings and conditions of approval.

The Planning Commission and staff recommend the Town Council adopt: Resolution **#20-11** adopting the CEQA findings and Mitigation Monitoring and Reporting Program, and certifying the EIR; Ordinance **#20-12** approving the Zoning Code Amendment; Resolution **#20-13** approving the Lot Line Adjustment; and Resolution **#20-14** approving the Warehouse Retail Conditional Use Permit and Design Review subject to the findings and conditions of approval.

#### **ATTACHMENTS**

1. Draft Resolution **#20-11**
  - Exhibit 1A: CEQA Findings of Fact and Statement of Overriding Considerations
  - Exhibit 1B: Mitigation Monitoring and Reporting Program
2. Draft Ordinance **#20-12**
  - Exhibit 2A: Zoning Ordinance Amendment Findings
3. Draft Resolution **#20-13**
  - Exhibit 3A: Lot Line Adjustment Application
  - Exhibit 3B: Findings on the Lot Line Adjustment and Conditions of Approval
4. Draft Resolution **#20-14**
  - Exhibit 4A: Findings on the Conditional Use Permit and Design Review
  - Exhibit 4B: Conditions of Approval for the Conditional Use Permit and Design Review
5. Viability of Planting Mitigation Oak Trees in The Proposed Costco Parking Lot
6. Agency Coordination Efforts
7. Post-Final EIR Comments and Responses and Brace Road Driveway Spacing Deviations and Brace Road Driveway Improvements Technical Memorandums

**NOTE: Notice published in the Loomis News on July 24, 2020 and Notices mailed to properties within 300' on July 23, 2020.**



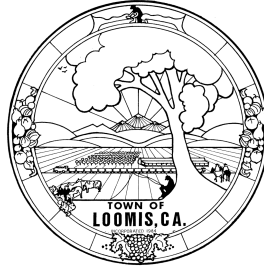


**ATTACHMENT 1:**

**DRAFT RESOLUTION NO. 20-\*\***

**EXHIBIT 1A: CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS**

**EXHIBIT 1B: MITIGATION MONITORING AND REPORTING PROGRAM**



## RESOLUTION NO. 20-\*\*

A RESOLUTION OF THE TOWN COUNCIL OF LOOMIS CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE LOOMIS COSTCO PROJECT, ADOPTING THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND APPROVING THE MITIGATION MONITORING AND REPORTING PROGRAM

**WHEREAS**, Costco Wholesale, the applicant, has proposed to develop a Costco retail warehouse and associated fueling station; and

**WHEREAS**, AECOM prepared for the Town of Loomis' consideration an Environmental Impact Report for the Loomis Costco Project pursuant to the California Environmental Quality Act (the Draft Environmental Impact Report, Recirculated Draft Environmental Impact Report, and Final Environmental Impact Report, and their appendices, are referred to collectively as the Environmental Impact Report); and

**WHEREAS**, the Town published the Recirculated Draft Environmental Impact Report for the Loomis Costco Project for public review and comment from December 20, 2019 through February 10, 2020; and

**WHEREAS**, AECOM prepared for the Town of Loomis' consideration a Final Environmental Impact Report containing responses to all substantive comments received on the Recirculated Draft Environmental Impact Report and minor revisions and additions to the text of the Recirculated Draft Environmental Impact, published on June 25, 2020; and

**WHEREAS**, on July 7, 2020 the Town's Planning Commission reviewed the Final Environmental Impact Report (which includes the Recirculated Draft Environmental Impact Report, text revisions, and comments and responses) and accepted comments from persons interested in the matter; and

**WHEREAS**, on July 7, 2020, the Planning Commission unanimously approved Resolution 20-11 recommending the Town Council certify the EIR, and adopt the Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and

**WHEREAS**, on August 4, 2020, the Town Council reviewed and considered the Final Environmental Impact Report (which includes the Recirculated Draft Environmental Impact Report, text revisions, and comments and responses) at which time persons interested in the matter were given an opportunity to be heard; and

**WHEREAS**, on August 11, 2020, the Town Council continued its review and consideration of the Final Environmental Impact Report (which includes the Recirculated Draft Environmental Impact Report, text revisions, and comments and responses), at which time persons interested in the matter were given an opportunity to be heard; and

**WHEREAS**, the Town Council reviewed and considered the staff report relating to the Environmental Impact Report and said Project, the Environmental Impact Report, and the written and oral evidence presented to the Town Council and Planning Commission in support of and in opposition to the Project; and

**WHEREAS**, the Town Council has determined, based on the reasons and substantial evidence set forth in the Findings of Fact, that Option 1D is feasible and superior to the alternatives addressed in the EIR; and

**WHEREAS**, Public Resources Code Section 21081(b), and CEQA Guidelines Section 15093 require the Lead Agency to adopt a “Statement of Overriding Considerations” before approving a project with significant and unavoidable environmental effects; and

**WHEREAS**, The Town Council desires, in accordance with CEQA, to declare that, despite the occurrence of significant unavoidable environmental effects associated with the Project as mitigated and adopted, there exist certain overriding economic, social, and other considerations for approving the Project that the Town Council, in its legislative capacity, believes justify the occurrence or potential occurrence of those impacts and render them acceptable; and

**WHEREAS**, attached hereto as Exhibit A are the Findings of Fact and Statement of Overriding Considerations specifying the economic, social, and other benefits that render acceptable the significant and unavoidable effects associated with the mitigated Project; and

**WHEREAS**, the Town Council recognizes its obligation, pursuant to Public Resources Code Section 21081.6(a), to ensure the monitoring of all adopted mitigation measures necessary to substantially lessen or avoid the significant effects of the Project; and

**WHEREAS**, attached hereto as Exhibit B is the Mitigation Monitoring and Reporting Program prepared in order to comply with Public Resources Section 21081.6(a).

**NOW THEREFORE**, the Town Council of the Town of Loomis, at its meeting of August 11, 2020, hereby resolves as follows:

1. The Town Council has reviewed and considered the information contained in the EIR on the Project prior to acting upon the Project.
2. The Town Council certifies that the EIR for the Project was fully presented to the Council, that the EIR was completed in full compliance with CEQA, that there was adequate public review of the Draft EIR and Recirculated Draft EIR, that it has considered all comments submitted on the Draft EIR, and Recirculated Draft EIR and responses to those comments, that the Final EIR adequately addresses all significant environmental issues and reflects the independent judgement and analysis of the Town, that the FEIR corrections and revisions adequately analyze environmental impacts from the Project, as modified, and the Town Council has reviewed and considered the information contained in the EIR in its decision making process.
3. The Town Council hereby certifies the EIR in accordance with the requirements of CEQA.
4. The Town Council hereby adopts the Findings of Fact and Statement of Overriding Considerations, attached hereto, and finds that they meet the requirements of CEQA and are supported by substantial evidence in the record.
5. The Town Council hereby approves the Mitigation Monitoring and Reporting Program attached hereto. The Town Council finds that these mitigation measures are fully enforceable conditions on the project and shall be binding upon the Town and affected parties.
6. The Town Council directs staff to file a Notice of Determination immediately after approval of the project.

PASSED AND ADOPTED this 11<sup>th</sup> day of August, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

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Jan Clark-Crets, Mayor

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Crickett Strock, Town Clerk

# **CEQA Findings of Fact and Statement of Overriding Considerations of the Loomis Costco Project**

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## **I Introduction**

The purpose of these Statement of Findings (Findings) is to satisfy the requirements of Sections 15091, 15092, and 15093 of the California Environmental Quality Act (CEQA) Guidelines, associated with approval of the Loomis Costco Project (proposed project).

These Findings state the findings of the Town Council of the Town of Loomis (Town Council) relating to the potentially significant and significant environmental effects of the proposed project located in the Town of Loomis (Town) on approximately 17 acres, comprised of the following seven parcels: 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037.

The Town has prepared these Findings to support the following actions:

1. Certification of the Loomis Costco Final Environmental Impact Report (EIR) as being complete, adequate, and in compliance with CEQA, adopting Findings of Fact, Statement of Overriding Considerations and the mitigation monitoring and reporting program (MMRP);
2. Zoning Code Amendment
  - Section 13.26.040 Commercial district general development standards Table 2-6: Amend the code to allow Warehouse Retail within some locations in the CG District with a use permit.
  - Section 13.36.090 Parking design and development standards: Amend existing text to revise compact car stall width dimensions.
  - Section 13.36.100 Driveways and site access: Amend existing text to add standards for signalized driveways for warehouse retail uses.
  - Section 13.36.110 Loading space requirements Table 3-11: Amend the table to add loading space requirements for warehouse retail uses.
  - Section 13.30.080 Outdoor lighting: Amend the existing text to add outdoor fixture height limits for warehouse retail uses.
  - Section 13.80.020 Definitions of specialized terms and phrases: Amend the definition of "Warehouse Retail" to including clarifying text and add a definition for "Fueling Station."
3. A "UP" (Use Permit Required) to approve the Costco warehouse store that includes a tire center and fueling facility.

In addition, the project applicant would seek design review approval of the site plan, building design, and preliminary landscape plan and issuance of grading permits, tree permits, building permits, and other approvals from the Town, including a lot line adjustment that was requested by the neighboring property owner of the apartment buildings.

The Town Council, in the exercise of its independent judgment, makes and adopts these findings to comply with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.; see esp. Public Resources Code, Section 21081), and Sections 15091, 15092, and 15093 of the California Code of Regulations, Title 14, Section 15000 et seq. (CEQA Guidelines). All statements set forth herein constitute formal

findings of the Town Council. These Findings are based upon the entire record of proceedings for the proposed project. The Town Council finds as follows:

1. The Final EIR has been prepared in accordance with all requirements of CEQA, the CEQA Guidelines, and the Town's Environmental Protection Ordinance, codified in Title 15 of the Town's Municipal Code;
2. The Recirculated Draft EIR and Final EIR were presented to, and reviewed by the Planning Commission and Town Council;
3. The EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Recirculated Draft EIR.
4. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The Town has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.
5. The Town evaluated comments on environmental issues received from persons who reviewed the Recirculated Draft EIR. In accordance with CEQA, the Town prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith, and reasoned response to the comments. The Town reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Recirculated Draft EIR. The Town, as lead agency, has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
6. The Final EIR was prepared under the supervision of the Town, as lead agency, and reflects the independent judgment of the Town. The Town Council has reviewed the Final EIR, and bases the findings stated below on such review and other substantial evidence in the record as a whole;
7. The Town finds that the Final EIR considers a reasonable range of potentially feasible alternatives, sufficient to foster informed decision making, public participation, and a reasoned choice, in accordance with CEQA and the CEQA Guidelines;
8. The Town Council hereby certifies the Final EIR as complete, adequate, and in full compliance with CEQA and the CEQA Guidelines, and as providing an adequate basis for considering and acting upon the Loomis Costco Project and makes the following specific findings with respect thereto. The Town Council has considered evidence and arguments presented during consideration of the proposed project and the Final EIR. In determining whether the proposed project may have a significant impact on the environment, and in adopting the findings set forth herein, the Town Council certifies that it has complied with Public Resources Code Sections 21081, 21081.5, and 21082.2;
9. The Town Council agrees with the characterization of the Final EIR with respect to all impacts initially identified as "less than significant" or "no impact" and finds that those impacts have been described accurately, and are less than significant or no impact would occur, as so described in the Final EIR. This finding does not apply to impacts identified as significant or potentially significant that are reduced to a less-than-significant level by mitigation measures included in the Final EIR. The disposition of each of those impacts, and the mitigation measures adopted to reduce them, are addressed specifically in the findings below;
10. The MMRP includes all mitigation measures adopted with respect to the proposed project and explains how and by whom they will be implemented and enforced;

11. In accordance with the requirements of Public Resources Code Section 21081.6, the Town hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the project;
12. The descriptions of the impacts and mitigation measures in these findings are summary statements. The impacts and mitigation measures in the Final EIR are incorporated by reference as if fully set forth herein. Reference should be made to the Final EIR for a more complete description; and
13. The Town Clerk is directed to file a Notice of Determination with the County Clerk within five working days in accordance with Public Resources Code Section 21152, subdivision (a) and CEQA Guidelines Section 15094.

## II Statutory Requirements for Findings

Public Resources Code Section 21081 and CEQA Guidelines section 15091 require that a lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation of the rationale for each finding. The Town is the lead agency for the Loomis Costco Project.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would result from implementation of the project. Project mitigation measures or alternatives are not required, however, where substantial evidence in the record demonstrates that they are infeasible or where the responsibility for carrying out such mitigation measures or alternatives lies with another agency. Specifically, Public Resources Code Section 21081 states:

...[N]o public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

- (1) Changes or alterations have been required in, or incorporated into, such project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency, or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

CEQA Guidelines Section 15092 states that, after consideration of an EIR, and in conjunction with making the Section 15091 findings identified above, the lead agency may decide whether or how to approve or carry out the project. A project that would result in a significant environmental impact cannot be approved if feasible mitigation measures or feasible alternatives can avoid or substantially lessen the impact.

However, in the absence of feasible mitigation, an agency may approve a project with significant and unavoidable impacts, if there are specific economic, legal, social, technological, or other considerations that outweigh the unavoidable adverse environmental effects. Section 15093 requires the lead agency to document and substantiate any such determination in a "statement of overriding considerations" as a part of the record.

## III Project Description

### Project Site Location

The proposed project site is located southeast of the intersection of Sierra College Boulevard and Brace Road in the Town of Loomis, in Placer County. 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.

### Warehouse and 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 up to approximately 155,000 square feet of floor space 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 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 in the southwest portion of the site.

The warehouse building would be set back approximately 66 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 20-foot landscape buffer/drainage bioswale. The eastern and southern portions of the project site would contain surface parking and landscaping and a bioswale, which would provide setbacks of 33 feet and 20 feet, respectively, from the adjacent property line. Based in part on a February 10th, 2020 letter from Placer County, a 50-foot setback has been included in the Final EIR Project Description from an existing public water well serving the adjacent Sierra Meadows Apartments. The project will be conditioned to fulfill requirements outlined in California's Water Well Standards, Bulletin 74-81 and 74-90 to maintain a minimum separation distance between the well and any potentially contaminating activities associated with the project in consultation with the Placer County Environmental Health Department.

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.

The fueling station would be located in the southwestern portion 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 five covered fueling bays, each with up to three, two-sided fuel dispensers for a total fueling capacity for 30 dispensers. 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.

### Site Plan

#### Site Access

Following a review of the detailed transportation analysis presented in the original 2018 Draft EIR, the analysis of additional site access options in the 2019 Recirculated Draft EIR, and comments on the 2019 Recirculated Draft EIR, the Town has determined that site access will reflect the following:

- Signalized intersection on Sierra College Boulevard located approximately 750 feet south of Brace Road and 625 feet north of Granite Drive (measured centerline to centerline)
- Unsignalized right-in right-out driveway on Brace Road approximately 280 feet east of Sierra College Boulevard, as measured from the centerline of Sierra College Boulevard to the center of the proposed driveway



- Gated emergency access to Brace Road located approximately 675 feet east of Sierra College Boulevard (measured from Sierra College Boulevard curb to west curb of access)

### **Sierra College Boulevard Access**

The signalized intersection with Sierra College Boulevard will include a northbound right-turn lane with right-turn signal overlap, one eastbound (entry) lane to the Costco site and three westbound (exit) lanes (interim dual left-turns and a separate right-turn). The new intersection will be designed to accommodate a potential fourth approach (west leg) to serve potential future development on the vacant lot to the west.

### **Brace Road Access**

The Brace Road driveway would serve entering warehouse delivery trucks during the daytime that would then exit the site at the new signalized primary access along Sierra College Boulevard. Delivery trucks will use the Sierra College Boulevard intersection at night. Street frontage improvements would be constructed along both Sierra College Boulevard and Brace Road and would include new curbs, gutters, and sidewalks.

### **Granite Drive Access**

Should the City of Rocklin grant access, in coordination with the City of Rocklin, Costco will be conditioned to construct driveway access to the edge of the Costco property that would connect to access provided as a part of an anticipated development involving the adjacent property, and ultimately provide another access point for the project to and from Granite Drive. With Costco, City of Rocklin, and Town approval of the connection location, the Granite Drive connection to the Costco site will be aligned with a connection constructed on this adjacent property. The connection to Granite Drive will be located approximately 165 feet east of the existing private driveway access on the north side of Granite Drive serving McDonald's and Chevron (distance measured from east curb existing driveway to west curb of proposed of north-south drive aisle).

### **Emergency Access**

The gated emergency access on Brace Road would be accessible to all emergency responders and the Town and would be restricted to use in the case of an emergency requiring access to the site by emergency responders or the need to evacuate people and/or vehicles from the site.

### **Additional Transportation Improvements**

In conjunction with site development, Costco would provide street frontage improvements along Sierra College Boulevard and Brace Road to include new curbs, gutters, and sidewalks. At Sierra College Boulevard, Costco would provide the following improvements:

- Restripe the existing northbound right-turn lane on Sierra College Boulevard approaching Granite Drive from an exclusive right-turn lane to a shared through/right-turn lane.
- Dedicate right-of-way and widen Sierra College Boulevard along the project site frontage and restripe the roadway to provide three northbound through travel lanes and a northbound Class II bicycle lane between Granite Drive and Brace Road.
- Signalize the proposed new Costco site access intersection on Sierra College Boulevard. The new signalized entry on Sierra College Boulevard would be designed to accommodate a potential fourth approach to serve future development in the City of Rocklin on the vacant lot across Sierra College Boulevard to the west.
- Provide traffic signal interconnect between the proposed new Costco site access signalized intersection and the adjacent intersections along Sierra College Boulevard at Brace Road and Granite Drive.
- Construct a separate northbound right-turn lane on Sierra College Boulevard approaching the proposed new signalized site access intersection. Provide a right-turn overlap signal phase at the intersection.
- Construct a southbound left-turn lane on Sierra College Boulevard approaching the proposed new signalized Costco site access intersection.
- Construct a separate northbound right-turn lane on Sierra College Boulevard approaching the signalized Brace Road intersection (the turn lane is proposed to include a 90-foot long taper and 200 feet of right-turn storage). Provide a right-turn overlap signal phase at the intersection.

- Dedicate right-of-way and construct standard half-street improvements along the Brace Road site frontage and install a raised median on Brace Road between Sierra College Boulevard and the existing Homewood Lumber driveway to the east to limit Costco access to right turns only.
- Widen and reconstruct Granite Drive east of Sierra College Boulevard to provide side-by-side eastbound and westbound left-turn lanes separated by a new raised median between Sierra College Boulevard and the new north-south drive aisle to the site (for Site Plan Options 1B, 1C, and 1D only) if approved by the City of Rocklin.

In addition to the recommended improvements to be constructed by Costco, the Town of Loomis will be separately completing widening of Sierra College Boulevard to three lanes northbound and three lanes southbound between Brace Road and Taylor Road as part of a funded Capital Improvement Plan project. The Town will require substantial completion of the widening of Sierra College Boulevard (identified in the Town's adopted 2018-2023 Capital Facility Plan) prior to occupancy of the proposed project through a condition of approval.

All roadway improvements will conform to the standards specified in the current version of the Town of Loomis Design & Improvement Standards.

### Architecture

The proposed warehouse and fueling station would feature a variety of massing techniques and material types. 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 brown, 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 fueling 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.

### Parking

The project will include 781 total parking stalls, including 176 stalls that are 9 feet wide by 20 feet long, 589 stalls that are 10 feet wide by 20 feet long, and 16 accessible parking stalls, as well as 16 five-foot-wide stalls for motorcycle parking. The proposed on-site parking area shown south of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only.

### Landscaping and Lighting

The site plan incorporates perimeter landscape beds and drainage bioswales that would vary in width, ranging from 33 to 36 feet along the eastern perimeter of the project site to at least 20 feet along the northern, southern, and western perimeters. Street frontage trees would be provided at a minimum of one tree for every 30 feet of frontage and 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. A final landscape plan is required as part of the application for a building permit. The Town must approve the final landscape plan prior to the issuance of a building permit.

The parking field would be illuminated with downward-pointing lights, each containing two light-emitting diode (LED) fixtures affixed to a pole. The poles would be 32 feet tall in the parking lot and 28 feet tall adjacent to the existing, adjacent residential development. 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.

### 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 reducing energy demand for HVAC during peak summer periods. 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 percent efficient or greater.
- Costco trucks are equipped with engine idle shutoff timers.

## Operations

### 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, 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.

### Hours

Costco is a membership-only retail/wholesale business. Warehouse and tire center hours are typically 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.

### Staffing

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

## Deliveries

An average of 10 to 13 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 1 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.

Nighttime deliveries of all types would be restricted to use of the Sierra College Boulevard access point only between the hours of 10 p.m. and 7 a.m. and will not use the Brace Road access. This is a change to this Final EIR Project Description made to be responsive to comments received on the 2019 Recirculated Draft EIR. Warehouse deliveries using Sierra College Boulevard would enter via this new intersection and turn around and back into the truck bays and then leave via the Sierra College Boulevard intersection. Warehouse deliveries using the Brace Road access would enter the project site via Brace Road, complete the delivery and subsequently exit the site at the new signalized project access along Sierra College Boulevard.

The proposed northbound right-turn lane on Sierra College Boulevard at Brace Road will facilitate truck entry. Costco fuel delivery trucks would enter the site via the new signalized project access along Sierra College Boulevard, service the fueling station, and then exit the site via the Costco signalized driveway along Sierra College Boulevard, and if the Granite Drive access is constructed, these delivery trucks could use this new north-south connection, linking back to Sierra College Boulevard. Similar to the Brace Road delivery truck access route, the proposed northbound right-turn lane on Sierra College Boulevard at the project access will facilitate truck entry.

Fuel would typically be delivered to the fueling station by double-axle trucks that would arrive five to seven times per day during hours of operation. During busy holiday weeks, an additional delivery is often required during the day. These deliveries occur any time between 6:00 a.m. and 7:00 p.m. 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.

## **IV Environmental Review and Approval Process**

### **Preliminary Review**

The Town received an application for development of a warehouse retail use along Sierra College Boulevard near the interchange with Interstate 80. Town staff reviewed the application and determined whether the proposed activity was a project subject to CEQA. The proposed project was found to have the potential to impact the environment and staff elected to proceed directly to preparation of an EIR by issuing a Notice of Preparation (NOP) consistent with State CEQA Guidelines Section 15060(d).

### **Notice of Preparation**

To initiate the CEQA review process, the Town circulated a NOP to solicit agency and public comments on the scope of the environmental analysis to be included in the Draft EIR. The public review period for the NOP began on May 15, 2017, and comments were accepted for 30 days. 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. The NOP and the comment letter submitted on the NOP are included as Appendix A to the Draft EIR.

### **Draft EIR and Recirculated EIR**

A Draft EIR (State Clearinghouse #20170052077) for the proposed project was circulated for a 45-day public review period from June 11<sup>th</sup>, 2018 through July 25<sup>th</sup>, 2018. During the review period, a public meeting was held at the Blue Goose Conference Center on June 27, 2018, in order to receive input on the Draft EIR. The meeting was held during a joint session of the Loomis Planning Commission and City Council. The joint session was recorded, and a transcript was prepared.

Upon close of the review period, all comments received were reviewed and cataloged. A total of 30 comment letters were received from the public, responsible or trustee agencies, organizations, and interested parties on the contents of the Draft EIR. Many of the comments provided opinions on vehicular traffic, points of access, removal of oak trees, and alternatives to the project under review. Based on public and agency comments received during the public review period on the Draft EIR related to transportation, the project applicant elected to revise the site plan to include additional options for site access. Options included an additional driveway from Brace Road and an additional access point from a to-be-constructed segment of Granite Drive.

Because the revisions to the site plan to accommodate specific requests from other public agencies and interested members of the were considered to be substantial, the Town concluded that recirculation of the Draft EIR was necessary. The 2019 Recirculated Draft EIR examined the direct and indirect physical effects of the revised project on the environment. The 2019 Recirculated Draft EIR (State Clearinghouse #20170052077) for the proposed project was circulated for a 52-day public review period from December 20, 2019 through February 10, 2020, beyond the minimum required 45-day review period.

## Final EIR

Lead agencies are required to provide responses to comments at least 10 days before considering certification of the Final EIR (CEQA Guidelines Section 15088[b]). The Town elected to recirculate the entire Draft EIR document and to revise the document in response to prior comments received. In accordance with the CEQA Guidelines Section 15088.5(f)(1), the Town advised reviewers in the text of the Recirculated Draft EIR (2019 Recirculated Draft EIR, page 1-3) that the previous comments (on the 2018 Draft EIR) do not require a written response in the Final EIR, and that any comments intended for the Town's consideration must be submitted for the 2019 Recirculated Draft EIR. No responses are provided to comments submitted on the previously circulated 2018 Draft EIR.

Consistent with the requirements of CEQA and Section 15088 of the CEQA Guidelines, a reasoned response to all comments on environmental issues raised on the 2019 Recirculated Draft EIR by public agencies and general public are provided in the Final EIR. The Final EIR to be considered for certification by the Town includes the Responses to Comments in their entirety, along with the balance of the Final EIR, along with the 2019 Recirculated Draft EIR and the MMRP.

## V Findings Regarding EIR Recirculation

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR when "significant new information" is added to the EIR after the lead agency gives public notice of the availability of the draft EIR but before certification. "Information" may include project changes, changes to the environmental setting, or additional data or other information. The Guidelines do not consider new information to be significant unless the lead agency changes the EIR in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to mitigate the impact that the agency or project proponent has declined to implement.

Section 15088.5 states "significant new information" requiring recirculation may include:

- (1) A new significant environmental impact that had not previously been disclosed in the draft EIR would result from the project or from a new mitigation measure;
- (2) A substantial increase in the severity of an environmental impact that had already been identified unless mitigation measures would be adopted to reduce the impact to a level of insignificance;
- (3) A feasible project alternative or mitigation measure would considerably lessen the significant environmental impacts of the project, but the proponents will not adopt it; or
- (4) The draft EIR was so inadequate and conclusory that meaningful public review and comment were precluded.

Recirculation is not required if new information added to the EIR only clarifies or makes minor modifications to an otherwise adequate EIR.

Based on public and agency comments and requests received during the public review period on the 2018 Draft EIR related to transportation, the project applicant elected to revise the site plan to include additional options for site access. Options included an additional driveway from Brace Road and an additional access point from a to-be-constructed segment of Granite Drive. The Town considered these revisions to the site plan that were requested by other public agencies and interested members of the public to be substantial and concluded that recirculation of the 2018 Draft EIR was necessary. The Town elected to recirculate the entire Draft EIR. The 2019 Recirculated Draft EIR provided a meaningful opportunity for the public and decision-makers to comment on any new or different direct and indirect physical effects of the revised project on the environment.

## Additional Recirculation Not Required

No impacts identified in the 2019 Recirculated Draft EIR would be substantially increased as a result of changes to the proposed project or mitigation measures following recirculation. There are no new feasible alternatives or mitigation measures that are considerably different from those considered in the EIR that the Town has declined to adopt. Chapter 4 of the Final EIR, "Corrections and Revisions to the Recirculated Draft EIR," presents specific changes that were made to the text of the 2019 Recirculated Draft EIR in response to comments raised on environmental issues, or where clarification, further explanation, or correction was needed. These changes do not substantively change the analysis, mitigation, or alternatives presented in the 2019 Recirculated Draft EIR. Therefore, additional recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5 is not required.

As noted, following a review of the detailed transportation analysis presented in the 2018 DEIR, the analysis of additional site access options in the 2019 Recirculated Draft EIR, and comments on the 2019 Recirculated Draft EIR from neighboring residents, the Town has determined that site access will be provided as described in the original 2018 DEIR, with the exception of a gated emergency access to Brace Road. This site access option was addressed in detail throughout the 2019 Recirculated Draft EIR as a part of the analysis of Site Plan Option 1B. There are no new impacts or impacts that have increased in severity as a result of this final recommended site access option.

Specifically, the Town finds that:

- a. The Responses To Comments contained in the Final EIR (i) fully considered and responded to comments claiming that the project would have new significant impacts or more severe impacts not disclosed in the Recirculated Draft EIR, and (ii) include substantial evidence that none of these comments provided credible evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Recirculated Draft EIR.
- b. The Town has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether, under the requirements of CEQA, any of the public comments provide substantial evidence that would require further recirculation of the EIR prior to its adoption and has determined that further recirculation of the EIR is not required.
- c. None of the information submitted after publication of the Final EIR, including testimony at, and documents submitted for the public hearings on the project, constitutes significant new information or otherwise requires further recirculation of the EIR or preparation of a supplemental or subsequent EIR. The Town does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

Revisions to the 2019 Recirculated Draft EIR are presented below. Changes in the text are indicated by strikethrough (~~strikethrough~~) where text has been removed and by underline (underline) where text has been added.

### Chapter 2, Project Description, Recycled Water Funding

#### 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.

**Finding:** The Town finds that the removal of text related to the funding of recycled water facilities does not create any impact that was not analyzed in the 2019 Recirculated Draft EIR. The project does not have elements that are reliant on regional funding of recycled water facilities or any potentially significant impact that is related to the provision of recycled water facilities. This is a very minor and clarifying change requested by a comment on the 2019 Recirculated Draft EIR.



## Chapter 2, Project Description, Construction Phasing

### 2.4 Construction and Phasing

The proposed project would be constructed in a single phase over a period of 6 months, opening in late 2020 or early 2021. Grading and site preparation would take two months to complete. Utility installation, paving, and erection of the structure would follow over a two-month time frame. Construction would conclude with the application of architectural coatings and installation of landscaping during a one-month period. Construction activities will occur in distinct, non-overlapping phases, as listed below.

- Phase 1: Rough Grade
- Phase 2: Paving (Includes Base for Paving, Asphalt, and Concrete Foundations)
- Phase 3: Building Erection
- Phase 4: Architectural Coatings

**Finding:** The Town finds that the addition of detail in the project description related to the planned construction phasing of the project does not create any impact that was not analyzed in the 2019 Recirculated Draft EIR. The additional information, in part, clarifies that construction sub-phases will not overlap.

### Section 3.3, Air Quality, Construction Phasing Mitigation

As demonstrated above, the project would have a less-than-significant impact related to short-term, construction-related emissions. The following mitigation measure has been added for planning purposes.

#### **Mitigation Measure Air Quality-1: Implement Construction Phasing.**

As part of the building permit application, the project applicant shall include the construction schedule, which will reflect the below phasing. Activities associated with distinct phases shall not overlap. If any overlap of construction activities should be required, the project applicant shall demonstrate that emissions from construction activities shall not exceed PCAPCD-recommended thresholds of significance.

Construction Phasing: Construction activities will occur in distinct, non-overlapping phases, as listed below.

- Phase 1: Rough Grade
- Phase 2: Paving (Includes Base for Paving, Asphalt, and Concrete Foundations)
- Phase 3: Building Erection
- Phase 4: Architectural Coatings

#### **Significance after Mitigation**

Implementation of Mitigation Measure Air Quality-1 would ensure that construction activities do not overlap and result in a greater intensity of daily construction equipment and vehicle use that could cause emissions to exceed PCAPCD-recommended thresholds of significance. With implementation of mitigation, this impact would be **less than significant.**

**Finding:** The Town finds that the addition of Mitigation Measure Air Quality-1 clarifies the Town's expectations related to the phasing of construction. The revision is consistent with the analysis detailed in the 2019 Recirculated

Draft EIR and the Final EIR. The mitigation measure further demonstrates that construction phasing will ensure that emissions do not exceed PCAPCD-recommended thresholds of significance. This does not create any impact that was not analyzed in the 2019 Recirculated Draft EIR. The project would have a less-than-significant impact related to short-term, construction-related emissions; however, Mitigation Measure Air Quality-1 has been added for planning purposes.

### Section 3.3, Air Quality, Health Risk Assessment, Page 3.3-21

#### *Health Risk Results – Option 1A*

Table 3.3-9 presents the locations and cancer risks for the off-site maximum exposed individual resident (MEIR) and the maximum exposed individual worker (MEIW) for the proposed project Option 1A scenario. At the MEIR, cancer risk is calculated on a 30-year basis for an adult, and on a 9-year basis for a child, to account for variable residence times. Cancer risk for the MEIW is calculated on a 25-year exposure basis assuming most workers will be present during the same hours as fueling station operation. For Site Plan Option 1D (assuming no southern Granite Drive access), the results would be reduced: for operations, the 30-resident result is 1.59 in one million instead of 2.80; for the 9-year old child, the result is 1.15 in one million instead of 2.05; for the 25-year off-site worker, the result is 3.45 in one million instead of 4.05. The total cancer risk is 5.80 in one million instead of 6.98 for the 30-year resident; 5.36 in one million instead of 6.27 for the 9-year old child; and 3.57 instead of 4.17 for the 25-year off-site worker.

If a southern Granite Drive access is provided in the future, the overall cancer risk would be reduced compared to that presented in the Recirculated DEIR, too. For the 30-resident, the risk for construction is 3.96 instead of 4.22 and for operations, the risk is 1.58 instead of 2.80; for the 9-year old child, the risk for construction is 3.96 instead of 4.22 and the risk during operations is 1.14 instead of 2.05; for the 25-year off-site worker, the risk during construction is 0.10 instead of 0.12 and the risk during operations is 3.45 instead of 4.05. The total cancer risk is 5.54 instead of 6.98 for the 30-year resident; 5.10 instead of 6.27 for the 9-year old child; and 3.55 instead of 4.17 for the 25-year off-site worker.

Table 3.3-10 presents the locations and chronic non-cancer HI for the Point of Maximum Impact (PMI), the MEIR, and the MEIW. For Site Plan Option 1D, the chronic non-cancer risk hazard index is the same as that presented in the 2019 RDEIR for Options 1A, 1B, and 1C.

**Finding:** The Town finds that the revisions to the 2019 Recirculated Draft EIR, which reflect a change in the site plan to reduce potential noise associated with deliver truck trips, do not create any impact that was not analyzed in the 2019 Recirculated Draft EIR or increase the severity of any impact. The Health Risk Assessment, conducted to support the EIR, has been revised to account for changes to the site plan that move some heavy truck trips away from sensitive receptors in the vicinity of the project site. The already less-than-significant impact is further reduced. The revised analysis is for Site Plan Option 1D – both with and without a southern Granite Drive access.

#### 4.2.2.3 Health Risk Assessment, Page 3.3-21

Table 3.3-11 presents the locations and 8-hour chronic HIs for the PMI, the MEIR, and the MEIW. For Site Plan Option 1D, the 8-hour chronic non-cancer risk index is the same as that presented in the Recirculated Draft EIR for Options 1A, 1B, and 1C.

Table 3.3-12 presents the locations and acute HI for the PMI, the MEIR, and the MEIW. For Site Plan Option 1D, the acute non-cancer risk index is the same as that presented in the 2019 RDEIR for Options 1A, 1B, and 1C, except that the result for the maximally individual resident (MEIR) for Option 1D is 0.09 instead of 0.10, as reported for Options 1A, 1B, and 1C, and except that the HI for the PMI is 0.25 for Option 1D instead of 0.26, as reported for Option 1A.

**Finding:** The Town finds that the revisions to the 2019 Recirculated Draft EIR, which reflect a change in the site plan to reduce potential noise associated with deliver truck trips, do not create any impact that was not analyzed in the 2019 Recirculated Draft EIR or increase the severity of any impact. The Health Risk Assessment, conducted to support the EIR, has been revised to account for changes to the site plan that move nighttime heavy truck trips away from sensitive receptors in the vicinity of the project site. The already less-than-significant impact is further reduced. The revised analysis is for Site Plan Option 1D – both without a southern Granite Drive access open and with this site access open (in the case that this additional access is approved by the City of Rocklin).



#### 4.2.3 Section 3.4, Biological Resources

##### **Mitigation Measure Bio-1: Prepare and Implement an Oak Woodland Open Space Mitigation Plan.**

Before issuance of a grading permit, the project applicant shall prepare an oak woodland mitigation plan for review and approval by the Town of Loomis that describes the methods by which a minimum of 7.96 acres of valley oak woodland within the Dry Creek watershed shall be conserved and protected as natural open space. The mitigation lands shall provide wildlife habitat values equal to or better than those at the project site, as determined by a qualified biologist in consultation with CDFW. The oak woodland mitigation plan can be implemented by securing a conservation easement to protect, enhance, and manage a minimum of 7.96 acres of valley oak woodland. Fees for implementing the conservation easement shall be calculated based on the Passive Park/Open Space Fee and current market value for preservation of similar oak woodland acreage within the Dry Creek watershed. The fees shall include endowment funds sufficient to manage the land in perpetuity to maintain the wildlife values of the oak woodland habitat.

The oak woodland mitigation land shall be transferred, through either a conservation easement or fee title, to a third-party, nonprofit conservation organization (known as the Conservation Operator), with the Town named as a third-party beneficiary. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt, nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the Town, after coordination with CDFW. The Town, after coordinating with CDFW and the Conservation Operator, shall approve the content and form of the conservation easement. The Town and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to ensure compliance with the terms of the easement.

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, ~~and~~ or shall provide financial assurances to guarantee that adequate funding is available to implement the oak woodland open space mitigation plan described above.

**Finding:** The Town finds that this very minor revision to Mitigation Measure Bio-1, including the word “and” instead of the word “or” – does not create any impact that was not analyzed in the 2019 Recirculated Draft EIR or increase the severity of any impact.

#### Section 3.5, Greenhouse Gases

##### Mitigation Measure GHG-1b: Purchase and Retire GHG Emissions Credits.

- Prior to the issuance of a permit of occupancy, the project applicant shall develop a GHG emissions credit plan, for review and approval by the Town, demonstrating consistency with the requirements of this mitigation measure, including the specific criteria outlined below regarding the credit program selected. The Town shall share the GHG emissions credit plan with the Placer County Air Pollution Control District (PCAPCD) for review and comment.
- The project applicant shall purchase and retire GHG emissions credits in an amount sufficient to reduce the project’s net construction and operational emissions to a level considered less than cumulatively considerable using significance thresholds recommended by the PCAPCD through the year 2050 or through the end of the operational life of the project, if the project ceases operations prior to 2050. The current relevant threshold is 27.3 metric tons of carbon dioxide equivalent per year (MT CO<sub>2</sub>e/year), and the current minimum total required credits is 14,315 MT CO<sub>2</sub>e for the life of the project, but the purchase of credits under this mitigation measure shall be consistent with PCAPCD-recommended significance thresholds, including as these recommended significance thresholds may be revised in the

future, as long as credits are purchased in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less than cumulatively considerable using PCAPCD-recommended significance thresholds.

- The purchase and retirement of credits may occur through an applicant-commissioned off-site mitigation project or purchased through one of the following: (i) a California Air Resources Board (CARB) approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California Cap and Trade program; or (iii) through the CAPCOA GHG Rx and the PCAPCD. Such credits shall be based on protocols approved by CARB, consistent with Section 95972 of Title 17 of the California Code of Regulations, and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by the Town of Loomis and/or the PCAPCD. Off-site mitigation credits shall be real, additional, quantifiable, verifiable, enforceable, permanent, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2) and that satisfy all of the following criteria:
  - Real: emission reduction must have actually occurred, yielding quantifiable and verifiable reductions or removals determined using appropriate, accurate, and conservative methodologies that account for all GHG emissions sources, GHG sinks, and GHG reservoirs within the offset project boundary and account for uncertainty and the potential for activity-shifting leakage and market-shifting leakage.
  - Additional: an emission reduction cannot be required by an existing law, rule, or other requirement that applies directly to the proposed project, or otherwise have occurred in a conservative business-as-usual scenario, consistent with CEQA Guidelines Section 15126.4(c)(3).
  - Quantifiable: reductions must be quantifiable through tools or tests that are reliable, based on applicable methodologies, relative to the project baseline in a reliable and replicable manner for all GHG emission sources and recorded with adequate documentation.
  - Verifiable: the action taken to produce credits can be audited by an accredited verification body and there is sufficient evidence to show that the reduction occurred and was quantified correctly.
  - Enforceable: an enforcement mechanism must exist to ensure that the reduction project is implemented correctly.
  - Permanent: emission reductions or removals must continue to occur for the expected life of the reduction project (i.e., not be reversible, or if the reductions may be reversible, that mechanisms are in place to replace any reversed GHG emissions reductions).
- The purchase and retirement of credits shall be prior to the start of each operational year at a level necessary to ensure that annual operational emissions and amortized construction emissions remain below current recommended threshold levels recommended by PCAPCD for that year. Purchase and retirement of credits can also occur for multiple years in advance.
- The applicant shall provide the Town and the PCAPCD with evidence of the purchase and retirement of credits in adequate amounts and appropriate timing.

**Finding:** The Town finds that the addition of Mitigation Measure GHG-1b provides consistency with a recommendation from the Placer County Air Pollution Control District. This does not create any impact that was not analyzed in the Recirculated Draft EIR, and would reduce the net greenhouse gas emissions impact associated with the proposed project.

## Section 3.6, Noise

Deliveries to the warehouse under all three Project Driveway Access Options would occur exclusively from an entry off Brace Road, west of and adjacent to the existing noise-sensitive apartment building. Warehouse delivery trucks would enter the site approximately ~~75~~ 50 feet from the apartment building façade on Brace Road and exit at the driveway on Sierra College Boulevard (Option 1A) or at the new Granite Driveway Access (Option 1B and Option 1C). Warehouse shipments would be received between 2 a.m. and 9 p.m., and average 10 to 13 trips per day with most deliveries completed by 10 a.m.

Fueling station deliveries under all ~~three~~ options would enter and exit the site from the Costco driveway on Sierra College Boulevard. Five to seven fuel deliveries are anticipated per day on average. During busy holiday weeks, an additional delivery is often required during the day. These deliveries occur any time between 6:00 a.m. and 7:00 p.m.; however, these deliveries would not occur near sensitive receptors.

Policy 18 of the Town of Loomis General Plan Public Health and Safety Element requires that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at night. In order to limit the impact of heavy truck trips to level of service at study intersections, Costco plans to conduct warehouse deliveries during the nighttime hours, with up to three trucks per hour, resulting in an hourly noise level of 54 dBA Leq at the apartment building façade. The primary noise sources associated with the truck unloading areas are the heavy trucks stopping (air brakes), backing into the loading docks (backup alarms), pulling out of the loading docks (engines accelerating), and short-term refrigeration unit operation.

Instantaneous maximum noise levels attributable to delivery trucks entering or exiting the project site under all three options would be approximately 75 dBA Lmax at the apartment building façade. Existing daytime noise levels at adjacent residential uses east of the project site's delivery access points were measured to be 64 dBA Leq and 82 dBA Lmax. The increase from existing noise levels at these residential uses attributable to the proposed project's delivery trucks would be negligible. All truck deliveries entering and existing the project site between 10pm and 7am are restricted to the exclusive use of the Sierra College Boulevard driveway and shall not use the Brace Road access. ~~however, nighttime interior noise levels may exceed noise standards for short durations during each delivery. Therefore~~ However, based on the anticipated noise levels, this impact would be potentially significant.

**Finding:** The Town finds that the additional and revised analysis provides clarity relative to comments received on the 2019 Recirculated Draft EIR, and does not represent any impact that was not already analyzed or increase the severity of any impact. Revisions have been made to the following paragraphs from page 3.6-16 to adjust the distance relative to the apartment building and to adjust the hourly noise level, which decreases because the assumed speed was adjusted to 15 miles per hour to more realistic, and to reflect the fact that truck deliveries at nighttime are prohibited from using the Brace Road access.

### 3.6, Noise, Revisions to Mitigation Measure Noise-2

#### Mitigation Measure Noise-2: Minimize Operational Noise (All Site Options)

Prior to issuance of a certificate of occupancy, the project applicant shall construct or fund construction of the following improvements to address noise exposure experienced at sensitive receptors during operational hours:

- Construct a 13-foot tall soundwall along the western property boundary of the adjacent Sierra Meadows apartment complex in order to shield first floor sensitive spaces from nighttime truck delivery noise generated by diesel engines and exhaust stacks.

- Install dual pane windows with an STC rating of 35 or higher at second floor apartment units facing the delivery road in order to reduce interior noise levels attributable to nighttime truck deliveries.
- Construct a 68-foot soundwall along the eastern boundary of the project site at the residential property line to reduce tire center noise.
- All truck deliveries entering and existing the project site between 10pm and 7am are restricted to the exclusive use of the Sierra College Boulevard driveway and shall not use the Brace Road access.
- The operation of parking lot cleaning equipment shall be restricted to the hours between 7am and 7pm.
- Noise-generating parking lot cleaning equipment shall not be used at the same time as noise-generating landscape maintenance equipment within 100 feet of the property line of any occupied residential use.
- Noise-generating parking lot cleaning equipment and noise-generating landscape maintenance equipment shall not be used for more than 5 minutes per hour within 100 feet of the property line of any occupied residential use.
- The tire center doors shall be closed whenever pneumatic wrenches and tire breakers are used, to the maximum extent feasible.

**Finding:** The Town finds that the revision to Mitigation Measure Noise-2 does not diminish the effectiveness of the mitigation measure or create any impact that was not analyzed in the Recirculated Draft EIR or any increase in any impact. The revision to increase the eastern soundwall is consistent with Section 3.2, Aesthetics, of the 2019 Recirculated Draft EIR and would reduce environmental noise perceived by noise-sensitive receptors. The revision related to tire center noise reflects the fact that the required soundwall will not only reduce noise levels associated with the tire center, but also the parking lot and landscape maintenance. The new bullet #4 reflects the restriction of nighttime truck movements to the Sierra College Boulevard access, in order to reduce potential noise effects, as experienced by residents in the vicinity of the project site. The remaining additional mitigation bullets add restrictions to the use and location of noise-generating equipment on-site, which would further reduce potential impacts.

### Section 3.6, Noise, Tire Center Noise, Pages 3.6-16 and 3.6-17

An automotive tire shop is part of the proposed project, introducing a new nontransportation noise source to the adjacent noise-sensitive land uses. Based on the project description (see Chapter 2 of this EIR), the automotive repair shop would be located on the east side of the proposed building. The bay doors would face the adjacent noise-sensitive land uses; however, all repair activities would be conducted within the building. The nearest noise-sensitive property line is approximately 260 feet from the automotive bay doors. Typical noise sources for this type of use are pneumatic wrenches and tire breakers, with an hourly operational noise level of 61 dBA Leq at 100 feet. Noise emanating from the tire repair shop is anticipated to attenuate to ~~57~~ 53 dBA Leq with roll up door open and, conservatively, based on an assumed 5 dB attenuation, 48.52 dBA Leq with roll up door closed at the nearest noise-sensitive property line.

**Finding:** The Town finds that this revision to correct the estimate of noise associated with the tire center does not represent a new impact not addressed in the 2019 Recirculated Draft EIR or increase to any impact.

### Section 3.6, Noise, Additional Analysis of Noise from Multiple Sources, Page 3.6-17

Also, all the sources assessed above in various locations within the site, could possibly occur simultaneously or at different times; consequently, exposing nearby sensitive uses to combined noise levels from two or more than two noise sources. When a noise source doubles, it would result in a change of (3 dB) (Caltrans 2013). A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly added. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the

sound pressure by 3 dB). Potential combined noise sources at nighttime would be HVAC and truck delivery at night. Noise levels from commercial HVAC equipment can reach 100 dBA at a distance of 3 feet (EPA 1974). HVAC noise, assuming it would be installed at 60 feet away from the noise sensitive uses, would be 74 dB. As discussed above, the proposed project would include a mechanical room where HVAC components would be housed and would provide adequate shielding from receiving noise-sensitive land uses to the east and north. The HVAC shielding would at least provide 25-dB reduction in noise. This would result in reduced noise level of 49 dB.

Truck delivery noise would be approximately 52 dB Leq at 50 feet. Since nighttime deliveries would use the Sierra College Boulevard driveway, noise would be shielded by the proposed building, and the proposed building would provide at least 10 dB of noise reduction. This would result in a noise level of 42 dB at the nearest sensitive uses (the apartments). Adding the HVAC noise level of 49 dB and truck noise level of 42 dB would result in total level of 50 dB at the sensitive uses. As described above, existing ambient noise levels currently exceed the Town of Loomis's exterior daytime and nighttime average hourly noise level standards of 50 dBA Leq and 40 dBA Leq, respectively, and the ambient noise level then becomes the accepted noise level standard and significance threshold. Existing daytime noise levels at adjacent residential uses north of the project site (apartments) were measured to be 54 dBA. Existing nighttime noise levels measured 50 dBA Leq. Therefore, the project noise level of 50 dB at the exterior uses of the nearest sensitive uses (apartments) would not exceed the applicable threshold.

The daytime noise sources in the project area would include operation of the proposed HVAC system, truck delivery, tire shop noise, parking lot noise, parking lot cleaning/sweeping, and landscape maintenance, as well as transportation noise in the vicinity of the project site. A composite noise analysis combines project-related noise levels based on the location of the noise sources, the number of noise sources at each location, and the effects at the nearest noise sensitive uses. Noise sensitive uses are located north and east of the project site. The apartments north of the project site would be shielded by the proposed building from the noise sources occurring south of the building. The noise sensitive uses the east of the project site, would be shielded by the proposed building from the noise sources occurring at the northwestern portions of the project site.

Typical noise sources for the tire shop would include pneumatic wrenches and tire breakers, with an hourly operational noise level of 61 dBA Leq at 100 feet. Noise emanating from the tire repair shop is anticipated to attenuate to 53 dBA Leq at the nearest noise-sensitive property line. Assuming that each parking space adjacent to a residential use would be filled and emptied during the peak hour (for a total of 160–200 parking events), the noise level would be 52 dBA Leq at 65 feet from the center of the parking space cluster to the nearest noise-sensitive use (residential properties to the east). The tire shop activities and parking lot noise would result in 56 dB combined noise level at the property line of residential properties to the east of the project site – noise levels for the apartment building to the north would be shielded by the proposed building and soundwall. The proposed soundwall along the eastern perimeter would reduce noise levels by at least 5 dB, which would decrease this combined noise level to approximately 51 dB. Keeping the tire center doors closed would substantially reduce noise levels, and this requirement has been added to Mitigation Measure Noise-2 to ensure compliance with Table 8-4 of the General Plan.

The noise level from a vacuum street sweeper would be 70 dBA Leq at 50 feet (FHWA 2006). Noise level from lawn mower would be 95 dB at 3 feet (Table 3.6-1, Caltrans 2013). A drop-off rate of 7.5 dB per doubling of distance is typically observed over soft ground with landscaping. Therefore, landscaping noise at the nearest sensitive uses located at approximately 30 feet to the east of parking lot would be 70 dB. If parking lot cleaning and landscaping activities occurred simultaneously directly adjacent to residential properties, this would result in 73 dB combined noise level at the sensitive uses. This would exceed

the General Plan standard of 65 dBA for outdoor activity areas that are directly adjacent to the proposed project site. This would also exceed the short-term noise standards in the General Plan (Table 8-4). However, the proposed soundwall for residential properties to the east would reduce noise levels by at least 5 dB. If the parking lot cleaning did not occur simultaneously with the landscape maintenance, the noise sources would not be combined. If landscape maintenance and parking lot cleaning is limited to no more than 5 minutes in the areas directly adjacent to residential properties, with the construction of the soundwall along the eastern perimeter, the project would be consistent with Table 8-4 of the General Plan, which allows noise levels of up to 65 dB for up to 5 minutes per hour. The 2019 RDEIR evaluates impacts of the project relative to local (Town) standards, which would include an assessment of consistency with Table 8-4 of the General Plan. These requirements are required as a part of Mitigation Measure Noise-2.

**Finding:** The Town finds that this revised analysis provides more clarity and detail for the noise analysis, particularly as it relates to multiple sources of noise and does not represent any new impact or increased severity of an impact reported in the 2019 Recirculated Draft EIR.

### Section 3.6, Noise, Revised Analysis Showing the Benefit of Additional Mitigation, Pages 3.6-17 and 3.6-18

#### Significance after Mitigation

Complying with the noise policies of the Town of Loomis General Plan as described in Mitigation Measure Noise-2 would allow the project applicant, the construction contractor(s), and the Town of Loomis to address problems that arise during operation, to the extent feasible. These approaches have been shown to be effective in reducing temporary and long-term operational impacts. Solid walls, berms, or elevation differences typically reduce noise levels by 5.0 to 10.0 dB(A).

Implementing Mitigation Measure Noise-2 would reduce the impact related to operational noise to a less-than-significant level, because interior noise levels at adjacent noise-sensitive uses would not exceed adopted standards during individual delivery truck movements with the inclusion of a soundwall, and since no nighttime deliveries would occur adjacent to residential properties and second floor window upgrades. Effective noise barriers typically reduce noise levels by 5 to 10 decibels (dB) (FHWA 2017).

Noise associated with delivery trucks in the worst-case location would be approximately 75 dBA Lmax at the adjacent apartment building the average sound-level reduction would be 15 dB with windows open and 25 dB with windows closed (EPA 1974), so noise levels would be between 50 dBA and 60 dBA during a delivery, ~~which are expected to occur during noise sensitive nighttime hours.~~ Installation of dual-pane windows would reduce noise levels further, ~~but even if this improvement was not made, approximately one percent of individuals would be anticipated to be awakened by a SEL of 50 dBA and 1.5 percent would be awakened by a SEL of 60 dBA (Finegold and Bartholomew 2001).~~ Material with an STC rating of 35 has a transmission loss (reduction in noise) of about 25 to 30 dBA for traffic noise (Caltrans 2013).

Additionally, Mitigation Measure Noise-2 would reduce the tire center noise impact to a less-than-significant level because exterior noise levels at adjacent residential uses to the east would be below the thresholds with the inclusion of a soundwall and also located farther away than the residences to the north. The combination of mitigation measures will reduce noise exposure to a level that is consistent with applicable local standards—~~the combination of dual-pane windows with an STC rating of 36 or higher and a sound wall would reduce the interior noise to 40 dB or less. But, the installation of dual-pane windows with an STC rating of 36 or higher at second floor apartment units facing the delivery road cannot be guaranteed since neither the Town nor the applicant own this property.~~ Therefore, the impact is less than significant with mitigation and unavoidable.

#### 3.6.5 Significance after Mitigation

Implementing Mitigation Measures Noise-1 and Noise-2 would reduce project-related impacts under all ~~three~~ Project Driveway Access Options but not all noise impacts would be reduced to a less-than-significant level. The Town cannot demonstrate at this time that implementing these mitigation measures would enable the proposed project to avoid a substantial temporary, short-term increase in ambient noise levels due to construction, or that it would fully reduce the construction short-term impacts to a less-than-significant level. No additional feasible mitigation is available. Therefore, Impact 3.6-1 would be significant and unavoidable.

Noise associated with delivery trucks entering or exiting the project site under all ~~three~~ options could exceed applicable standards at the adjacent apartment building under all of the access options. Noise levels at residential uses attributable to the proposed project's tire center could cause a temporary or periodic noise-level increase. Implementing Mitigation Measure Noise-2 would reduce the impact related to operational noise to a less-than-significant level, ~~but the installation of dual pane windows with an STC rating of 36 or higher at second floor apartment units facing the delivery road cannot be guaranteed since neither the Town nor the applicant own this property. No additional feasible mitigation is available.~~ Therefore, the impact is less than significant with mitigation and unavoidable.

**Finding:** The Town finds that the additional noise analysis describes the benefits of revised mitigation, and does not represent any new impact or increased severity of an impact reported in the 2019 Recirculated Draft EIR. The additional mitigation would avoid a potentially significant impact attributable to the project, as detailed in the 2019 Recirculated Draft EIR and the Final EIR.

### Section 3.7, Transportation and Traffic, Brace Road Functional Classification, Page 3.7-3

Within the Town of Loomis, **Brace Road** is an east-west roadway classified as a low access control arterial from Sierra College Boulevard across I-80 to Horseshoe Bar Road. Brace Road is a minor street that begins at Taylor Road and continues east over I-80. This two-lane road provides secondary access to the project site. Improvements planned for Brace Road include providing curbs, gutters, bike lanes, and sidewalks on both sides from Sierra College Boulevard to I-80 and widening the roadway to standard width with 3-foot shoulders east of I-80 (Town of Loomis 2016). Costco will also provide a raised median between the Sierra College Boulevard intersection and the proposed right in/right out Costco driveway on Brace Road, maintaining access to Homewood Lumber.

**Finding:** The Town finds that the correction of the Brace Road classification does not impact the intersection or roadway capacity analysis, findings, or recommendations presented in the Loomis Costco Traffic Impact Analysis or the 2019 Recirculated Draft EIR.

### Chapter 4, Cumulative Impacts, Table 4-10, page 4-19

#### Specific Actions Recommended

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Restripe northbound right turn lane to shared through-right lane. Restripe the southbound right-turn lane to a shared through right lane. Provide eastbound right-turn overlap phasing. Coordinate signal timing with I-80 ramps (120 seconds for AM peak hour, 135 seconds for PM peak hour, and 130 seconds for the MD peak hour). ~~Optimize cycle length with.~~

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Restripe the southbound right-turn lane to a shared through-right lane. Restripe westbound through lane to left turn and restripe westbound right-turn lane to a shared through-right lane. Provide eastbound right-turn overlap phasing. Coordinate signal timing with I-80 ramps (120 seconds for AM peak hour, 136 seconds for PM peak hour, and 130 seconds for MD peak hour).

**Finding:** The Town finds that the corrections to the column, "Specific Actions Recommended," in Table 4-10 do not represent a new impact not addressed in the 2019 Recirculated Draft EIR or increase to any impact. There was an error in the summary of mitigation measures in Table 4-10 of the Recirculated DEIR related to the Sierra College Boulevard/Granite Drive intersection. The mitigation measures identified in Table 4-10 of the Recirculated DEIR for the Sierra College Boulevard/Granite Drive intersection has been amended to reflect the mitigation measures summarized in Table 65 of the Loomis Costco Transportation Impact Analysis. This would not diminish the effectiveness of this mitigation measure.



## Chapter 4, Cumulative Impacts, Table 4-19, page 4-31

Modify median to provide additional storage (225 feet total) for southbound left turn lane (Project to implement with Sierra College Boulevard roadway widening along Project frontage).

**Finding:** The Town finds that the correction under the column, “Specific Actions Recommended,” in Table 4-2 provides additional clarity and does not represent any new impact or increased severity of an impact reported in the 2019 Recirculated Draft EIR. This would not diminish the effectiveness of this mitigation measure.

## Appendix B, CalEEMod Air Quality Emissions Modeling & Health Risk Assessment, Note “a,” Page 6

a. Operational emissions were modeled for year ~~2018~~ 2020.

**Finding:** The Town finds that this correction to note “a” on the Table on page 6 of 242 of Appendix B labeled “Operational Emissions Summary,” does not change the analysis presented in the 2019 Recirculated Draft EIR, which already used 2020 as the first operational year. This does not represent any new impact or increased severity of an impact reported in the 2019 Recirculated Draft EIR.

## VI Procedural Findings

In accordance with Public Resources Code Section 21167.6, subdivision (e), the record of proceedings for Town’s decision on the Loomis Costco Project (State Clearinghouse No. 2017052077) includes the following documents, which are hereby incorporated by reference, and made part of the record supporting these findings:

- 1) The NOP and all other public notices issued by the Town in conjunction with the project;
- 2) All comments submitted by agencies or members of the public during the comment period on the NOP;
- 3) The 2019 Recirculated Draft EIR and all appendices to the 2019 Recirculated Draft EIR;
- 4) The Final EIR and all appendices to the Final EIR;
- 5) All comments submitted by agencies and members of the public during the comment period on the 2019 Recirculated Draft EIR;
- 6) Documents cited or referenced in the 2019 Recirculated Draft EIR and Final EIR;
- 7) All findings and resolutions adopted by the Town in connection with the project and all documents cited or referred to therein;
- 8) All reports, studies, memoranda, maps, staff reports, and other planning documents relating to the project prepared by the Town, consultants to the Town, or responsible or trustee agencies with respect to the Town’s compliance with the requirements of CEQA and with respect to the Town’s action on the project;
- 9) Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the Town in connection with the project;
- 10) Any documentary or other evidence submitted to the Town at such information sessions, public meetings, and public hearings related to the 2019 Recirculated Draft EIR and the Final EIR;
- 11) Any and all resolutions and/or ordinances adopted by the Town regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- 12) The MMRP for the project;
- 13) Any documents cited in these findings, in addition to those cited above; and
- 14) Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The Town Council has relied on all of the documents listed above in reaching its decision on the proposed project, even if not every document was formally presented to the Town Council. The documents constituting the record of



proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the Town of Loomis Planning Department, 3665 Taylor Road, Loomis, California, 95650. The custodian of these documents is the Town Planning Director.

The Final EIR is incorporated into these findings in its entirety, unless and only to the extent these findings expressly do not incorporate by reference the Final EIR. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the project in spite of the potential for associated significant and unavoidable adverse physical environmental impacts.

## VII Findings Regarding Less Than Significant or No Impact (No Mitigation Required)

The Town Council agrees with the characterization in the Final EIR of all project-specific and cumulative impacts identified as “less than significant” and finds that those impacts have been described accurately and are either less than significant or have no impact, as described in the Final EIR. Section 15091 of the CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having “no impact” or a “less than significant” impact. The impacts where the proposed project would result in either no impact or a less than significant impact, and which require no mitigation, are identified in the bulleted list below. Please refer to the 2019 Recirculated Draft EIR and the Final EIR for more detail.

Impacts in the Biological Resources section of the Recirculated Draft EIR has components that are less than significant but components that would remain significant and unavoidable for off-site areas in the City of Rocklin. This is noted in the findings for the applicable impacts and separate findings are reached for the significant and unavoidable impacts in Section IX, “Findings for Significant and Unavoidable Impacts of the Proposed Project.” References in the 2019 Recirculated Draft EIR to “Option 1A” denotes a version of the site plan where the City of Rocklin does not approve a southerly access route to Granite Drive, and this connection is not made between the project site and adjacent areas in the City of Rocklin.

### Aesthetics

- Impact 3.2-2: Creation of Substantial Light or Glare.

### Air Quality

- Impact 3.3-1: Generation of Temporary, Short-Term, Construction-Related Emissions of Criteria Pollutants and Precursors
- Impact 3.3-2: Generation of Long-Term Operational Emissions of Criteria Pollutants and Precursors.
- Impact 3.3-3: Generation of Local Mobile-Source Carbon Monoxide Emissions.
- Impact 3.3-4: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions.
- Impact 3.3-5: Exposure of Sensitive Receptors to Objectionable Odors.

### Biological Resources

- Impact 3.4-1: Permanent Fill of Wetlands and Waters of the United States and Impacts on Waters of the State (Project Site Option 1A)
- Impact 3.4-2: Loss of Protected Oak Trees within the Town of Loomis (Project Site Option 1A).
- Impact 3.4-5: Loss of Annual Grassland.
- Impact 3.4-8: Indirect Adverse Effects on Steelhead (Central Valley Distinct Population Segment) (Project Site Option 1A).

### Noise

- Impact 3.6-2: Exposure of People to Groundborne Noise and Vibration Levels.
- 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.

## Traffic and Transportation

- Impact 3.7-2: Potential for Project-Related Degradation of LOS on the I-80 Mainline.
- Impact 3.7-5: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise materially decrease the performance or safety of such facilities. 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.

## Energy

- Impact 3.8-1: Consumption of Energy.
- Impact 3.8-2: Conflicts with Energy Plans.

## Cumulative Impacts

- Impact 4.3-1: Cumulative Impacts on Aesthetics.
- 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.
- Impact 4.3-3: Result in Cumulatively Considerable Contribution to Human Health Risk Through Exposure of Sensitive Receptors to Toxic Air Contaminants.
- Impact 4.3-4: Result in Cumulatively Considerable Contribution to Odor Related Impacts.
- Impact 4.3-7: Cumulative Noise Impacts.
- Impact 4.3-9: Cumulative Impacts of Short-Term plus Project I-80 Mainline Operations.
- Impact 4.3-11: Cumulative Impacts of Long-Term plus Project I-80 Mainline Operations.
- Impact 4.3-14: Cumulative Decrease in Capacity of Freeway Ramps.
- Impact 4.3-15: Cumulative Decrease in Performance or Safety of Public Transit, Bicycle, or Pedestrian Facilities.
- Impact 4.3-16: Cumulative Energy Impacts.

## VIII Findings for Impacts of the Proposed Project Mitigated to Less than Significant

This section includes the proposed project's direct and indirect potentially significant and significant impacts, as well as the proposed project's contribution to cumulative impacts. In accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15091, subdivision (a), this section provides a specific finding for each potentially significant and significant environmental impact and its associated mitigation measures.

The Town Council hereby finds that feasible mitigation measures have been identified in the 2019 Recirculated EIR, the Final EIR, and these Findings of Fact that will avoid or substantially lessen the potentially significant and significant environmental impacts to a less-than-significant level. The potentially significant and significant impacts and the mitigation measures that will reduce them to a less-than-significant level are summarized below and herein incorporated by reference. Please refer to the 2019 Recirculated Draft EIR and the Final EIR for more detail.

Impacts in the Biological Resources section have some components that would be mitigated to a less than significant level and components that would remain significant and unavoidable for off-site areas in the City of Rocklin. These are noted in the findings for the applicable impacts and separate findings are reached for the significant and unavoidable impacts in Section XIII. References in the 2019 Recirculated Draft EIR and in these findings to "Option 1A" denotes a version of the site plan where the City of Rocklin does not approve a southerly access route to Granite Drive, and this connection is not made between the project site and adjacent areas in the City of Rocklin.

## Aesthetics

### Impact 3.2-1: Degradation of Existing Visual Character of the Project Site and Surroundings.

Site development under all site options would change the visual character from vacant land containing oak woodland intermixed with annual grassland to a developed condition with a warehouse retail store, parking field, and a fueling station. The coverage pattern for oak woodlands makes complete avoidance of impacts on oak trees infeasible because they are dispersed widely across the property. All new development in Loomis is subject to development standards to ensure that the proposed use is compatible with existing and future development on neighboring

properties, and produces an environment of stable and desirable character, consistent with the General Plan. Review of a site plan to determine whether the design complies with relevant sections of the Loomis Municipal Code is part of the design review process. 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. A final landscape plan that incorporates Town landscape standards and Tree Ordinance requirements has been prepared which identifies the plant type, size, and location as a means to achieve aesthetic objectives consistent with the Loomis Municipal Code. However, the visual change from a vacant site covered with oak woodland and grassland to a commercial development would alter the visual character of the project site, potentially degrade the visual character of the project area, and introduce elements that would potentially detract from the visual character of the site and surroundings, and this impact would be potentially significant. Mitigation Measures AES-1 would reduce this impact to a less-than-significant level by requiring preparation and implementation of a tree protection plan.

**Explanation:** Mitigation Measures AES-1 requires the project applicant to prepare and submit to the Town a Tree Protection Plan consistent with Chapter 13.34 of the Loomis Municipal Code. The Tree Protection Plan will be reviewed and approved by the Town to ensure consistency with the tree protection ordinance. Replacement trees are 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. Prior to final building inspection or the issuance of a certificate of occupancy, the project applicant will enter into a maintenance agreement with the Town to guarantee the applicant's proper maintenance of replacement trees. Therefore, implementation of Mitigation Measure AES-1 would reduce impacts associated with degradation of existing visual character to a less-than-significant level.

**Significance after Mitigation:** Less than Significant

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the potentially significant environmental effect as identified in the Final EIR.

## Biological Resources

### Impact 3.4-4: Loss of Valley Oak Woodland Habitat.

The proposed project would affect approximately 7.96 acres of valley oak woodland habitat. The site's oak woodlands provide valuable wildlife habitat, although their value to wildlife is diminished somewhat by the fragmented nature of the site, which is surrounded by roadways and residential development. Despite the proximity of roads and development, the 7.96 acres of oak woodland on the project site provide wildlife with cover and foraging and breeding habitats that would be eliminated by the project. Valley oak woodlands are protected by state law, including Public Resources Code Section 21083.4, and by Town of Loomis policies, and they are considered a sensitive habitat type by the California Department of Fish and Wildlife (CDFW). Because the proposed project would result in the permanent loss of 7.96 acres of valley oak woodlands that provide valuable habitat to wildlife, this impact would be potentially significant. Implementing Mitigation Measure Bio-1 would reduce impacts of the proposed project on valley oak woodlands to a less-than-significant level because it would replace the oak trees lost to development consistent with the Town tree ordinance and create valley oak woodland habitat in the Dry Creek watershed that provides the same functions and wildlife values as that currently available at the project site.

**Explanation:** Mitigation Measure Bio-1 requires the project applicant to 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 will be conserved and protected as natural open space. The mitigation lands will 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. The Conservation Operator will be a qualified conservation easement land manager that manages land as its primary function, and the Conservation Operator will monitor the easement in perpetuity to ensure compliance with the terms of the easement. Therefore, implementation of Mitigation Measure Bio-1 would reduce impacts associated with degradation of existing visual character to a less-than-significant level and would reduce impacts of the proposed project on valley oak woodlands to a less-than-significant level.

**Significance after Mitigation:** Less than Significant

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Impact 3.4-6: Loss and Disturbance of Habitat for Nesting Migratory Birds (Option 1A).

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 Migratory Bird Treaty Act (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. Destruction of bird nests is a violation of the MBTA and Section 3503 of the California Fish and Game Code, and mitigation to avoid the loss of active nests of these species is required for compliance with these regulations. This impact would be

potentially significant. Mitigation Measures Bio-1 and Bio-2 would reduce impacts of the proposed project on nesting migratory birds to a less-than-significant level because oak woodland habitat would be replaced and disturbances during nesting would be minimized.

**Explanation:** Mitigation Measure Bio-1 would reduce the impacts of project-related habitat loss on migratory birds that use valley oak woodlands by replacing the nesting and foraging resources on the project site with comparable oak woodland habitat. Mitigation Measure Bio-2 requires that nesting bird surveys be completed no more than 14 days prior to construction and periodically throughout construction that occurs during the breeding season (generally February 1 through August 31), and defines protocols to be followed in the event that an active nest is observed in or within 250 feet of the construction area. This would ensure that active nests are not disturbed during construction. Therefore, implementation of Mitigation Measures Bio-1 and Bio-2 would reduce impacts of the proposed project on nesting migratory birds to a less-than-significant level.

**Significance after Mitigation:** Less than Significant

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the potentially significant environmental effect as identified in the Final EIR.

#### **Impact 3.4-7: Loss and Disturbance of Habitat for Nesting Raptors, including Special-Status Raptors (Option 1A).**

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. The impact of construction-related nest abandonment or other disturbance resulting in the loss of eggs or young of special-status or common raptor species would be potentially significant. Mitigation Measure Bio-1 would reduce impacts of the proposed project nesting raptors to a less-than-significant level because oak woodland habitat would be replaced on-site. Mitigation Measure Bio-3 would reduce the potential impacts of project construction activities on nesting raptors, including Swainson's hawks, to a less-than-significant level by avoiding direct impacts on raptor nests, and by minimizing disturbances during nesting that could result in nest abandonment and loss of eggs or young.

**Explanation:** Mitigation Measure Bio-1 would reduce the impacts of project-related habitat loss on nesting raptors that use valley oak woodlands by replacing the nesting and foraging resources on the project site with comparable oak woodland habitat. Mitigation Measure Bio-3 requires that nesting bird surveys be completed no less than 14 days and no more than 30 days prior to construction and periodically throughout construction that occurs during the breeding season (March 1 through August 31). In addition, Mitigation Measure Bio-3 defines protocols to be followed in the event that an active nest is observed in or within 500 feet of the construction area or if a nesting Swainson's hawk is detected on or within 0.25 mile of the project site. Therefore, implementation of Mitigation Measure Bio-3 would reduce the potential impacts of project construction activities on nesting raptors, including Swainson's hawks, to a less-than-significant level.

**Significance after Mitigation:** Less than Significant

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the potentially significant environmental effect as identified in the Final EIR.

#### **Impact 3.4-9: Potential Mortality and Loss of Habitat for Western Spadefoot Toad (Option 1A).**

The project site is within the range of western spadefoot toad, and project construction could eliminate habitat for western spadefoot toad and could kill or injure individuals of the species present on the project site. Direct impacts on western spadefoot toads and loss of habitat for this special-status amphibian species would be potentially significant. Mitigation Measures Bio-1 and Bio-4 would reduce the project-related loss of western spadefoot toad habitat and potential direct impacts of project construction on western spadefoot toads to a less-than-significant level because habitat would be replaced with suitable mitigation lands and direct impacts would be avoided.

**Explanation:** Mitigation Measure Bio-4 requires the project applicant to conduct focused surveys for western spadefoot toad during the peak of breeding season (February to March) and a maximum of 30 days prior to the start of construction. In addition, Mitigation Measure Bio-4 defines protocols to be followed during construction for work conducted during the migration and breeding season for western spadefoot toad (November 1–May 31). If the surveys detect the presence of western spadefoot toad at the project site, the wetland mitigation plan required by the 404 permitting process, or the oak woodland habitat mitigation plan described in Mitigation Measure Bio-1, will accommodate acquisition of habitat or a conservation easement for habitat that would support western spadefoot toad. Therefore, implementation of Mitigation Measures Bio-1 and Bio-4 would reduce the project-related loss of western spadefoot toad habitat and potential direct impacts of project construction on western spadefoot toads to a less-than-significant level.

**Significance after Mitigation:** Less than Significant

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the potentially significant environmental effect as identified in the Final EIR. For aspects of the mitigation measures that require efforts from other agencies, including, but not necessarily limited to the USACE, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency.

## Noise

### **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.**

The proposed project would result in increases in on-site stationary-source noise. This impact would be potentially significant. Mitigation Measure Noise-2 would reduce the delivery truck and tire center noise impacts to a less-than-significant by requiring the project applicant to construct or fund construction of soundwalls, limit nighttime deliveries to use of the Sierra College access, require the doors to the tire center to be closed when noise-generating equipment is used, and limiting the location and duration of noise-generating landscape maintenance and parking lot cleaning equipment to address noise exposure experienced at sensitive receptors during operational hours.

**Explanation:** Complying with the noise policies of the Town of Loomis General Plan as described in Mitigation Measure Noise-2 would allow the project applicant, the construction contractor(s), and the Town of Loomis to address problems that arise during operation. Mitigation Measure Noise-2 requires the project applicant to construct or fund construction of soundwalls and installation of dual pane windows to address noise exposure experienced at sensitive receptors during operational hours. Mitigation Measures Noise-2 requires all nighttime truck deliveries to use the Sierra College access in order to avoid locations near sensitive receptors during relatively more sensitive times. Implementing Mitigation Measure Noise-2 would reduce the impact related to operational noise to a less-than-significant level, because interior noise levels at adjacent noise-sensitive uses would not exceed adopted standards during delivery truck movements with the inclusion of a soundwall. Additionally, Mitigation Measure Noise-2 limits the time of day, duration, and location of noise-generating landscape maintenance and parking lot cleaning equipment, and requires the doors to the tire center to be closed during use of noise-generating equipment. This mitigation would reduce noise levels to a less-than-significant levels.

**Significance after Mitigation:** Less than Significant

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the potentially significant environmental effect as identified in the Final EIR.

## Transportation and Traffic

### **Impact 3.7-4: Project-Related Interference with Emergency Access.**

Construction of the proposed project could require temporary lane or street closures or detours, which could affect emergency access. In addition, pedestrian, bicycle, or vehicular movements around the site may need to be restricted or redirected to accommodate material hauling, construction, staging, and modifications to existing infrastructure. Lane restrictions, closures, and/or detours could cause an increase in traffic volumes or delays on adjacent roadways. In the event of an emergency, emergency response access or response times could be adversely affected. This impact would be potentially significant. Mitigation Measures 3.7-4 would reduce this impact to a less-than-significant level by requiring preparation and implementation of a construction traffic control plan.

**Explanation:** Mitigation Measure 3.7-4 requires the project applicant to prepare and implement a traffic control plan for construction activities that may affect road rights-of-way and to facilitate travel by emergency vehicles on affected roadways. Measures in traffic control plans should include, but would not be limited to, advertising planned lane closures, posting warning signage, and employing a flag person to direct traffic flows when needed. During project construction, access to the existing surrounding land uses will 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 will be submitted to the Town of Loomis for review and approval before issuing a grading permit. Therefore, implementation of Mitigation Measures 3.7-4 would reduce this impact to a less-than-significant level.

**Significance after Mitigation:** Less than Significant

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the potentially significant environmental effect as identified in the Final EIR.

# IX Findings for Significant and Unavoidable Impacts of the Proposed Project

The Town Council agrees with the characterization in the Final EIR that there are significant and unavoidable impacts of the proposed project. These include the proposed project's direct and indirect impacts related to biological resources, greenhouse gas emissions, noise, and transportation and traffic, as well as the project's contribution to cumulative impacts in biological resources, greenhouse gas emissions, and transportation and traffic. The potentially significant and significant impacts that are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact, as summarized below and herein incorporated by reference. Please refer to the 2019 Recirculated Draft EIR and the Final EIR for more detail. References in the 2019 Recirculated Draft EIR and in these findings to "Options 1B and 1C" denotes a version of the site plan where the City of Rocklin approves a southerly access route to Granite Drive, and the applicant is therefore conditioned to provide a connection between the project site and adjacent areas in the City of Rocklin. This would also apply to Option 1D if the City of Rocklin approves, and there is an additional access route provided to the south to connect with Granite Drive.

## Biological Resources

### Impact 3.4-1: Permanent Fill of Wetlands and Waters of the United States and Impacts on Waters of the State (Granite Drive Extension Access Options 1B, 1C, 1D).

The southern access road to Granite Drive may require fill of jurisdictional wetlands and waters depending on the alignment selected. If Site Plan Option 1B or 1C are approved for construction in the future, a formal jurisdictional delineation would be required as part of the regulatory permitting process in order to identify and delineate potential resources present. This would also apply to Option 1D if the City of Rocklin approves, and there is an additional access route provided to the south to connect with Granite Drive. Because the exact configuration of the road alignment is unknown at the present time, it is assumed to be jurisdictional and this impact is assumed to be significant. If wetlands and/or jurisdictional waters are determined to be present, the applicant must submit applications for a Section 404 permit from USACE and Section 401 water quality certification from the Central Valley RWQCB and consult with CDFW to determine whether the project will require notification for a lake and streambed alteration agreement. The applicant must implement any wetland mitigation measures required by USACE, CDFW, and the Central Valley RWQCB for impacts to any identified jurisdictional wetlands and/or waters. Because neither the Town nor the applicant can guarantee implementation of relevant permit conditions in off-site land areas, the Town has conservatively determined that the impact to the area within the City of Rocklin is significant and unavoidable.

**Explanation:** Conditions would be placed on a Section 404 permit to ensure that the no net loss of jurisdictional waters would take place. Prior to the issuance of grading permits, the City of Rocklin would require copies of the permit conditions to satisfy impact has been reduced to ensure no net loss of functional values are maintained. Application of permit conditions would compensate for the loss of wetlands as allowed by Policy 8(b) and would reduce this impact to less than significant. However, because neither the Town nor the applicant can guarantee implementation of relevant permit conditions in off-site land areas, the Town has conservatively determined that the impact to the area within the City of Rocklin is significant and unavoidable.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to USACE, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

### Impact 3.4-3: Loss of Protected Oak Trees within the City of Rocklin (Options 1B, 1C, and 1D).

If the City of Rocklin approves, and access is provided in the future between the project site and Granite Drive, this could result in the removal of 45 oak trees determined to be of protected size (including one heritage tree), based on criteria described in the City of Rocklin Tree Ordinance. Of the 45 protected trees along a potential future access road alignment, it is assumed for purposes of analysis that all trees would be removed within an approximately 80- to 180-foot wide corridor that follows the general alignment of the access road that would connect the southern boundary of the project site to Granite Drive depicted in the conceptual drawing for Project Driveway Access Options 1B and 1C. This would also apply to Option 1D if the City of Rocklin approves, and there is an additional access route provided to the south to connect with Granite Drive. This impact would be significant. Removal of the trees would require the applicant to obtain a Tree Preservation Plan Permit through the City of Rocklin. The Granite Drive alignment falls outside of the jurisdiction of the Town of Loomis and the Town and the applicant cannot ensure compliance with



permit conditions. The Town has conservatively determined that the impact to the area within the City of Rocklin is significant and unavoidable.

**Explanation:** If the City of Rocklin approves, the applicant would be conditioned to provide access to the south, ultimately connecting to Granite Drive. Construction of access via Granite Drive would result in the loss of protected oak trees, and this will require approval of a tree preservation plan and issuance of a permit, as described in the City of Rocklin Tree Ordinance. Removal of protected trees without planting replacement tree is inconsistent with the City of Rocklin Tree Ordinance. Implementation of the Tree Preservation Plan Permit would reduce this impact to a less-than-significant level. However, this impact is deemed to be significant and unavoidable for purposes of environmental review because the Granite Drive alignment falls outside of the jurisdiction of the Town of Loomis and neither the Town nor the applicant can ensure compliance with permit conditions. The Town has conservatively determined that the impact to the area within the City of Rocklin is significant and unavoidable.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to the City of Rocklin, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

#### **Impact 3.4-4: Loss of Valley Oak Woodland Habitat (Options 1B, 1C, and 1D).**

Potential development of the southern access route to Granite Drive would impact approximately 0.8 acre of valley oak woodland. Valley oak woodlands are protected by State law, including Public Resources Code Section 21083.4, and by City of Rocklin's policies, and they are considered a sensitive habitat type by CDFW. If the Granite Drive access road were implemented, the development footprint would result in the permanent loss of valley oak woodlands that provide valuable habitat to wildlife, and this impact would be significant. The project applicant would obtain a Tree Preservation Plan Permit through the City of Rocklin, which would require replanting protected trees. The Town has conservatively determined that the impact to the area within the City of Rocklin is significant and unavoidable.

**Explanation:** Removal of the trees would require the applicant to obtain a Tree Preservation Plan Permit through the City of Rocklin, which would require replanting protected trees. Compliance with conditions placed on the permit as described in the City of Rocklin Tree Ordinance would reduce the impact. However, this impact is deemed to be significant and unavoidable for purposes of environmental review because the Granite Drive alignment falls outside of the jurisdiction of the Town of Loomis and neither the Town nor the applicant can ensure compliance with permit conditions.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to the City of Rocklin, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

#### **Impact 3.4-6: Loss and Disturbance of Habitat for Nesting Migratory Birds (Options 1B, 1C, and 1D).**

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. Destruction of bird nests is a violation of the MBTA and Section 3503 of the California Fish and Game Code, and mitigation to avoid the loss of active nests of these species is required for compliance with these regulations. 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. Mitigation Measure Bio-2 would reduce impacts of the proposed project on nesting migratory birds because disturbances during nesting would be minimized. The project applicant would comply with conditions placed on the Tree Preservation Plan Permit, as described in the City of Rocklin Tree Ordinance, and implementation of Mitigation Measure Bio-2 would reduce the impacts of project-related habitat loss and project construction on migratory birds. However, this impact is deemed to be significant and unavoidable for purposes of environmental review because the Town cannot ensure the mitigation would be implemented by the City of Rocklin and/or the California Department of Transportation (Caltrans).

**Explanation:** Mitigation Measure Bio-2 requires that nesting bird surveys be completed no more than 14 days prior to construction and periodically throughout construction that occurs during the breeding season (generally February 1 through August 31), and defines protocols to be followed in the event that an active nest is observed in or within 250

feet of the construction area. This would ensure that active nests are not disturbed during construction. Compliance with conditions placed on the Tree Preservation Plan Permit as described in the City of Rocklin Tree Ordinance would reduce the impact; however, neither the Town nor the applicant can guarantee implementation of relevant permit conditions. This impact is deemed to be significant and unavoidable for purposes of environmental review because the Granite Drive alignment falls outside of the Town of Loomis jurisdiction and the Town cannot ensure the mitigation would be implemented by the City of Rocklin and/or Caltrans.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to the City of Rocklin and Caltrans, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

**Impact 3.4-7: Loss and Disturbance of Habitat for Nesting Raptors, including Special-Status Raptors (Options 1B, 1C, and 1D).**

If the City of Rocklin approves, and the potential southern access route to Granite Drive is implemented, construction of the proposed project would result in the loss of valley oak woodland and annual grassland, which provides suitable nesting and foraging habitat for several species of raptors. In addition, individual raptors could be lost as a result of construction activities. Vegetation removal, grading, and other construction activities could result in mortality of individuals and nest abandonment. If trees would be removed during the raptor breeding season (March–August), mortality of eggs and chicks of tree nesting raptors could result if an active nest were present. In addition, future development activities could disturb active nests near construction areas, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs. The impact of construction-related nest abandonment or other disturbance resulting in the loss of eggs or young of special-status or common raptor species would be potentially significant. Compliance with conditions placed on the Tree Preservation Plan Permit, as described in the City of Rocklin Tree Ordinance, and implementing Mitigation Measures Bio-1, Bio-2, and Bio-3 would reduce the impacts of project-related habitat loss and project construction activities on nesting raptors. However, this impact is deemed to be significant and unavoidable for purposes of environmental review because the Town cannot ensure the mitigation would be implemented by the City of Rocklin and/or Caltrans.

**Explanation:** Implementing Mitigation Measure Bio-1 would reduce impacts of the proposed project by requiring valley oak woodland habitat in the Dry Creek watershed that provides the same functions and wildlife values as that currently available at the project site. Mitigation Measure Bio-2 requires that nesting bird surveys be completed no more than 14 days prior to construction and periodically throughout construction that occurs during the breeding season (generally February 1 through August 31), and defines protocols to be followed in the event that an active nest is observed in or within 250 feet of the construction area. This would ensure that active nests are not disturbed during construction. Mitigation Measure Bio-3 requires that nesting bird surveys be completed no less than 14 days and no more than 30 days prior to construction and periodically throughout construction that occurs during the breeding season (March 1 through August 31). In addition, Mitigation Measure Bio-3 defines protocols to be followed in the event that an active nest is observed in or within 500 feet of the construction area or if a nesting Swainson's hawk is detected on or within 0.25 mile of the project site. Compliance with conditions placed on the Tree Preservation Plan Permit, as described in the City of Rocklin Tree Ordinance, would reduce the impact; however, neither the Town nor the applicant can guarantee implementation of relevant permit conditions. This impact is deemed to be significant and unavoidable for purposes of environmental review because the Granite Drive alignment falls outside of the jurisdiction of the Town of Loomis and neither the Town nor the applicant can ensure the mitigation would be implemented by the City of Rocklin and/or Caltrans.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the potentially significant environmental effect, as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to the City of Rocklin and Caltrans, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

**Impact 3.4-8: Indirect Adverse Effects on Steelhead (Central Valley Distinct Population Segment) (Options 1B, 1C, and 1D).**

Central Valley steelhead are found in Dry Creek and its tributaries, Secret Ravine and Miners Ravine, located approximately four miles downstream of the project site. The potential southern access route to Granite Drive would indirectly affect downstream waters that eventually flow to Dry Creek and ultimately the American River through the creation of impervious surfaces that reduce water quality and increase flow volumes. This impact would be



significant. Implementing best management practices (BMPs) and other water quality protection measures would reduce indirect impacts; however, this impact is deemed to be significant and unavoidable for purposes of environmental review because the Town cannot ensure the mitigation would be implemented by the City of Rocklin.

**Explanation:** Implementing BMPs and other water quality protection measures as outlined in the Stormwater Pollution Prevention Plan would reduce potential indirect impacts on downstream populations of steelhead. However, this impact is conservatively deemed to be significant and unavoidable for purposes of environmental review because the Granite Drive alignment falls outside of the jurisdiction of the Town of Loomis and neither the Town nor the applicant can ensure compliance with relevant stormwater requirements.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to the City of Rocklin, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

### **Impact 3.4-9: Potential Mortality and Loss of Habitat for Western Spadefoot Toad (Options 1B, 1C, and 1D).**

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. Implementing conditions of regulatory permits, including a 404 and 401 permit process (within the potential southern access road impact area) and Bio-4 would reduce the project-related loss of western spadefoot toad habitat and potential direct impacts of project construction on western spadefoot toads. However, because neither the Town nor the applicant can guarantee implementation of relevant permit conditions or mitigation measures, the Town has conservatively determined that the impact to the area within the City of Rocklin is significant and unavoidable.

**Explanation:** Implementing conditions of regulatory permits, including a 404 and 401 permit process (within the potential southern access road impact area) and Bio-4 would reduce the project-related loss of western spadefoot toad habitat and potential direct impacts of project construction on western spadefoot toads. Mitigation Measure Bio-4 requires the project applicant to conduct focused surveys for western spadefoot toad during the peak of breeding season (February to March) and a maximum of 30 days prior to the start of construction. In addition, Mitigation Measure Bio-4 defines protocols to be followed during construction for work conducted during the migration and breeding season for western spadefoot toad (November 1–May 31). If the surveys detect the presence of western spadefoot toad, the wetland mitigation plan required by the 404 permitting process, or the oak woodland habitat mitigation plan described in Mitigation Measure Bio-1, will accommodate acquisition of habitat or a conservation easement for habitat that would support western spadefoot toad. However, because neither the Town nor the applicant can guarantee implementation of relevant permit conditions or mitigation measures, the Town has conservatively determined that the impact to the area within the City of Rocklin is significant and unavoidable.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the potentially significant environmental effect, as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to the City of Rocklin and USACE, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

## **Greenhouse Gases**

### **Impact 3.5-1: Generation of Greenhouse Gas Emissions.**

Construction and operational activities associated with the proposed project would generate GHG emissions in exceedance of the Placer County Air Pollution Control District (PCAPCD) recommended thresholds of significance. As part of project development, siting and design considerations that address the intent to minimize GHG emissions were taken into consideration and implemented as part of the proposed project. In addition, development of the proposed project along Sierra College Boulevard, which is the commercial core for the Town of Loomis, would be consistent with the land use patterns and growth predictions that form the basis for policies outlined in the Sacramento Area Council of Governments' Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) designed to attain statewide GHG reduction goals. Notwithstanding the project siting and design features and consistency with the regional MTP/SCS, the proposed project would generate a level of GHG emissions that would exceed PCAPCD efficiency thresholds. The contribution of GHG emissions associated with the proposed project to climate change would be cumulatively considerable. Implementation of Mitigation Measure GHG-1 would reduce GHG emissions associated with operational transportation activities and Mitigation Measure GHG-1b would

reduce the net emissions associated with the project to levels consistent with PCAPCD-recommended significance thresholds. However, GHG emissions associated with the proposed project are still considered cumulatively considerable. This impact would be significant and unavoidable.

**Explanation:** Mitigation Measure GHG-1 would implement operational strategies to encourage fuel-efficient transportation to and from the proposed warehouse and fueling center. Mitigation Measure GHG-1 provides for clean air vehicle preferential parking could help to encourage participation in the employee carpool/vanpool program, implementation of an employee Transportation Demand Management program to reduce single-occupancy vehicle trips, and installation of electric vehicle charging stations, and prohibits diesel trucks from idling more than five minutes. In addition, increased fuel efficiency standards and vehicle emissions standards anticipated to be enforced at a State level in future years would reduce GHG emissions per VMT, and therefore reduce GHG emissions associated with proposed project's mobile operations. However, fuel and vehicle emissions standards are not within the Town's control. Mitigation Measure GHG-1b requires the applicant to develop a GHG emissions credit plan, for review and approval by the Town, which includes the purchase and retirement of GHG emissions credits in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less than cumulatively considerable using significance thresholds recommended by the PCAPCD through the year 2050 or through the end of the operational life of the project, if the project ceases operations prior to 2050. Mitigation Measure GHG-1b was carefully drafted to incorporate recent guidance issued after the DEIR was circulated but before the FEIR was published from the Fourth Appellate District in *Golden Door Properties, LLC v. County of San Diego* (2020) \_\_\_ Cal.App.5th \_\_\_, in which the court articulated certain performance standards that agencies should require for carbon offset credits as off-site mitigation for greenhouse gas emissions. Since the publication of the FEIR, the Town has further considered the language of the mitigation measure and made additional minor revisions intended to vest the discretion for determining consistency with the performance standards with Town staff and the PCAPCD, while still ensuring that any offsets proposed to implement the mitigation comply with the court's guidance in the *Golden Door* decision. There are no additional feasible mitigation measures. This impact is cumulatively considerable and unavoidable.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect, as identified in the Final EIR. To the extent that this cumulatively considerable adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

### **Impact 3.5-2: Conflict with an Applicable Plan, Policy, Or Regulation Adopted for the Purpose of Reducing the Emissions of GHGs.**

The project does not conflict with any applicable policy, plan, or regulation in a way that would result in any adverse physical environmental effect beyond that already disclosed in Impact 3.5-1. Since construction and operation of the proposed project would result in emissions in exceedance of the PCAPCD-recommended thresholds of significance, which were developed to allow lead agencies in the county to assess consistency with the State legislative framework for GHG emissions and SB 32, the project's impact is considered significant. As discussed previously, implementation of Mitigation Measure GHG-1 would reduce GHG emissions associated with operational transportation activities that would occur as a result of the proposed project. Implementation of Mitigation Measure GHG-1 would reduce GHG emissions associated with transportation activities. Measure GHG-1b would reduce the net emissions associated with the project to levels consistent with PCAPCD-recommended significance thresholds. However, GHG emissions associated with the proposed project are still considered cumulatively considerable. This impact would be significant and unavoidable.

**Explanation:** Mitigation Measure GHG-1 would implement operational strategies to encourage fuel-efficient transportation to and from the proposed warehouse and fueling center. Mitigation Measure GHG-1 provides for clean air vehicle preferential parking could help to encourage participation in the employee carpool/vanpool program, implementation of an employee Transportation Demand Management program to reduce single-occupancy vehicle trips, and installation of electric vehicle charging stations, and prohibits diesel trucks from idling more than five minutes. In addition, increased fuel efficiency standards and vehicle emissions standards anticipated to be enforced at a State level in future years would reduce GHG emissions per VMT, and therefore reduce GHG emissions associated with proposed project's mobile operations. However, fuel and vehicle emissions standards are not within the Town's control. Mitigation Measure GHG-1b requires the applicant to develop a GHG emissions credit plan, for review and approval by the Town, which includes the purchase and retirement of GHG emissions credits in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less than cumulatively considerable using significance thresholds recommended by the PCAPCD through the year 2050 or through the end of the operational life of the project, if the project ceases operations prior to 2050. There are no additional feasible mitigation measures that would reduce GHG emissions below the PCAPCD-recommended threshold of significance. This impact is significant and unavoidable.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect as identified in the Final EIR. To the extent that this cumulatively considerable adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

## Noise

### Impact 3.6-1: Exposure of People to Short-Term Construction Noise Levels Exceeding Local Standards.

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. Implementing Mitigation Measure Noise-1 would reduce the impact related to construction noise, but not to a less-than-significant level, because interior noise levels at adjacent noise-sensitive uses could exceed adopted standards during peak periods of the initial phase of construction. Therefore, this impact would be significant and unavoidable.

**Explanation:** Section 13.30.070(C)(3), Limitation on Hours of Construction, of the Loomis Municipal Code exempts construction noise from the daytime standards for exterior noise levels. Designating a disturbance coordinator as described in Mitigation Measure Noise-1 would allow the project applicant, the construction contractor(s), and the Town of Loomis to address problems that arise during construction, to the extent feasible. These approaches have been shown to be effective in reducing temporary and short-term construction impacts.

Implementing Mitigation Measure Noise-1 would reduce the impact related to construction noise, but interior noise levels at adjacent noise-sensitive uses could exceed adopted standards during peak periods of the initial phase of construction. The Loomis Municipal Code exempts certain activities in recognition that construction noise is temporary, is more acceptable when limited to daylight hours, and is expected as part of typical development. Nonetheless, the Town cannot demonstrate at this time that implementing this mitigation measure would enable the proposed project to avoid a substantial temporary, short-term increase in ambient noise levels, or that it would fully reduce the impact to a less-than-significant level. There are no additional feasible mitigation measures that would reduce this impact to a less-than-significant level. Therefore, this impact would be significant and unavoidable.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the Final EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

## Transportation and Traffic

### Impact 3.7-1: Degradation of Levels of Service at Intersections in the Study Area.

The addition of project-generated traffic to the existing roadway network would cause the level of service (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 significant. Mitigation Measures TR MM 4 and TR MM 6 would reduce the LOS impacts to less-than-significant levels at each of the impacted locations. Some impacts are deemed to be significant and unavoidable impacts because the intersections are located outside of the jurisdiction of the Town of Loomis and the Town cannot ensure the mitigation would be implemented.

**Explanation:** Mitigation Measure TR MM 4 requires restriping the westbound right-turn lane to a shared westbound left-right lane at the Sierra College Boulevard & Brace Road intersection; restriping the northbound right-turn lane to a shared through-right lane, eastbound right-turn lane to a shared through-right lane, and eastbound through lane to a second left-turn lane at the Sierra College Boulevard & Granite Drive intersection; and eliminating three parking spaces on the north side of Webb Street and adding a 50-foot westbound right turn pocket at the Taylor Road & Webb Street intersection. Mitigation Measure TR MM 6 requires installation of traffic signals at: Sierra College Boulevard & SR-193, Sierra College Boulevard & English Colony Way, Taylor Road & English Colony Way, and at Taylor Road & Penryn Road (South). The transportation impact analysis applied mitigation measures TR MM 4 and TR MM 6 to the affected study intersections, under existing plus project conditions, as shown in Table 3.7-14 in Section 3.7, "Transportation and Traffic," of the 2019 Recirculated Draft EIR. Table 3.7-15 in Section 3.7 of the 2019 Recirculated Draft EIR presents a comparison of the LOS results with the proposed mitigation measures in place to existing (no project) conditions. The mitigation measures would reduce the LOS impacts to less-than-significant levels. Impacts are deemed to be significant and unavoidable at the intersections of Sierra College Boulevard & SR-193, Taylor Road & Penryn Road (South), and Taylor Road & Webb Street because the intersections are located outside of the jurisdiction of the Town of Loomis and the Town cannot ensure the mitigation would be implemented. For this reason, it is not considered to be feasible mitigation for purposes of environmental review.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in or incorporated into the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

**Impact 3.7-3: Potential for Creation of Substantial Traffic-Related Hazards.**

The increase in vehicular trips associated with occupancy of the proposed project 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.* Mitigation Measures TR MM 1 and TR MM 4 would reduce impacts associated with queuing to less-than-significant levels at some of the impacted locations. Study intersections Sierra College Boulevard & Granite Drive, Sierra College Boulevard & I-80 WB Ramps, and Granite Drive & Rocklin Road are outside the jurisdiction of the Town of Loomis, and within the jurisdictions of the City of Rocklin and Caltrans. *The Town cannot ensure the mitigation would be implemented for these intersections.* Therefore, the EIR conservatively assumes that impacts at the three intersections are significant and unavoidable.

**Explanation:** Mitigation Measure TR MM1 requires modifications to signal timing (to optimize cycle length and/or splits) at the intersections of Taylor Road & King Road, Sierra College Boulevard & Brace Road, Sierra College Boulevard & Granite Drive, Sierra College Boulevard & I-80 Westbound Ramps, Granite Drive & Rocklin Road, Taylor Road & Horseshoe Bar Road, Sierra College Boulevard & Taylor Road, Sierra College Boulevard & Bass Pro Drive-Dominguez Road, Pacific Street & Dominguez Road-Delmar Avenue, Sierra College Boulevard & Project Driveway, and Sierra College Boulevard and SR-193. Mitigation Measure TR MM 4 requires restriping the westbound right-turn lane to a shared westbound left-right lane at the Sierra College Boulevard & Brace Road intersection; restriping the northbound right-turn lane to a shared through-right lane, eastbound right-turn lane to a shared through-right lane, and eastbound through lane to a second left turn lane at the Sierra College Boulevard & Granite Drive intersection; and eliminating three parking spaces on the north side of Webb Street and adding a 50-foot westbound right turn pocket at the Taylor Road & Webb Street intersection. Mitigation Measures listed in Table 3.7-19 in Section 3.7 of the 2019 Recirculated DEIR require modification of signal timing to optimize cycle length and/or splits at the affected study intersections. Table 3.7-20 in Section 3.7 of the 2019 Recirculated Draft EIR presents a comparison of the queuing results to existing (no project) conditions with the adoption of the mitigation measures.

In conjunction with site development, Costco would provide right-of-way dedications and widen Sierra College Boulevard along the project site frontage to provide a third northbound travel lane between Granite Drive and Brace Road. Separate northbound right-turn lanes would be constructed on Sierra College Boulevard at the new signalized Costco access and at Brace Road. The new signalized entry on Sierra College Boulevard would be designed to accommodate a potential fourth approach to serve future Rocklin development on the vacant lot across Sierra College Boulevard to the west.

In addition to the recommended improvements to be constructed by Costco described above, the Town of Loomis will be separately completing widening of Sierra College Boulevard to three lanes northbound and three lanes southbound between Brace Road and Taylor Road as part of a funded Capital Improvement Plan project. The Town will require substantial completion of the widening of Sierra College Boulevard (identified in the Town’s adopted 2018-2023 Capital Facility Plan) prior to occupancy of the proposed project through a condition of approval.

However, study intersections 8 Sierra College Boulevard & Granite Drive, 9 Sierra College Boulevard & I-80 WB Ramps, and 17 Granite Drive & Rocklin Road are outside the jurisdiction of the Town of Loomis, and within the jurisdictions of the City of Rocklin and Caltrans. CEQA Guidelines Section 15126.4 requires that mitigation measures are fully enforceable through permit conditions, agreements, or other legally binding instruments. The improvements identified in Table 62 of the transportation impact analysis (Appendix E to the 2019 Recirculated Draft EIR) are not part of a capital improvement program (CIP) nor are they programmed in regional transportation plans, except that the Taylor Road and Penryn Road traffic signal is in the Placer County CIP and the Sierra College Boulevard and SR 193 traffic signal is programmed by the South Placer Regional Transportation Authority (SPRTA), to be funded by private developers. Since there is no enforcement mechanism established to ensure implementation of these measures, and the improvements are outside the Town’s authority to implement, the Town cannot guarantee the improvements required to mitigate project impacts at the intersections of Sierra College Boulevard & Granite Drive, Sierra College Boulevard & I-80 WB Ramps, and Granite Drive & Rocklin Road. Therefore, Therefore, the EIR conservatively assumes that impacts at the three intersections are significant and unavoidable.

**Significance after Mitigation:** Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, including but not necessarily limited to the City of Rocklin and Caltrans, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this significant adverse impact will not be substantially lessened or

avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

## Cumulative Impacts

### Impact 4.3-5: Cumulative Impacts on Biological Resources.

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. The majority of the habitat of high ecological value in Loomis is located in areas designated for developed land use types, as opposed to protected open space or parklands. Development throughout the town represents a significant cumulative impact. The project site represents one of the largest undeveloped tracts in the town, and the loss of oak woodland habitat and riparian resources would contribute to the cumulative loss of natural habitats. Construction and operation of the proposed project would result in the loss of habitat that provides foraging and nesting value, and in the loss of sensitive natural communities. The project site also provides habitat for a variety of small mammals, reptiles, and some bird species. In addition, the proposed project would result in the loss of woodland and riparian habitat and associated effects on special-status wildlife species. The impact is cumulatively considerable.

**Explanation:** Implementing Mitigation Measures Bio-1 through Bio-4 would reduce and/or provide compensation for the direct impacts on sensitive habitats and special-status species found on the project site, resulting in a less-than-significant project impact. However, the proposed project, in conjunction with buildout of the General Plan, would contribute to the permanent loss of habitat in Loomis. The loss of this habitat would represent a cumulatively considerable contribution to the impact caused by General Plan buildout. Other than providing for reductions and compensation for biological resources that would be affected by the project, there is no additional feasible mitigation. Therefore, this cumulative impact would be significant and unavoidable.

**Significance after Mitigation:** Cumulatively Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this cumulatively significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

### Impact 4.3-6: Cumulative Greenhouse Gas Impacts.

Emissions of GHGs have the *potential* to adversely affect the environment because such emissions contribute cumulatively to global climate change. It is unlikely that a single project will contribute significantly to climate change, but cumulative emissions from many projects could affect global GHG concentrations and the climate system, which is considered a significant cumulative effect. Implementation of Mitigation Measure GHG-1 would reduce GHG emissions associated with operational transportation activities and Mitigation Measure GHG-1b would reduce the net emissions associated with the project to levels consistent with PCAPCD-recommended significance thresholds. However, GHG emissions associated with the proposed project are still considered cumulatively considerable. Therefore, the contribution of GHG emissions generated by the proposed project would be cumulatively considerable and unavoidable.

**Explanation:** Estimated GHG emissions for the proposed project's construction-related emissions would not exceed the PCAPCD threshold of significance. However, long-term (annual) operational GHG emissions would exceed PCAPCD's de minimis threshold of significance. Based on a secondary level of review that considers forecast emissions relative to the project footprint, the proposed project's annual operational emissions are estimated to exceed the PCAPCD-recommended threshold. Mitigation Measure GHG-1 would implement operational strategies to encourage fuel-efficient transportation to and from the proposed warehouse and fueling center. Mitigation Measure GHG-1 provides for clean air vehicle preferential parking could help to encourage participation in the employee carpool/vanpool program, implementation of an employee Transportation Demand Management program to reduce single-occupancy vehicle trips, and installation of electric vehicle charging stations, and prohibits diesel trucks from idling more than five minutes. In addition, increased fuel efficiency standards and vehicle emissions standards anticipated to be enforced at a State level in future years would reduce GHG emissions per VMT, and therefore reduce GHG emissions associated with proposed project's mobile operations. However, fuel and vehicle emissions standards are not within the Town's control. Mitigation Measure GHG-1b requires the applicant to develop a GHG emissions credit plan, for review and approval by the Town, which includes the purchase and retirement of GHG emissions credits in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less than cumulatively considerable using significance thresholds recommended by the PCAPCD through the year 2050 or through the end of the operational life of the project, if the project ceases operations prior to 2050. No additional feasible mitigation is available. Therefore, the contribution of GHG emissions generated by the proposed project would be cumulatively considerable and unavoidable.

**Significance after Mitigation:** Cumulatively Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect, as identified in the Final EIR. To the extent that this cumulatively significant adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

**Impact 4.3-8: Cumulative Impacts of Short-Term plus Project Intersection Operations.**

Adding project-generated traffic to cumulative traffic 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's contribution to this impact is cumulatively considerable at certain study intersections (see Tables 4-6 through 4-10 in Section 4.3-6, "Traffic and Transportation," of the 2019 Recirculated Draft EIR). Some impacts are deemed to be cumulatively significant and unavoidable impacts because the respective intersections are located outside of the jurisdiction of the Town of Loomis.

**Explanation:** To determine the effectiveness of mitigation an intersection analysis was conducted by applying the mitigation measures identified in Table 65 of the transportation impact analysis (Appendix E to the 2019 Recirculated Draft EIR). Table 4-11 presents the LOS results in comparison to no project conditions. The mitigation measures would reduce the LOS impacts to less than cumulatively considerable levels at some of the impacted locations; however, significant and cumulatively considerable impacts remain as shown. Impacts at the intersections of Sierra College Boulevard & Granite Drive, Sierra College Boulevard & I-80 Westbound Ramps, Pacific St & Dominguez Rd-Delmar Avenue, Granite Drive & Rocklin Road, Sierra College Boulevard & SR-193, Sierra College Boulevard & English Colony Way, Taylor Road & English Colony Way, and Taylor Road & Penryn Road (South) are deemed to be significant and unavoidable impacts because the intersections are located beyond the jurisdiction of the Town of Loomis.

**Significance after Mitigation:** Cumulatively Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect, as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this cumulatively considerable adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

**Impact 4.3-10: Cumulative Impacts of Long-Term plus Project Intersection Operations.**

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 contribution to this impact is cumulatively considerable at certain study intersections (see Tables 4-15 through 4-19 in Section 4.3-6 of the 2019 Recirculated Draft EIR). Some impacts are deemed to be cumulatively significant and unavoidable impacts because the respective intersections are located outside of the jurisdiction of the Town of Loomis.

**Explanation:** The proposed mitigation measures were applied to the study intersections to evaluate LOS and queuing effects. Table 4-20 in Section 4.3-6 of the 2019 Recirculated Draft EIR presents the LOS results in comparison to no project conditions. The mitigation measures would reduce the LOS impacts to less than cumulatively considerable levels at some of the impacted locations; however, significant and unavoidable impacts remain, as shown. Impacts at the intersections of Sierra College Boulevard & Granite Drive, Sierra College Boulevard/Bass Pro Dr-Dominguez Road, and Sierra College Boulevard & SR-193 are deemed to be cumulatively significant and unavoidable impacts because the respective intersections are located outside of the jurisdiction of the Town of Loomis.

**Significance after Mitigation:** Cumulatively Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this cumulatively considerable adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

**Impact 4.3-12: Potential for Creation of Substantial Traffic-Related Hazards under Cumulative Short-Term plus Project Conditions.**

The proposed project's 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. This cumulative short-term with project impact would be cumulatively



considerable. The project's contribution to this impact is cumulatively considerable, and some impacts are deemed to be cumulatively significant and unavoidable impacts because the respective intersections are located outside of the jurisdiction of the Town of Loomis.

**Explanation:** The proposed mitigation measures shown in Table 65 of the transportation impact analysis (Kittelson & Associates 2019), were applied to the study intersections to evaluate queuing effects (see Table 4-24 in Section 4.3.6 of the 2019 Recirculated Draft EIR). The mitigation measures would reduce the queue impacts to less than cumulatively considerable levels at some of the impacted locations. However, significant and unavoidable impacts remain for the intersection of Taylor Road & Horseshoe Bar Road due to site constraints and the intersections of Sierra College Boulevard & Granite Drive, Sierra College Boulevard & I-80 Westbound Ramps, Granite Drive & Rocklin Road, and Sierra College Boulevard & SR-193 because the respective intersections are located beyond the Town of Loomis jurisdiction.

**Significance after Mitigation:** Cumulatively Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this cumulatively considerable adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

#### **Impact 4.3-13: Potential for Creation of Substantial Traffic-Related Hazards under Cumulative Long-Term plus Project Conditions.**

The proposed project's 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. This cumulative impact would be cumulatively considerable. The project's contribution to this impact is cumulatively considerable, and some impacts are deemed to be cumulatively significant and unavoidable impacts because the respective intersections are located outside of the jurisdiction of the Town of Loomis.

**Explanation:** The proposed mitigation measures shown in Table 68 of the transportation impact analysis (Appendix E to the 2019 Recirculated Draft EIR), were applied to the study intersections to evaluate queuing effects (see Table 4-22 on pages 4-41 through 4-43 in Section 4.3.6 of the 2019 Recirculated Draft EIR). The mitigation measures would reduce the queue impacts to less than cumulatively considerable levels at some of the impacted locations (see Table 70 from the transportation impact analysis). However, significant and unavoidable impacts remain for the intersections of Sierra College Boulevard & Granite Drive, Sierra College Boulevard & I-80 WB Ramps, and Granite Drive & Rocklin Road. Impacts are deemed to be significant and unavoidable because the respective intersections are located outside of the jurisdiction of the Town of Loomis.

**Significance after Mitigation:** Cumulatively Significant and Unavoidable

**Finding:** Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the cumulative significant environmental effect, as identified in the Final EIR. To the extent the mitigation measures require efforts from other agencies, the Town Council finds the changes or alterations have been adopted by such other agency or can and should be adopted by such other agency. To the extent that this cumulatively considerable adverse impact will not be substantially lessened or avoided, the Town Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project.

## **X Growth Inducement Findings**

In an EIR, lead agencies are required to discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines Section 15126.2[d]). A project could have growth-inducing effects in a number of ways. For example, the project may include an improvement that eliminates an obstacle to development on adjacent properties. A project could stimulate activities in the local economy that, in turn, lead to physical changes that could have environmental ramifications. Growth inducement itself is not an environmental effect but may lead to environmental effects. These environmental effects may include increased demand on other services and infrastructure, increased transportation noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open space land to urban uses, or other adverse impacts.

**Finding:** The proposed project's potential to induce growth in the project area is addressed in Chapter 5, "Other CEQA Requirement," in Section 5.1, "Growth-Induction Impacts," of the 2019 Recirculated Draft EIR. The 2019 Recirculated Draft EIR determined that the project would not result in any direct or indirect growth impacts or remove

a physical obstacle to growth. Therefore, the potential for the proposed project to induce growth would be less than significant.

**Explanation:** The proposed project is a commercial use that does not include housing units. Therefore, the project would not directly increase population in the project area and is not likely to generate indirect growth by encouraging individuals outside of Loomis to migrate in search of employment opportunities. Project operation would generate 170 full-time positions. The available labor force in the County would be enough to meet the demand for full-time positions to operate the project without in-migration of people from outside the region. In addition, the proposed project does not require construction of new roads that would provide access to an area previously inaccessible to motor vehicles, and on-site utility systems would be sized and constructed to meet the demand of the proposed project only and would not extend to vacant land that could promote growth of vacant parcels.

## XI Project Alternatives Findings

Public Resources Code Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such project[s].” When a lead agency finds, even after the adoption of all feasible mitigation measures, that a project will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, it must, prior to approving the project as mitigated, first determine whether there are any project alternatives that are feasible and that would substantially lessen or avoid the project’s significant impacts. An alternatives analysis was completed and included in the Final EIR.

Grounds for a conclusion of infeasibility might be the failure of an alternative to fully satisfy project objectives deemed to be important by decision-makers, or the fact that an alternative fails to promote policy objectives of concern to such decision-makers (*California Native Plant Society v. City of Santa Cruz*, supra, 177 Cal.App.4th at pp. 992, 1000-1003). It is well established under CEQA that an agency may reject alternatives based on economic infeasibility (*Foundation for San Francisco’s Architectural Heritage v. City and County of San Francisco* [1980] 106 Cal.App.3d 893, 913-914; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* [2002] 102 Cal.App.4th 656, 774; *Association of Irrigated Residents v. County of Madera* [2003] 107 Cal.App.4th 1383, 1399-1400; *Sierra Club v. County of Napa* [2004] 121 Cal.App.4th 1490, 1510). In addition, the definition of feasibility encompasses “desirability” to the extent that an agency’s determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 410, 417). Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of a project as mitigated, the decision-makers may reject the alternative for such reasons.

CEQA Guidelines Section 15126.6, subdivision (f) states that the range of alternatives required in an EIR is governed by a “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Further, CEQA Guidelines Section 15126, subdivision (a) requires that an EIR describe a reasonable range of alternatives that would “feasibly obtain most of the basic project objectives,” but would avoid or substantially lessen any of the significant environmental effects of the project and evaluate the comparative merits of the alternatives.

The project objectives presented in the EIR provide the framework for defining the possible alternatives. The Town Council finds that a good-faith effort was made to evaluate a reasonable range of potentially feasible alternatives in the EIR that are reasonable alternatives to the proposed project and could feasibly obtain most of the basic objectives of the proposed project, even when the alternatives might impede the attainment of the project’s objectives and might be more costly. The following objectives have been set forth for the proposed project:

### Applicant Objectives

The project applicant provided the following objectives for the proposed project:

- 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.
- Develop a fueling station and tire facility to serve customers of the retail warehouse.
- 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.
- 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.

### Town of Loomis Objectives

The Town provided the following objectives for the proposed project:

- Locate warehouse retail uses and a fueling station near existing interchanges to minimize impacts on Loomis. (General Plan Goal 6)
- Locate warehouse retail uses and a fueling station 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 through increased retail sales taxes as well as employee spending 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, and fuel in Loomis.

## Alternatives Removed from Consideration

The Town also presented a detailed description and analysis of alternatives that were considered, but then rejected from further consideration as being infeasible (see pages 6-3 through 6-8 of the 2019 Recirculated Draft EIR). CEQA Section 15126.6(f)(2) requires that the lead agency consider alternative locations if using an off-site location would avoid or lessen any of the significant effects of the project. Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion in the EIR.

Four locations in the Town of Loomis other than the project site, referred to as "opportunity sites," contain vacant land of similar size to accommodate the project, are zoned or designated for commercial use by the General Plan, and are served by roadways with freeway access. For each opportunity site, the 2019 Recirculated Draft EIR provides a detailed analysis of the site's suitability based on consistency with the General Plan, availability and adequacy of municipal infrastructure, the ability of the alternative site to avoid or lessen environmental effects of the project, feasibility of the alternative site, and ability to accomplish project objectives at the alternative site. For the reasons outlined below, construction and operation of the proposed project at these opportunity sites would not be feasible.

### Opportunity Site 1

Opportunity Site 1 is 32.8 acres and consists of nine vacant parcels designated by the General Plan for Town Center Commercial (TC), Public/Quasi Public (P), Residential High Density (RH), and Residential Medium High Density (RMH). Of this total, approximately 5 acres is designated as Town Center Commercial. Regional highway access to Opportunity Site 1 is provided by Interstate 80 (I-80) and its exit at Horseshoe Bar Road, which provides local access to Opportunity Site 1. Placement of warehouse retail uses at Opportunity Site 1 would not be consistent with goal 3 of the General Plan's Community Design Element that are directed toward designing projects that fit their context in terms of building form, siting, and massing. A Costco warehouse store has a much greater building height and mass than the one- and two-story wood structures that characterize existing development in the historical downtown commercial district. The selection of Opportunity Site 1 would not be consistent with Policy 1 of the Public Services, Facilities and Finance Element that calls for Loomis to work toward achieving and maintaining acceptable levels of municipal services including public safety, roadway maintenance, and administrative services. In contrast, while improvements are needed along surface roads, the project site is served by an improved interchange of I-80 at Sierra College Boulevard that operates at adequate levels of service.

Development at Opportunity Site 1 would have impacts similar to those of the proposed project. Opportunity Site 1 is heavily wooded, vacant land that is bisected by a riparian drainage. While larger in size than the project site, in order to meet Town policy for setbacks from the drainage the actual developable area is constrained; therefore, a loss of open space and removal of trees would occur similar to the proposed project. Although the number of vehicular trips would be the same as under the proposed project, these trips would have a greater impact at Opportunity Site 1 because the interchange providing access to the two locations are very different. Horseshoe Bar Road is a narrow, two-lane road and the I-80/Horseshoe Bar Road interchange is a rural design that already operates below accepted LOS (LOS F for the eastbound ramps during a.m. and p.m. weekday conditions). In comparison, Sierra College Boulevard is an improved arterial road with two travel lanes each direct and dedicated turn pockets. The I-80 Sierra College Boulevard interchange is fully improved and the freeway ramps at I-80 currently operate at acceptable levels of service.

The parcels that make up Opportunity Site 1 would have to be acquired by the project applicant, which would require negotiations between a willing seller(s) and on mutually agreeable terms. As a result, development at this location is less feasible than development at the proposed project site and considered speculative.

Development at Opportunity Site 1 would not meet several of the following project objectives. For the forgoing reasons the Town deems Opportunity Site 1 infeasible.

### **Off-Site Location at Opportunity Site 2**

Opportunity Site 2 is 13.0 acres and consists of two vacant parcels bisected by King Road. The northern parcel, north of King Road, is designated for Office and Professional (O/P) land uses while the southern parcel, south of King Road, is designated for medium density residential use (RM). The O/P designation is intended for general business, professional, and medical offices. The RM designation allows residential uses at densities ranging from two to six dwelling units per acre. King Road provides local access to the site, with regional highway access provided by I-80 and its exit at Horseshoe Bar Road.

This location consists of two noncontiguous parcels that are not conducive to a warehouse retail format, which requires a minimum land area (16 acres) for planning purposes (i.e., large enough to accommodate the minimum square footage required for the warehouse and parking) and contiguous parcels as the warehouse structure, parking lot, and fueling station needs to be contained on one site. If a warehouse retail use were sited at this location, vehicular traffic would travel through the historic downtown to access the property from I-80, which is not consistent with policies of the General Plan's Circulation Element that are directed toward reducing through trips on Taylor Road through the downtown historic core.

Development at Opportunity Site 2 would have impacts similar to those of the proposed project. The Opportunity Site 2 property is wooded, vacant land; therefore, a loss of open space and removal of trees would occur at this property. Although the number of vehicular trips would be the same as under the proposed project, these trips would have a greater impact at Opportunity Site 2 because regional access is provided by I-80 and its Horseshoe Bar Road ramps. Horseshoe Bar Road is a narrow, two-lane road and the I-80 interchange at Horseshoe Bar Road is a rural design that operates below accepted LOS (LOS F for the eastbound ramps during a.m. and p.m. weekday conditions). In comparison, Sierra College Boulevard is a four-lane road with dedicated turn pockets and a center median with capacity to accommodate additional traffic. Existing operating conditions at the Sierra College Boulevard ramps with I-80 are in the acceptable range.

The project applicant does not own the site. The parcels that make up Opportunity Site 2 would have to be acquired by the project applicant, which would require negotiations between willing seller(s) and on mutually agreeable terms. As a result, development at this location is less feasible than development at the proposed project site and considered speculative.

Development at Opportunity Site 2 would not meet several project objectives. For the forgoing reasons the Town deems Opportunity Site 2 infeasible.

### **Off-Site Location at Opportunity Site 3**

Opportunity Site 3 is 13.6 acres and represents four noncontiguous parcels in the northern part of Loomis. The four parcels are designated for General Commercial (GC) use and are adjacent to a self-storage facility and immediately south of the railroad tracks. Taylor Road provides local access to Opportunity Site 3, while regional access is provided by I-80 and its exit at Horseshoe Bar Road. Placement of warehouse retail uses along Taylor Road at the northern gateway to the downtown (Opportunity Site 3) would not be consistent with policy 3 of the General Plan's

Community Design Element that is directed toward designing projects that fit their context in terms of building form, siting, and massing. A Costco warehouse store has a much greater building height and mass than the one- and two-story wood structures that characterize existing development in the historic downtown commercial district. Further, Opportunity Site 3 consists of noncontiguous parcels totaling 13.6 acres when combined, which is not conducive to a warehouse retail use that ideally is 16 acres of contiguous land (i.e., large enough to accommodate the minimum square footage required for the warehouse) for site planning.

Using Taylor Road for access would carry vehicular trips through downtown Loomis. One of the primary goals of the General Plan's Circulation Element Update is to remove "through traffic" in the downtown area. Further, Horseshoe Bar Road is a narrow, two-lane road and the I-80 interchange operates below accepted LOS (LOS F for the eastbound ramps during a.m. and p.m. weekday conditions). In comparison, Sierra College Boulevard is a four-lane road with dedicated turn pockets and a center median with capacity to accommodate additional traffic. Existing operating conditions at the Sierra College Boulevard ramps with I-80 are in the acceptable range.

Development at Opportunity Site 3 would have impacts similar to those of the proposed project. The Opportunity Site 3 property is heavily wooded, vacant land; therefore, a loss of open space and removal of trees would occur if developed, like development of the project site. Traffic impacts would be equal to or greater than those of the proposed project because while the number of vehicular trips would be identical, but the roadways accessing to the two locations are very different. Opportunity Site 3 is approximately 5.5 miles southwest of the existing Roseville Costco warehouse with access taken from Taylor Road. The presence of at-grade railroad crossings at King Road, Webb Street, and Sierra College Boulevard combined with close spacing (about 1,000 feet) of the railroad crossings at Webb Street and King Road could result in traffic problems if a slow moving or stopped train simultaneously blocks the Webb Street and King Road at-grade crossings.

The non-contiguous parcels that make up Opportunity Site 3 would have to be acquired by the project applicant, which would require multiple negotiations between willing sellers and on mutually agreeable terms. Moreover, the land that divides the parcels would have to be acquired to make the parcels contiguous for development purposes which is not feasible. As a result, development at this location is likely less feasible than development at the proposed project site and considered speculative.

Development of Opportunity Site 3 would not meet basic project objectives. For the forgoing reasons the Town deems Opportunity Site 3 infeasible.

#### **Off-Site Alternative Suggested by the City of Rocklin**

In a comment on the Draft EIR, the City of Rocklin suggested an off-site alternative for consideration on the south side of I-80 at Horseshoe Bar Road. The site is 12.9 acres of land for Tourist/Destination Commercial (CT). For the purposes of this analysis, regional access is assumed to be provided by I-80 and its exit at Horseshoe Bar Road. Local access would likely have to be added as part of this alternative, or vehicles could use Brace Road.

Placement of warehouse retail uses at the location suggested by the City of Rocklin would not be consistent with Policy 3 of the General Plan's Community Design Element that directs designing projects that fit their context in terms of building form, siting, and massing. A Costco warehouse store has a much greater building height and mass than the one- and two-story wood structures that characterize existing development in the historic downtown commercial district. According to the Town's Municipal Code, the CT zoning district is applied to areas appropriate for a mixture of office/business park, retail commercial, lodging, conference center, and other traveler-serving uses, local-serving entertainment uses, and residential uses as part of mixed-use structures. Further, Opportunity Site 3 consists of noncontiguous parcels totaling 13.6 acres when combined, which is not conducive to a warehouse retail use that ideally is 16 acres of contiguous land (i.e., large enough to accommodate the minimum square footage required for the warehouse) for site planning.

Similar to Opportunity Site 3, these parcels are provided regional access from the Horseshoe Bar offramp of I-80. Horseshoe Bar Road is a narrow, two-lane road and the I-80 interchange operates below accepted LOS (LOS F for the eastbound ramps during a.m. and p.m. weekday conditions). In comparison, Sierra College Boulevard is a four-lane road with dedicated turn pockets and a center median with sufficient capacity to accommodate additional traffic. Existing operating conditions at the Sierra College Boulevard ramps with I-80 are in the acceptable range.

Development at this location would have impacts similar to those of the proposed project. The property is heavily wooded, vacant land that is bisected by Secret Ravine; therefore, a loss of open space, removal of trees, and impacts to jurisdictional resources may occur at this property, similar to the proposed project site. Traffic impacts would be

equal to or greater than those of the proposed project because the number of vehicular trips would be identical, but the roadways accessing the two locations are very different as noted above.

The parcel must be acquired by the project applicant, which would require negotiations with a willing seller on mutually agreeable terms. As a result, development at this location is likely less feasible than development at the proposed project site and considered speculative.

Development of this site would not meet or would only partially meet the project objectives. For the forgoing reasons the Town deems Opportunity Site 4 infeasible.

## Alternative 1: No Project

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 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 the 2019 Recirculated Draft EIR analysis.

### Alternative 1A: No Project/No Development

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. 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.

**Finding:** This alternative is infeasible and rejected for the following reasons:

Although Alternative 1A would avoid all of the impacts of the proposed project, it fails to attain any of the Applicant or Town project objectives outlined above.

### Alternative 1B: No Project/Future Development

Alternative 1B considers the circumstance under which the project site would be proposed for development of commercial uses permitted under the existing General Plan consistent with the development intensities and standards of the Loomis Municipal Code. The types of uses allowed under the General Commercial (GC) land use designation are oriented toward local residents and offices, including shops, personal and business services, and restaurants. Residential uses may also be accommodated as part of mixed-use projects. The Residential, Medium High-Density (RMH) General Plan designation is oriented toward multi-family housing, including duplexes, townhouses, and apartments. The Residential, High Density (RH) General Plan designation is oriented toward multi-family housing.

Under Alternative 1B, approximately 14 acres of the site designated as GC by the General Plan are intended for development with a range of commercial uses, including a restaurant, business services, and retail shops on multiple, smaller development pads distributed throughout the property. The remaining approximately three acres of the site along the eastern boundary designated as RM and the remaining 0.37 acre at the northern boundary designated RH would be developed with townhomes at the maximum permitted density and allowing for extension of access south through the site.

**Finding:** This alternative is infeasible and rejected for the following reasons:

Alternative 1B would not avoid or lessen the significant unavoidable traffic impacts, and would have a higher vehicular travel demand (vehicle miles traveled, or “VMT”). Development of the site as outlined under Alternative 1B would not meet several of the project objectives to the extent that they would be met by the proposed project. The following project objectives would not be met with selection of this alternative:

### 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. (Alternative 1B is a mixed-use development without warehouse retail).
- Provide a Costco warehouse in a location that is convenient for Costco members, the community, and employees to reach for shopping and work. (Alternative 1B is a mixed-use development without warehouse retail).
- Provide a state-of-the-art Costco warehouse to serve Costco's membership in the greater Loomis area. (Alternative 1B is a mixed-use development without warehouse retail).
- Develop a fueling station and tire facility to serve customers of the retail warehouse. (Alternative 1B is a mixed-use development without fueling station).
- 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. (Alternative 1B is a mixed-use development without warehouse retail).
- Provide a Costco warehouse in a location served by adequate existing infrastructure, including roadways and utilities. (Alternative 1B is a mixed-use development without warehouse retail).
- Develop a Costco warehouse large enough to accommodate all uses and services that Costco provides to its members elsewhere. (Alternative 1B is a mixed-use development without warehouse retail).

### Town of Loomis Objectives

- Locate warehouse retail uses and a fueling station near existing interchanges to minimize impacts on Loomis. (General Plan Goal 6) (Alternative 1B is a mixed-use development without warehouse retail).
- Locate warehouse retail uses and a fueling station so as not to conflict with the character, scale, and architecture of the historic central business district. (Alternative 1B is a mixed-use development without warehouse retail or a fueling station).
- Locate warehouse retail on land sufficient to provide the necessary facilities for these types of uses. (Alternative 1B is a mixed-use development without warehouse retail).
- Expand the space available for integrated retail sales of goods and services, and fuel in Loomis. (Alternative 1B is a mixed-use development without warehouse retail or a fueling station).

## Alternative 2: No Fueling Station

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

Alternative 2 would result in four impact areas that are less than or equal to those for the proposed project. Alternative 2 would generate fewer vehicle trips, less criteria air pollutant emissions, and fewer greenhouse gas emissions (CO<sub>2</sub>e) than the project. Alternative 2 would result in fewer vehicle trips than the project.

**Finding:** This alternative is infeasible and rejected for the following reasons:

Development of the site as outlined under Alternative 2 would not meet several of the project objectives to the extent that they would be met by the proposed project. The following project objectives would not be met with selection of this alternative:

### Applicant Objectives

- Develop a fueling station and tire facility to serve customers of the retail warehouse. (Alternative 2 would not include a fueling station)

### Town of Loomis Objectives

- Locate warehouse retail uses and a fueling station near existing interchanges to minimize impacts on Loomis. (General Plan Goal 6) (Alternative 2 would not include a fueling station)
- Locate warehouse retail uses and a fueling station so as not to conflict with the character, scale, and architecture of the historic central business district. (Alternative 2 would not include a fueling station)

- Expand the space available for integrated retail sales of goods and services, and fuel in Loomis. (Alternative 2 would not include a fueling station)

## 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 and may remove fewer oaks than the proposed project.

**Finding:** This alternative is infeasible and rejected for the following reasons:

Alternative 3 would not avoid or reduce the unavoidable significant traffic impacts. Development of the site as outlined under Alternative 3 would not meet several of the project objectives to the extent that they would be met by the proposed project. The following project objective would not be met with selection of this alternative:

### Applicant Objectives

- Develop a Costco warehouse large enough to accommodate all uses and services that Costco provides to its members elsewhere. (Each product offered by Costco is referred to as a stock keeping unit [SKU]. Costco estimates that the 20 percent reduction in floor area under this alternative would result in a reduction of 500 to 550 SKUs, as compared to the proposed project)

## Alternative 4: Reduced Floor Space and No Fueling Station

Alternative 4 would decrease floor space of the proposed warehouse structure by 20 percent compared to the proposed project. Alternative 4 would remove the fueling station included in the proposed project. The remainder of the site layout would remain unchanged from that of the proposed project.

Floor space at the warehouse retail structure would occupy 124,315 square feet compared to the proposed project at 155,000 square feet. Alternative 4 would include sales of goods and services, optical exams and sales, photo center processing, hearing aid testing and sales, food service preparation and sales (including meat and baked goods), alcohol sales and tasting, and tire center. No fuel sales would occur.

Alternative 4 would result in six impact areas that are less than or equal to those for the proposed project. Alternative 4 would disturb less land, remove fewer oaks, would generate fewer vehicle trips, and would generate less criteria air pollutants than the proposed project. Operation of Alternative 4 would also generate fewer greenhouse gas emissions (CO<sub>2</sub>e) than the proposed project. Additionally, Alternative 4 would reduce the unavoidable significant traffic impact along Sierra College Boulevard compared to the proposed project.

**Finding:** This alternative is infeasible and rejected for the following reasons:

Development of the site as outlined under Alternative 4 would not meet several of the project objectives to the extent that they would be met by the proposed project. The following project objectives would not be met with selection of this alternative:

### Applicant Objectives

- Develop a fueling station and tire facility to serve customers of the retail warehouse. (The size of the fueling station would be reduced under this alternative)
- Develop a Costco warehouse large enough to accommodate all uses and services that Costco provides to its members elsewhere.

### Town of Loomis Objectives

- Locate warehouse retail uses and a fueling station near existing interchanges to minimize impacts on Loomis. (General Plan Goal 6)
- Locate warehouse retail uses and a fueling station so as not to conflict with the character, scale, and architecture of the historic central business district.
- Expand the space available for integrated retail sales of goods and services, and fuel in Loomis.



## XII Statement of Overriding Considerations

The Loomis Costco EIR concluded that the proposed project would result in significant and unavoidable impacts (see Section IX, above). CEQA provides that a lead agency may approve a project that has significant and unavoidable impacts, after adopting proper findings, if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects (CEQA Guidelines Section 15093[a]). The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced” (*Citizens of Goleta Valley v. Board of Supervisors of the County of Santa Barbara* [1990] 52 Cal.3d 553, 576). CEQA requires the lead agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record. (CEQA Guidelines Section 15093[b]).

In accordance with the requirements of CEQA and the CEQA Guidelines, the Town finds that the mitigation measures identified in the Final EIR and the MMRP when implemented will avoid or substantially lessen virtually all of the significant effects identified in the Final EIR for the project. However, certain significant impacts of the project as proposed are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts are related to biological resources, noise, greenhouse gas emissions, and transportation and traffic (see Section IX above).

The Town finds that all feasible mitigation measures identified in the Final EIR that are within the purview of the Town will be implemented with the project, and that those mitigation measures that may be within another agency's discretion, have been, or can and should be, adopted by that other agency. As identified below, the Town further finds that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits, based upon the facts set forth above, the Final EIR, and the record.

The Town Council finds that any one of the benefits set forth below is sufficient by itself to warrant approval of the project. This determination is based on the findings herein and the evidence in the record. Having balanced the unavoidable adverse environmental impacts against each of the benefits, the Town Council hereby adopts this Statement of Overriding Considerations for the following reasons:

- The project will generate substantial sales tax revenues, which will allow the Town to maintain and improve roadways, infrastructure, and other Town amenities.
- Construction of the proposed project will create short-term construction jobs that would provide income to local residents and will spur an increase in demand for goods and services in the surrounding area during the construction period.
- The proposed Costco facility would employ approximately 170 full-time employees. These employment opportunities would contribute to the Town's job/housing balance.
- The project would locate warehouse retail uses and a fueling station near existing interchanges to minimize impacts on Loomis. (General Plan Goal 6).
- The project site is designated for commercial use by the Town of Loomis General Plan. Project operation would improve Loomis's commercial base to increase municipal revenues through increased retail sales taxes, as well as employee spending and provide a wider range of goods and services for local residents, in addition to encouraging commercial uses near the freeway (General Plan Goal 9).
- The project would locate warehouse retail uses and a fueling station so as not to conflict with the character, scale, and architecture of the historic central business district.
- Operation of a new Costco warehouse will serve the local community with goods and services not only from nationally known businesses, but also from regional and local businesses.
- The proposed project would provide improvements to Sierra College Boulevard and Brace Road, including improvements that address existing conditions and are not required to address the transportation demand generated by the project.



## **XIII Conclusion**

The mitigation measures listed in conjunction with each of the findings set forth above, as implemented through the MMRP, will eliminate or reduce to a less-than-significant level most of the adverse environmental impacts of the project. The significant and unavoidable impacts of the project would be rendered acceptable by the specific economic and social benefits identified in Section XII, "Statement of Overriding Considerations."

Taken together, the Final EIR, the mitigation measures, and the MMRP provide an adequate basis for approval of the Loomis Costco Project.

## **XIV References**

This Findings of Fact and Statement of Overriding Considerations includes all references used in Chapter 7, "References," of the 2019 Recirculated Draft EIR and Chapter 5 of the Final EIR.

# **MITIGATION MONITORING AND REPORTING PROGRAM**

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## **1 Introduction**

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.), the Town of Loomis (Town) prepared a Recirculated DEIR (2019 RDEIR) that identifies adverse environmental impacts related to implementation of the Loomis Costco project (proposed project). The 2019 RDEIR also identifies mitigation measures that would reduce most of these impacts to a less-than-significant level.

CEQA Guidelines require public agencies “to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the 2019 RDEIR identifies significant and potentially significant adverse impacts related to project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would be considered by the Town Council, along with certification of the EIR and approval of the proposed project.

The Town of Loomis is the Lead Agency that must adopt the MMRP for development and operation of the project. This report will be kept on file with the Town of Loomis, 3665 Taylor Road, Loomis, CA 95650.

## **2 Purpose of Mitigation Monitoring and Reporting Program**

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures (see Table 1). The MMRP is intended to be used by Town staff and others responsible for project implementation.

A lead agency may rely on compliance with applicable laws and regulations in determining that a proposed project will result in a less-than-significant impact. As a standard condition of approval, the Town requires applicants comply with applicable federal and state laws and regulations, as well as standard Town requirements that are applicable to a proposed project.

## **3 Roles and Responsibilities**

The project applicant is responsible for fully understanding and effectively implementing the mitigation measures, as well as applicable standards and regulatory requirements that would reduce potential environmental impacts of the project. The Town is responsible for overseeing all actions necessary to implement the mitigation measures according to the specifications provided for each measure, and for demonstrating that the action has been successfully completed. The Town, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. The Town will designate a staff member to oversee implementation of the MMRP.

## **4 Reporting**

The Town will prepare a monitoring report, upon completion of the project, related to the compliance of each activity with the required mitigation measures. Information regarding inspections and other requirements will be compiled and

explained in the report. The report will be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, the report will identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required.

## 5 Contents of Mitigation Monitoring Plan

The categories identified in Table 1 (Mitigation Monitoring Plan) are described below.

- **Mitigation Number** – This column lists the mitigation measures by number as identified in the EIR.
- **Mitigation Measure** – This column provides the text of the mitigation measures identified in the EIR.
- **Timing** – This column identifies the time frame in which the mitigation will take place.
- **Responsibility** – This column identifies the entity responsible for complying with the requirements of the mitigation measure.
- **Verification** – This column will be completed by the Town staff member designated to oversee completion of the MMRP. Describe the type of action taken to verify implementation based on the documentation provided by the construction contractor, its agents (qualified individuals), or through verification by the Town. Provide the date on which the action was completed, and the initials of the Town staff member performing the verification.

## 6 Changes to the MMRP

Any substantive change in the MMRP shall be reported in writing. Modifications to the requirements of the MMRP may be made by the Town, subject to one of the following findings, documented by evidence included in the public record:

- The requirement included in the FEIR and the MMRP is no longer required because the significant environmental impact identified in the FEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the FEIR and the MMRP; and,
- The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the FEIR and the proposed project; and,
- The modified or substitute mitigation measures are feasible, and the Town or, where applicable, other public agencies, through measures included in the MMRP or applicable regulations, can ensure implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures, including a determination whether further environmental review is required (see CEQA Guidelines Sections 15162-15164), shall be maintained in the project file with this MMRP and shall be made available to the public upon request.

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
AES-1	<p><b>Prepare and Implement a Tree Protection Plan.</b></p> <p>Prior to issuance of building and tree removal permits, the project applicant shall prepare and submit to the Town a Tree Protection Plan consistent with Chapter 13.34 of the Loomis Municipal Code. The plan shall be prepared by a California licensed landscape architect, licensed landscape contractor, certified nurseryman, or other professional determined by the Town to be qualified, based on the requirements of state law. The Tree Protection plan shall be reviewed and approved by the Town to ensure consistency with the tree protection ordinance adopted. Replacement trees shall be required in all setbacks and open space areas, including easements for utilities and drainage courses, and in all parking areas adjacent to streets, property lines, and residential uses as follows:</p> <p>Prior to final building inspection or the issuance of a certificate of occupancy, the project applicant shall enter into a maintenance agreement with the Town to guarantee proper maintenance of replacement trees.</p>	<p>Prepare and submit plan prior to issuance of building and tree removal permits</p> <p>Enter into maintenance agreement prior to final building inspection or the issuance of a certificate of occupancy</p>	<p>Project Applicant</p> <p>Project Applicant</p>	
AIR QUALITY-1	<p><b>Implement Construction Phasing.</b></p> <p>As part of the building permit application, the project applicant shall include the construction schedule, which will reflect the below phasing. Activities associated with distinct phases shall not overlap. If any overlap of construction activities should be required, the project applicant shall demonstrate that emissions from construction activities shall not exceed PCAPCD-recommended thresholds of significance.</p> <p>Construction Phasing: Construction activities will occur in distinct, non-overlapping phases, as listed below.</p> <ul style="list-style-type: none"> <li>• Phase 1: Rough Grade</li> <li>• Phase 2: Paving (Includes Base for Paving, Asphalt, and Concrete Foundations)</li> <li>• Phase 3: Building Erection</li> <li>• Phase 4: Architectural Coatings</li> </ul>	<p>Include construction schedule in building permit application</p>	<p>Project Applicant</p>	
BIO-1	<p><b>Prepare and Implement an Oak Woodland Open Space Mitigation Plan.</b></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</p>	<p>Prepare and submit plan, to be approved before issuance of a grading permit</p>	<p>Project Applicant</p>	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<p>that describes the methods by which a minimum of 7.96 acres of valley oak woodland within the Dry Creek watershed shall be conserved and protected as natural open space. The mitigation lands shall provide wildlife habitat values equal to or better than those at the project site, as determined by a qualified biologist in consultation with CDFW. The oak woodland mitigation plan can be implemented by securing a conservation easement to protect, enhance, and manage a minimum of 7.96 acres of valley oak woodland. Fees for implementing the conservation easement shall be calculated based on the Passive Park/Open Space Fee, and current market value for preservation of similar oak woodland acreage within the Dry Creek watershed. The fees shall include endowment funds sufficient to manage the land in perpetuity to maintain the wildlife values of the oak woodland habitat.</p> <p>The oak woodland mitigation land shall be transferred, through either a conservation easement or fee title, to a third-party, nonprofit conservation organization (known as the Conservation Operator), with the Town named as a third-party beneficiary. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt, nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the Town, after coordination with CDFW. The Town, after coordinating with CDFW and the Conservation Operator, shall approve the content and form of the conservation easement. The Town and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall 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, and shall provide financial assurances to guarantee that adequate funding is available to implement the oak woodland open space mitigation plan described above.</p>			
BIO-2	<b>Avoid Direct Loss of Nesting Birds.</b>	Prepare and submit plan, to be approved before	Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<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"> <li>The project applicant shall implement Mitigation Measure Bio-1, "Prepare and Implement an Oak Woodland Mitigation Plan," to mitigate the loss of foraging and nesting habitat used by nesting migratory birds.</li> </ul>	<p>issuance of a grading permit</p>		
	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>Complete pre-construction survey before the start of construction activities and limit the timing of ground disturbance during construction</p>	<p>Project Applicant</p>	
	<ul style="list-style-type: none"> <li>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</li> </ul>	<p>Establish buffer during construction, if needed</p>	<p>Project Applicant</p>	
	<ul style="list-style-type: none"> <li>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</li> </ul>	<p>Monitor activity and increase buffer during construction, if needed</p>	<p>Project Applicant</p>	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	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.			
BIO-3	<p><b>Avoid Direct and Indirect Loss of Special-Status and Other Nesting Raptors.</b></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"> <li>• The project applicant shall implement Mitigation Measure Bio-1, "Prepare and Implement an Oak Woodland Open Space Mitigation Plan," to mitigate the loss of foraging and nesting habitat used by nesting raptors.</li> </ul>	Prepare and submit plan, to be approved before issuance of a grading permit	Project Applicant	
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	Complete pre-construction survey before the start of construction activities and limit the timing of ground disturbance during construction unless an exemption is approved	Project Applicant	
	<ul style="list-style-type: none"> <li>• 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 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.</li> </ul>	Complete pre-construction survey before the start of construction activities	Project Applicant	
	<ul style="list-style-type: none"> <li>• 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</li> </ul>	Establish during construction, if needed	Project Applicant	



**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<p>other raptor nests shall be determined by a qualified biologist based on site-specific conditions, the species of nesting bird, the nature of the project activity, the visibility of the disturbance from the nest site, and other relevant circumstances. If a nesting Swainson's hawk is detected on or within 0.25 mile of the project site, CDFW shall be consulted to establish an appropriate nondisturbance buffer. No project construction shall commence within the buffer area until a qualified biologist has determined that the young have fledged or that the nest is no longer active.</p>			
BIO-4	<p><b>Conduct Western Spadefoot Toad Surveys and Implement Avoidance, Minimization, and Mitigation Measures.</b></p> <p>The project applicant shall conduct focused surveys for western spadefoot toad using methods described in Fellers and Freel (1995) to determine whether this species occurs at the project site. These surveys should occur during the peak of breeding season (February to March) a maximum of 30 days prior to the start of construction. Surveys will be repeated if one year elapses between surveys and project related vegetation removal or ground disturbance has not occurred. If this species is determined to be absent, no mitigation is required. If the surveys detect the presence of western spadefoot toad at the project site, the wetland mitigation plan required by the 404 permitting process, or the oak woodland habitat mitigation plan described in Mitigation Measure Bio-1, shall accommodate acquisition of habitat or a conservation easement for habitat that would support western spadefoot toad. The mitigation lands for western spadefoot toad shall provide habitat values equal to or greater than those provided at the project site, as determined by a qualified biologist in consultation with CDFW.</p>	Conduct surveys before the start of construction activities	Project Applicant	
	<p>In addition, the following measures shall be implemented during construction:</p> <ul style="list-style-type: none"> <li>For work conducted during the migration and breeding season for western spadefoot toad (November 1–May 31), a qualified biologist shall survey the active work areas (including access roads) in the mornings following measurable</li> </ul>	Survey work areas during construction, if needed	Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<p>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"> <li>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.</li> </ul>	<p>Delineate and mark no-disturbance buffer, if needed, prior to the start of construction activities; limit activities within no-disturbance buffer, if needed, during construction</p>	<p>Project Applicant</p>	
	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>Allow movement during construction, if needed</p>	<p>Project Applicant</p>	
	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>Inspect areas during construction, if needed</p>	<p>Project Applicant</p>	
	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>Cover and inspect trenches and holes during construction, if needed</p>	<p>Project Applicant</p>	
<p>CUL-1</p>	<p><b>Avoid Damage to Subsurface Archaeological Deposits.</b> If any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden") that could conceal cultural deposits, are discovered during construction-related earthmoving activities, all ground-disturbing activity within 100 feet of the resources shall be halted until a</p>	<p>During construction, if needed</p>	<p>Project Applicant</p>	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<p>professional archaeologist can evaluate the significance of the find in accordance with National Register of Historic Places (NRHP) and CRHR criteria. The Town of Loomis shall be notified.</p> <p>If a qualified archaeologist determines the find to be significant by the archaeologist (i.e., because the find constitutes either a historical resource or a unique archaeological resource), representatives of the Town will meet with the archaeologist to determine the appropriate course of action, in accordance with applicable State requirements. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the Town for review and approval prior to resuming construction. The Treatment Plan could include planning construction to avoid the site, deeding the site into a conservation easement, capping or covering the archeological site with soil before building on the site, or incorporating open space into the site plan to preserve artifacts in place, or collection and recordation of the artifacts. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation, and a report shall be prepared by the qualified archaeologist according to current professional standards.</p> <p>If the archaeologist determines that some or all of the affected property qualifies as a Native American cultural place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9) or a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to PRC Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.993), the archaeologist shall recommend and the Town of Loomis will adopt potentially feasible measures that would preserve the integrity of or minimize impacts on the site, including any or a combination of the following:</p> <ul style="list-style-type: none"> <li>• avoidance, preservation, and/or enhancement of all or a portion of the Native American cultural place;</li> </ul>			

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<ul style="list-style-type: none"> <li>• an agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site to minimize the danger of vandalism to the site or other damage to its integrity; or</li> <li>• other measures, short of full or partial avoidance or preservation, intended to minimize impacts on the Native American cultural place consistent with the proposed design and footprint of the development project for which the requested grading permit has been approved.</li> </ul>			
GHG-1	<p><b>Implement Operational Strategies to Encourage Fuel-Efficient Transportation to and from the Proposed Warehouse and Fueling Center.</b></p> <ul style="list-style-type: none"> <li>• Prior to Design Review approval, the Site Plan shall show that the project applicant has provided 63 (approximately eight percent of total parking spaces) preferential parking spaces for clean air vehicles, including low-emitting, fuel-efficient, and carpool/van pool vehicles. Such stalls shall be clearly demarcated with signage as approved by the Design Site Review Committee.</li> </ul>	Include on site plan prior to design review approval	Project Applicant	
	<ul style="list-style-type: none"> <li>• The project shall implement an employee Transportation Demand Management (TDM) program to reduce single-occupancy vehicle trips that would otherwise be made by site employees. The TDM program will identify measures that encourage employees to use alternatives to driving alone when traveling to and from work. Key elements of the TDM program are expected to include:               <ul style="list-style-type: none"> <li>○ encourage ride sharing in the form of employee carpools and vanpools</li> <li>○ an on-site employee transportation coordinator (ETC) who can assist and be responsible for promoting, facilitating, and coordinating carpools and vanpools for employees with similar shift patterns</li> <li>○ an employee orientation program addressing commuting options</li> <li>○ potential incentives encouraging employee participation in a rideshare program</li> </ul> </li> </ul>	Implement TDM during project operations	Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<ul style="list-style-type: none"> <li>○ encouraging bicycling and walking as viable commute options, including provision of bicycle racks and employee lockers for storage of change clothing and personal items to provide more convenience to bicycle and walking commuters</li> <li>○ an employee kitchen and café/deli services on site that are available to employees, reducing the need for employees to travel off site for meals and/or break periods</li> </ul>			
	<ul style="list-style-type: none"> <li>● Install 67 (approximately eight percent of total parking spaces) electric vehicle charging stations within the project site, with signage adequately identifying such areas; these spaces could be included with the preferential parking spaces, as well.</li> </ul>	Include on site plan prior to design review approval	Project Applicant	
	<ul style="list-style-type: none"> <li>● Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks intending to idle for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. A minimum 2'x3' sign which indicates "Diesel Engine Idling limited to a maximum of five minutes" shall be included with the submittal of building plans.</li> </ul>	Demonstrate compliance on building plans prior to issuance of a building permit; limit idling during project operations	Project Applicant	
GHG-1b	<p><b>Purchase and Retire GHG Emissions Credits.</b></p> <ul style="list-style-type: none"> <li>● Prior to the issuance of a permit of occupancy, the project applicant shall develop a GHG emissions credit plan, for review and approval by the Town, demonstrating consistency with the requirements of this mitigation measure, including the specific criteria outlined below regarding the credit program selected. The Town shall share the GHG emissions credit plan with the Placer County Air Pollution Control District (PCAPCD) for review and comment.</li> <li>● The project applicant shall purchase and retire GHG emissions credits in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less</li> </ul>	Develop GHG emissions credit plan prior to issuance of a certificate of occupancy; purchase and retire credits no later than the start of each operational year	Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<p>than cumulatively considerable using significance thresholds recommended by the PCAPCD through the year 2050 or through the end of the operational life of the project, if the project ceases operations prior to 2050. The current relevant threshold is 27.3 metric tons of carbon dioxide equivalent per year (MT CO<sub>2</sub>e/year), and the current minimum total required credits is 14,315 MT CO<sub>2</sub>e for the life of the project, but the purchase of credits under this mitigation measure shall be consistent with PCAPCD-recommended significance thresholds, including as these recommended significance thresholds may be revised in the future, as long as credits are purchased in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less than cumulatively considerable using PCAPCD-recommended significance thresholds.</p> <ul style="list-style-type: none"> <li>The purchase and retirement of credits may occur through an applicant-commissioned off-site mitigation project or purchased through one of the following: (i) a California Air Resources Board (CARB) approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California Cap and Trade program; or (iii) through the CAPCOA GHG Rx and the PCAPCD. Such credits shall be based on protocols approved by CARB, consistent with Section 95972 of Title 17 of the California Code of Regulations, and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by the Town of Loomis and/or the PCAPCD. Off-site mitigation credits shall be real, additional, quantifiable, verifiable, enforceable, permanent, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2) and that satisfy all of the following criteria:</li> </ul>			

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<ul style="list-style-type: none"> <li>○ Real: emission reduction must have actually occurred, yielding quantifiable and verifiable reductions or removals.</li> <li>○ Real: emission reduction must have actually occurred, yielding quantifiable and verifiable reductions or removals determined using appropriate, accurate, and conservative methodologies that account for all GHG emissions sources, GHG sinks, and GHG reservoirs within the offset project boundary and account for uncertainty and the potential for activity-shifting leakage and market-shifting leakage.</li> <li>○ Additional: an emission reduction cannot be required by an existing law, rule, or other requirement that applies directly to the proposed project, or otherwise have occurred in a conservative business-as-usual scenario, consistent with CEQA Guidelines Section 15126.4(c)(3).</li> <li>○ Quantifiable: reductions must be quantifiable through tools or tests that are reliable, based on applicable methodologies, relative to the project baseline in a reliable and replicable manner for all GHG emission sources and recorded with adequate documentation.</li> <li>○ Verifiable: the action taken to produce credits can be audited by an accredited verification body and there is sufficient evidence to show that the reduction occurred and was quantified correctly.</li> <li>○ Enforceable: an enforcement mechanism must exist to ensure that the reduction project is implemented correctly.</li> <li>○ Permanent: emission reductions or removals must continue to occur for the expected life of the reduction project (i.e., not be reversible, or if the reductions may be reversible, that mechanisms are in place to replace any reversed GHG emissions reductions).</li> </ul> <ul style="list-style-type: none"> <li>● The purchase and retirement of credits shall be prior to the start of each operational year at a level</li> </ul>			



**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<p>necessary to ensure that annual operational emissions and amortized construction emissions remain below current recommended threshold levels recommended by PCAPCD for that year. Purchase and retirement of credits can also occur for multiple years in advance.</p> <ul style="list-style-type: none"> <li>The applicant shall provide the Town and the PCAPCD with evidence of the purchase and retirement of credits in adequate amounts and appropriate timing.</li> </ul>			
HAZ-1	<p><b>Retain a Licensed Professional to Investigate Known or Unknown Hazards and Hazardous Materials and Implement Required Measures, as Necessary.</b></p> <p>To reduce health hazards associated with potential exposure to hazardous substances, the project applicant and/or construction contractor(s) shall implement the following measures before the start of and during ground-disturbing activities:</p> <ul style="list-style-type: none"> <li>Retain a licensed contractor to remove the domestic well in accordance with applicable local, state, and federal regulations, including Placer County Environmental Health.</li> <li>Prepare and implement an analytical waste profile for off-site transportation and disposal of arsenic contaminated soils.</li> <li>Transportation and disposal of soils shall be in accordance with the regulations of Placer County Environmental Health; DTSC; or other appropriate federal, state, or local regulatory agencies.</li> <li>Notify the appropriate federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination is encountered during construction activities. All construction activities shall be halted in the area of contamination and any contaminated areas shall be remediated in accordance with recommendations made by Placer County Environmental Health; DTSC; or other appropriate federal, state, or local regulatory agencies.</li> </ul>	Prior to the start and during ground-disturbing activities, as needed.	Project Applicant	
NOISE-1	<b>Minimize Construction Noise.</b>	Prepare construction noise control plan before	Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	<p>Prior to issuance of a grading permit, the project applicant shall prepare a construction noise control plan for submittal to the Town of Loomis. The measures outlined by the noise control plan shall be implemented by construction contractor(s) during all construction phases. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• Provide acoustical shielding for stationary construction equipment, such as compressors.</li> <li>• Minimize idling times of equipment by either shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.</li> <li>• Designate a disturbance coordinator and conspicuously post this person's number around the project site and in construction notifications. The disturbance coordinator shall receive complaints about construction disturbances and, in coordination with the Town of Loomis, shall determine the cause of the complaint and implementation of feasible measures to alleviate the problem. Such measures may include use of acoustic blankets on construction equipment, placement of portable acoustic barriers along a residential property line, or limiting the duration of equipment operation.</li> <li>• 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.</li> </ul>	<p>issuance of a grading permit; implement noise control plan during construction</p>		

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
NOISE-2	<p><b>Minimize Operational Noise.</b> Prior to issuance of a certificate of occupancy, the project applicant shall construct or fund construction of the following improvements to address noise exposure experienced at sensitive receptors during operational hours:</p> <ul style="list-style-type: none"> <li>Construct a 13-foot-tall soundwall along the western property boundary of the adjacent Sierra Meadows apartment complex in order to shield first floor sensitive spaces from truck delivery noise generated by diesel engines and exhaust stacks.</li> </ul>	Construct soundwall prior to issuance of a certificate of occupancy	Project Applicant	
	<ul style="list-style-type: none"> <li>Install dual pane windows with an STC rating of 35 or higher at second floor apartment units facing the delivery road in order to reduce interior noise levels.</li> </ul>	Demonstrate good-faith effort toward an agreement with property owner prior to issuance of a certificate of occupancy	Project Applicant	
	<ul style="list-style-type: none"> <li>Construct an 8-foot soundwall along the eastern boundary of the project site at the residential property line.</li> </ul>	Prior to design review approval	Project Applicant	
	<ul style="list-style-type: none"> <li>All truck deliveries entering and exiting the project site between 10pm and 7am are restricted to the exclusive use of the Sierra College Boulevard driveway and shall not use the Brace Road access.</li> </ul>	During construction activities and project operations	Project Applicant	
	<ul style="list-style-type: none"> <li>The operation of parking lot cleaning equipment shall be restricted to the hours between 7am and 7pm.</li> </ul>	During project operations	Project Applicant	
	<ul style="list-style-type: none"> <li>Noise-generating parking lot cleaning equipment shall not be used at the same time as noise-generating landscape maintenance equipment within 100 feet of the property line of any occupied residential use.</li> </ul>	During project operations	Project Applicant	
	<ul style="list-style-type: none"> <li>Noise-generating parking lot cleaning equipment and noise-generating landscape maintenance equipment shall not be used for more than 5 minutes per hour within 100 feet of the property line of any occupied residential use.</li> </ul>	During project operations	Project Applicant	
	<ul style="list-style-type: none"> <li>The tire center doors shall be closed whenever pneumatic wrenches and tire breakers are used, to the maximum extent feasible.</li> </ul>	During project operations	Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

<b>Mitigation No.</b>	<b>Mitigation Measure</b>	<b>Compliance and Timing</b>	<b>Responsibility</b>	<b>Verification (Action/Date Completed)</b>
TR MM 1	<p><b>Modify Signal Timing.</b>                      Modify signal timing (to optimize cycle length and/or splits) at the intersections of Taylor Road &amp; King Road, Sierra College Boulevard &amp; Brace Road, Sierra College Boulevard &amp; Granite Drive, Sierra College Boulevard &amp; I-80 Westbound Ramps, Granite Drive &amp; Rocklin Road, Taylor Road &amp; Horseshoe Bar Road, Sierra College Boulevard &amp; Taylor Road, Sierra College Boulevard &amp; Bass Pro Drive-Dominguez Road, Pacific Street &amp; Dominguez Road-Delmar Avenue, Sierra College Boulevard &amp; Project Driveway, and Sierra College Boulevard and SR-193 to improve LOS and intersection operations.</p>	<p>For signals under the jurisdiction of the Town of Loomis, project applicant to make a fair-share contribution to the mitigation and Town of Loomis to modify signal timing prior to issuance of certificate of occupancy</p> <p>For signals within the jurisdiction of another agency, demonstrate good-faith effort toward an agreement for the project to make a fair-share contribution to implementing the signal timing prior to issuance of certificate of occupancy</p>	Town of Loomis/Project Applicant	
TR MM 2	<p><b>Provide Signal Coordination.</b>                      Provide signal communication interconnect on Sierra College Boulevard between the Project Driveway, Granite Drive, and the I-80 ramps to implement corridor signal timing plans.</p>	Demonstrate good-faith effort toward an agreement for the project to make a fair-share contribution to implementing the signal coordination prior to issuance of certificate of occupancy	Town of Loomis/Project Applicant	
TR MM 3	<p><b>Modify Signal Phasing.</b>                      Modify traffic signal phasing sequence at the Sierra College Boulevard &amp; Taylor Road intersection to improve LOS and intersection operations.</p>	Project applicant to make a fair-share contribution to the mitigation and Town of Loomis to modify signal phasing prior to issuance of certificate of occupancy	Town of Loomis/Project Applicant	
TR MM 4	<p><b>Restripe Intersection.</b>                      Restripe the westbound right turn lane to a shared westbound left-right lane at the Sierra College Boulevard &amp; Brace Road intersection. Restripe northbound right turn lane to a shared through-right lane, eastbound right turn lane to a shared through-right lane, and eastbound through lane to a second left turn lane at the Sierra College Boulevard &amp; Granite Drive intersection. Eliminate 3 parking spaces on the</p>	For restriping under the jurisdiction of the Town of Loomis, project applicant to make a fair-share contribution to the mitigation and Town of Loomis to implement restriping prior to	Town of Loomis/Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
	north side of Webb Street and provide a 50-foot westbound right turn pocket at the Taylor Road & Webb Street intersection.	issuance of certificate of occupancy  For restriping within the jurisdiction of another agency, demonstrate good-faith effort toward an agreement for the project to make a fair-share contribution to implementing the restriping prior to issuance of certificate of occupancy		
TR MM 5	<b>Add Exclusive Turn Lanes.</b> Provide an additional northbound left turn lane at the Sierra College Boulevard & I-80 WB Ramps intersection and provide an additional northbound left turn lane at the Sierra College Boulevard & SR-193 intersection to improve LOS and intersection operations.	Demonstrate good-faith effort toward an agreement for the project to make a fair-share contribution to adding turn lanes prior to issuance of certificate of occupancy	Town of Loomis/Project Applicant	
TR MM 6	<b>Provide a Traffic Signal.</b> Install traffic signals at: Sierra College Boulevard & SR-193, Sierra College Boulevard & English Colony Way, Taylor Road & English Colony Way, and at Taylor Road & Penryn Road (South).	Demonstrate good-faith effort toward an agreement for the project to make a fair-share contribution to providing traffic signals prior to issuance of certificate of occupancy	Town of Loomis/Project Applicant	
TR MM 7	<b>Provide Additional Storage.</b> Modify median to provide additional storage for the northbound and westbound left turn lanes at the Sierra College Boulevard & Taylor Road intersection and for the southbound left turn lane at the Sierra College Boulevard & Project Driveway intersection.	For the additional storage, project applicant to make a fair-share contribution to the mitigation prior to issuance of certificate of occupancy  Town of Loomis to implement additional storage for the northbound and westbound left turn lanes at the Sierra College Boulevard & Taylor Road intersection prior to	Town of Loomis/Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

Mitigation No.	Mitigation Measure	Compliance and Timing	Responsibility	Verification (Action/Date Completed)
		issuance of certificate of occupancy  Town of Loomis to monitor the need for additional storage for the southbound left turn lane at the Sierra College Boulevard & Project Driveway intersection		
3.7-4	<p><b>Prepare and Implement a Construction Traffic Control Plan.</b></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"> <li>• illustrate the location of the proposed work area;</li> <li>• provide diagrams showing areas where the public right-of-way will be closed or obstructed and where the placement of traffic control devices will be necessary to perform the work;</li> <li>• show the phases of traffic control and criteria for use of traffic control measures;</li> <li>• preserve safe and convenient passage for bicyclists and pedestrians through/around construction areas;</li> <li>• preserve emergency vehicle access;</li> <li>• provide a point of contact for area residents to obtain construction information; and</li> <li>• 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.</li> </ul> <p>Measures in traffic control plans should include, but would not be limited to advertising planned lane closures, posting warning signage, and employing a flag person to direct traffic flows when needed. During project construction, access to the existing surrounding land uses shall be maintained at all times, with detours used as necessary during road closures. The plan may be modified at any time to eliminate or avoid traffic conditions that represent hazards to public safety. The</p>	Prepare traffic control plan before issuance of a grading permit; implement traffic control plan during construction	Project Applicant	

**Table 1. Loomis Costco Project Mitigation Monitoring Plan**

<b>Mitigation No.</b>	<b>Mitigation Measure</b>	<b>Compliance and Timing</b>	<b>Responsibility</b>	<b>Verification (Action/Date Completed)</b>
	traffic control plan shall be submitted to the Town of Loomis for review and approval before issuing a grading permit.			



**ATTACHMENT 2:**

**DRAFT ORDINANCE NO. \*\***

**EXHIBIT 2A: ZONING ORDINANCE AMENDMENT FINDINGS**



ORDINANCE NO. \_\_\_\_

AN ORDINANCE OF THE TOWN COUNCIL OF LOOMIS APPROVING AMENDMENTS TO THE LOOMIS ZONING ORDINANCE (TITLE 13) TO ALLOW, AS A CONDITIONAL USE, WAREHOUSE RETAIL WITHIN THE CG-GENERAL COMMERCIAL ZONE UNDER SECTION 13.26.040, TO MODIFY SECTION 13.30.080 TO DEFINE LIGHTING HEIGHT FOR WAREHOUSE RETAIL USES, TO MODIFY SECTION 13.36.090 REGARDING COMPACT PARKING STALL DIMENSIONS, TO MODIFY SECTION 13.36.100 TO DEFINE WAREHOUSE RETAIL DRIVEWAY REQUIREMENTS, TO MODIFY SECTION 13.36.110 TO CLARIFY WAREHOUSE RETAIL LOADING SPACE REQUIREMENTS, AND TO MODIFY SECTION 13.80.020 TO CLARIFY THE DEFINITION OF WAREHOUSE RETAIL AND ADD A DEFINITION FOR FUELING STATION

**WHEREAS**, Costco Wholesale, the applicant, in coordination with the Town of Loomis, has proposed Zoning Ordinance amendments to be consistent with the land use proposed by the Loomis Costco Project as disclosed in the Environmental Impact Report. These amendments consist of modifying:

1. Section 13.26.040 Table 2-6 to allow Warehouse Retail use in the CG- General Commercial Zone with a Use Permit (UP) and adding a footnote to define the acreage and location requirements for that use;
2. Section 13.30.080 to increase the height of outdoor light fixtures specifically for warehouse retail uses to allow the maximum fixture height to exceed 20 feet but not to exceed the height of the warehouse structure;
3. Section 13.36.090 to allow 9-foot wide compact parking stalls;
4. Section 13.36.100 to define warehouse retail driveway requirements;
5. Section 13.36.110 to define warehouse retail loading space requirements; and
6. Section 13.80.020 definitions to clarify warehouse retail and define fueling station; and

**WHEREAS**, on July 7, 2020, the Planning Commission of the Town of Loomis considered the Environmental Impact Report for the Loomis Costco Project and conducted a public hearing to consider the changes to the Zoning Ordinance proposed for the Project, at which time persons interested in the matter were given an opportunity to be heard; and

**WHEREAS**, the Planning Commission of the Town of Loomis adopted Resolution 20-12 unanimously recommending that the Town Council approve the proposed amendments to the Zoning Ordinance; and

**WHEREAS**, on August 4, 2020, the Town Council of Loomis considered the Environmental Impact Report for the Loomis Costco Project and conducted a public hearing to consider the proposed amendments to the Zoning Ordinance proposed for the Project and analyzed in the Environmental Impact Report, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, on August 11, 2020 the Town Council conducted a public hearing on the amendment, constituting the second reading of the amendment, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, the Town Council reviewed and considered the staff reports relating to said zoning ordinance revision, the Environmental Impact Report, and the written and oral evidence presented to the Town Council and Planning Commission in support of and in opposition to the application.

NOW, THEREFORE, the Town Council of the Town of Loomis does ordain as follows:

**Section 1. Amendments.**

The following provisions of the Loomis Zoning Ordinance (Title 13) are hereby amended as shown, with new text shown by **bolded double underlining** and deletions shown in ~~strikeout~~:

**13.26.040 - Commercial district general development standards.**

Subdivisions, new land uses and structures, and alterations to existing land uses and structures, shall be designed, constructed, and/or established in compliance with the requirements in Tables 2-7 and 2-8, in addition to the applicable development standards (e.g., landscaping, parking and loading, etc.) in Division 3 of this title.

TABLE 2-6  Allowed Land Uses and Permit Requirements for Commercial Zoning Districts	P	Permitted Use, Zoning Clearance required			
	MUP	Minor Use Permit required			
	UP	Use Permit required			
	S	Permit requirement set by Specific Use Regulations			
	—	Use not allowed			
LAND USE <sup>(1)</sup>	PERMIT REQUIRED BY DISTRICT				Specific Use Regulations
	CO <sup>(6)</sup>	CG <sup>(6)</sup>	CC <sup>(6)</sup>	CT <sup>(7)</sup>	
<b>RETAIL TRADE</b>					
Accessory retail uses	P	P	P	P	13.42.030
Alcoholic beverage sales	—	S	S	S	13.42.050
Artisan shop	—	P	P	P	
Assembly of building components	—	MUP	—	—	
Auto and vehicle sales	—	MUP	—	—	
Auto parts sales with no installation services	—	P	—	P	
Auto rental	—	MUP	—	MUP	
Building/landscape materials sales - Indoor	—	P	—	—	
Building/landscape materials sales - Indoor, 50,000 sf max.	—	P	—	P	
Building/landscape materials sales - Outdoor	—	MUP	—	—	13.42.180
Building/landscape materials sales - Outdoor, 15,000 sf max.	—	—	MUP	—	
Construction and heavy equipment sales and rental	—	UP	—	—	
Convenience store	—	P	P	P	
Drive-through retail	—	UP	—	UP	13.42.090
Extended hour retail	—	MUP <sup>(4)</sup>	MUP <sup>(4)</sup>	MUP <sup>(4)</sup>	
Farm supply and feed store	—	P	P	—	
Farmers market	—	—	MUP	MUP	
Fuel dealer (propane for home and farm use, etc.)	—	MUP	—	—	
Furniture, furnishings and appliance store	—	P	P	P	
Gas station	—	UP	—	UP	13.42.100
General retail - 10,000 sf or less	—	P	P	P	

LAND USE <sup>(1)</sup>	PERMIT REQUIRED BY DISTRICT				Specific Use Regulations
	CO <sup>(6)</sup>	CG <sup>(6)</sup>	CC <sup>(6)</sup>	CT <sup>(7)</sup>	
	General retail - 10,001 to 19,999 sf	—	p <sup>(2)</sup>	MUP	
General retail - 20,000 sf or more	—	UP	UP	UP	
Groceries, specialty foods - 10,000 sf or less	—	P	P	P	
Groceries, specialty foods - More than 10,000 sf	—	p <sup>(2)</sup>	MUP	UP	
Mobile home, boat, or RV sales	—	UP	—	—	
Office-supporting retail	P	P	P	P	
Outdoor retail sales and activities	—	P	P	P	13.42.180
Produce stand	—	MUP	MUP	MUP	13.42.200
Restaurant, cafe, coffee shop	P	P	P	p <sup>(2)</sup>	
Second hand store	—	MUP	MUP	—	
Shopping center	—	MUP	MUP	MUP <sup>(2)</sup>	
Warehouse retail	—	<u>UP<sup>(11)</sup></u>	—	—	

**Notes:**

**(11) Warehouse retail is allowed only at locations meeting all of the following criteria: a) within ½ mile of an I-80 interchange; b) at least ½ mile from land zoned Central Commercial (CC); and c) on sites with an aggregate size of 15 or more acres.**

**13.30.080 - Outdoor lighting.**

Outdoor lighting on private property shall comply with the following requirements.

- A. Outdoor light fixtures shall be limited to a maximum height of twenty feet or the height of the nearest building, whichever is less. **Outdoor light fixtures associated with warehouse retail uses may exceed twenty feet, but shall not exceed the height of the principal roofline of warehouse structure.**

**13.36.090 - Parking design and development standards.**

Required parking areas shall be designed and constructed as follows.

- D. **Parking Stall and Lot Dimensions.** Each parking stall, aisle, and other parking lot features shall comply with the minimum dimension requirements in Table 3-9, and as illustrated in Figure 3-8 except that, within all parking lots with noncovered spaces designed so that thirty-three and one-third percent of the required number of parking spaces shall be sized for compact cars (~~ten~~ **nine** feet in width and sixteen feet in length) in order to provide for tree wells and shall be clearly marked “Compact Cars Only” in nonresidential projects. Compact parking spaces shall be distributed throughout the parking lot as determined by the director. Residential garages shall comply with the “General Parking Stall Dimension Requirements” in Table 3-9.

**13.36.100 - Driveways and site access.**

Each driveway providing site access from a street, alley or other public right-of-way shall be designed, constructed and maintained as follows:

**D. Driveway Width and Length.**

1. **Single-Family Dwellings.** Each single-family dwelling shall be provided a driveway with a minimum length of twenty from the back of the sidewalk, or the edge of the right-of-way where there is no sidewalk.
2. **Nonresidential Uses.** A driveway for a nonresidential use shall have a minimum paved width of thirteen feet for a one-way driveway and twenty-six feet for a two-way driveway. The maximum driveway width shall be thirty feet, exclusive of the area provided for a median divider.
3. **Signalized Driveways for Warehouse Retail Uses.** A signalized driveway shall have two-way paved access and shall not exceed a maximum paved width of sixty feet.

**13.36.110 - Loading space requirements.**

A. **Number of Loading Spaces Required.** Nonresidential uses shall provide off-street loading spaces in compliance with Table 3-11, below. Requirements for uses not listed shall be determined by the director based upon the requirements for comparable uses.

**TABLE 3-11 - REQUIRED LOADING SPACES**

Type of Land Use	Loading Spaces Required
Commercial uses	1 space for each 10,000 sf of floor area over the first 10,000.
<u>Warehouse retail uses</u>	<u>1 space for each 36,000 sf of floor area over the first 10,000.</u>
Manufacturing, and industrial uses	1 space, plus one additional space for each 10,000 sf of floor area over the first 10,000.
Office uses and public uses	1 space for each 25,000 sf of floor area.

**13.80.020 – Definitions of specialized terms and phrases.**

As used in this title, the following terms and phrases shall have the meaning ascribed to them in this section, unless the context in which they are used clearly requires otherwise.

**F. Definitions, F.**

**Fueling Station means a motor vehicle fueling component of a warehouse retail store, where warehouse consumers purchase bulk fuel from said warehouse retail store. Fueling stations are located adjacent to and operate in conjunction with a warehouse retail store. Fueling stations are an ancillary use of a warehouse retail use and are subject to siting and design requirements of the CG General Commercial zone Section 13.26.040 and are not subject to Section 13.42.100 regarding gas stations.**

**W. Definitions, W.**

**Warehouse retail** means a retail store that emphasizes the packaging and sale of products in large quantities or volumes, some at discounted prices, where products are typically displayed in their original shipping containers. **Warehouse retail includes associated sales of motor vehicle fuels at onsite Fueling Stations operated by the warehouse retail use.** Sites and buildings are usually large and industrial in character. Patrons may be required to pay membership fees.

**Section 2. Severability.**

If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of the ordinance. The Town Council hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrases, or clauses be declared unconstitutional on their face or as applied.

**Section 3. Effective Date and Publication.**

This Ordinance shall take effect 30 days after its adoption, and within 15 days following its passage the Town Clerk shall cause this Ordinance to be published once in the Loomis News, a newspaper of general circulation.

The foregoing Ordinance was introduced at a regular meeting of the Council of the Town of Loomis duly held on the 4<sup>th</sup> day of August, 2020 and was approved and enacted at a duly held regular meeting or adjourned meeting of the Council held on the 11<sup>th</sup> day of August, 2020 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

\_\_\_\_\_  
Jan Clark-Crets, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Crickett Strock, Town Clerk

\_\_\_\_\_  
Town Attorney





**EXHIBIT 2A  
ORDINANCE #\*\*  
ZONING ORDINANCE AMENDMENT FINDINGS  
TOWN COUNCIL OF LOOMIS HEARINGS AUGUST 4 AND 11, 2020**

According to the Municipal Code, the following findings are required for a zoning ordinance amendment:

**13.76.060 - Findings.**

An amendment to the general plan, the zoning map, or this title may be approved only if all of the following findings are made, as applicable to the type of amendment.

**B. Findings for Zoning Map/Ordinance Amendments.**

1. Findings required for all zoning map/ordinance amendments:
  - a. The proposed amendment is consistent with the general plan; and
  - b. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the town.

Item 1.a addresses consistency with the Town's general plan. A General Plan Consistency evaluation was conducted to evaluate whether the addition of warehouse retail as a conditional use in the CG-General Commercial zone supports the applicable goals and policies of the General Plan. As shown in Table 1, amending the zoning code to allow warehouse retail, including the ancillary fueling station, as a conditional use in the General Commercial zone would be consistent with the General Plan. Proposals would still be required to conduct studies and design review prior to issuance of a conditional use permit and would remain subject to the standards in the Municipal Code. In regard to the fueling station definition, the General Plan does not specifically address ancillary fueling stations or gas stations. As a component of warehouse retail, fueling stations are subject to evaluation under warehouse retail to determine impacts and compatibility.

Item 1.b addresses whether the amendment would be detrimental to the public interest, health, safety, convenience, or welfare of the town. The amendment would allow warehouse retail and associated ancillary fueling stations within the CG -General Commercial zone with issuance of a conditional use permit, for which, a proposal would be required to conduct environmental studies and undergo design review. These studies would determine if a health or safety detriment would occur. Likewise, the amendment to allow warehouse retail as a conditional use also limits the location of warehouse retail to a minimum site acreage and limits the location to be within one-half mile of an I-80 interchange, further reducing potential warehouse retail uses to a limited number of locations within the Town.

Allowing warehouse retail as a conditional use would increase convenience as it would locate a popular retail use nearby, for which residents currently must drive to Roseville or farther. For Town residents, the distance traveled to warehouse retail and gas station facilities would decrease, increasing convenience and reducing vehicle travel.

In regard to public interest and the welfare of the Town, many of the town residents travel to warehouse retail stores in Roseville and the Sacramento region. Commercial revenues from purchases at warehouse retail support those cities rather than the Town of Loomis. By providing additional retail variety, the Town could capitalize on those revenues to further support the Town.

Warehouse retail uses have potential to increase traffic, noise, and air pollution, and can affect the small-town character of Loomis, which serves to define and distinguish Loomis from its neighbors. Each proposal would be required to conduct studies to determine environmental impacts and the Town would consider those effects prior to issuing a conditional use permit. The amendment language limits the location of warehouse retail to the edges of town at gateway points from major freeway access. It would not allow these uses on any parcel or any CG General Commercial parcel, so the potential for such uses to occur throughout the Town is very limited. Locating warehouse retail at the edge of Town adjacent to large retail development in Rocklin attracts patrons, yet maintains the overall character of the Town.

In support of Finding B.1.b, the Town's objectives for these amendments are to locate warehouse retail uses near existing interchanges to minimize impacts on Loomis, and so as not to conflict with the character, scale, and architecture of the historic central business district. In addition, the amendment language is intended to locate warehouse retail on land sufficient to provide the necessary facilities for this type of use. The amendment would improve the Town's commercial base to increase municipal revenues and would provide for a wider range of goods and services for local residents while encouraging commercial uses near the freeway.

It is important for this discussion to also address why parcels zoned RH and RM-5 are not proposed to be rezoned CG, and how this relates to recent housing law changes. First, parcels entirely or partially zoned RH and RM-5 would be developed as parking areas, which is not a prohibited use in these zones. Comments were received indicating that those parcels or portions of parcels should be rezoned, which would then require a cascade of changes to comply with recent housing law changes, notably Government Code Section 65863(b), which prohibits cities from allowing residential land to be developed at a lower residential density than the density shown in its most recent vacant land survey, unless the city can show that sufficient vacant land remains to meet its Regional Housing Needs Allocation (RHNA) numbers (or unless the city rezones replacement land). The Costco project will develop commercial uses (including parking) on a total of 17.3 acres of land identified in the 2014 Housing Element vacant land inventory, including:

- 11.3 acres of RM-5 land capable of accommodating 90 units of Moderate Income housing (per Tables 22 and 23);
- 5.6 acres of CG land capable of accommodating 56 units of Moderate Income housing (same)
- 0.4 acres of RH land capable of accommodating 4 units of Moderate Income housing (same)
- Note: one Costco parcel (045-042-012-000) is not listed in the vacant land inventory. Technically, since it is not listed in the inventory, GC 65863(b) it doesn't apply.

Therefore, the Town needs to demonstrate that allowing this development to occur will leave sufficient vacant land to meet the Town's RHNA numbers: 83 very low-income units, 46 low-income units, 55 moderate income units, and 59 above-moderate income units. The Housing Element estimated 150 moderate-income units (Table 22) could be accommodated on the Costco Project parcels (10 units per acre for RM-5 and CG and 15 units/acre for RH); under the Housing Element, none of the parcels are deemed appropriate for development of low or very-low income housing. The Housing element identified 147.4 acres of other "high density" vacant parcels (RM-5, CG, CO, RH, CT, and CC) in the Town (in addition to the Costco parcels) that have the capacity to accommodate 1,181 moderate income units. Since the Town's moderate-income allocation under the RHNA is 55 units, there is still sufficient vacant land zoned for moderate income units to accommodate this allocation with the development of the Costco warehouse. As noted, the Housing Element does not identify any of the Costco parcels as appropriate for the development of low or very-low income housing. This is consistent with state law, which provides that the minimum density for low-income and very low-income units is 20 units per acre. Therefore, the parcels comprising the Costco site could not accommodate low- or very-low income units. With adequate acreage zoned in the Town to accommodate moderate-income units, development of the CG, RH, and RM-5 parcels in the Project area would not conflict with the Housing Element or the Town's ability to

meet its RHNA allocation. Although lands zoned CG can accommodate housing units, this does not mean such parcels cannot be developed for commercial use, and likewise, this does not preclude RH or RM-5 parcels from being developed as parking spaces.

<b>Table 1</b>	
Zoning Code Amendment General Plan Consistency	
Relevant Goals, Policies, & Programs	Consistency Analysis
<b>Chapter III – Land Use and Community Development</b>	
Goal 1: To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and wildlife habitat values.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 2. To protect groundwater and surface water quality.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 3. To protect oak woodlands and significant stands of native trees.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. The amendment language limits the use to the area near freeway interchanges. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town’s character	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would support this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.

<p>Goal 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town's character</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. The amendment supports this goal by limiting warehouse retail uses to parcels of an acceptable size and location near the freeway. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.</p>
<p>Goal 9. To improve the Town's commercial base to increase municipal revenues, and provide a wider range of goods and services for local residents, in addition to encouraging some commercial uses near the freeway and in the downtown that can attract or serve patrons from outside the community</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would support this goal. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.</p>
<p>F.1. Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial is consistent with this policy. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.2. Downtown Loomis shall be developed and maintained as a focal point for personal shopping and services within the community, through continued implementation of the policies and regulations originally developed in the <i>Town Center Master Plan</i>, which are now in various portions of this General Plan and the Zoning Ordinance.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial is consistent with this policy. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.4 Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.5. New commercial development shall preserve and integrate existing natural features (e.g. creeks, native trees, rock outcrops) and topography into project landscaping.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.6. Loomis shall require landscaping throughout off-street parking lots to mitigate the adverse visual impact of large paved areas and provide shading to assist in energy conservation within adjacent buildings.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.7. Circulation patterns within and around new commercial development shall be designed to avoid</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require</p>

diverting traffic through existing residential neighborhoods, where feasible.	studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.
F.10. Commercial land uses shall be discouraged away from the Town’s core area, except when property is demonstrably unsuitable for residential use because of proximity to noise sources such as major arterials or railroad lines.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. The amendment limits warehouse retail to outside the core area. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.
<p>The goals of the Town of Loomis for its town center are to:</p> <ol style="list-style-type: none"> <li>1. Maintain the small town character of Loomis;</li> <li>2. Promote the economic stability of the Town;</li> <li>3. Provide goods and services for residents;</li> <li>4. Revitalize Taylor Road;</li> <li>5. Protect Loomis’ natural resources;</li> <li>6. Create a civic center;</li> <li>7. Provide a range of employment and housing opportunities;</li> <li>8. Develop and maintain Downtown Loomis as a focal point for shopping and services; and</li> <li>9. Redevelop the railroad rights-of-way to enhance Loomis’ historic image.</li> </ol>	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this goal. Proposals would require studies before a use permit is issued. The Zoning Code Amendment limits warehouse retail to the CG zone specifically. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.
1. Until the adoption of Zoning Ordinance provisions and design guidelines to implement the <i>Town Center Master Plan</i> , proposed development and new land uses within the Town Center Commercial, General Commercial, Residential Medium Density, Residential Medium High Density, and Residential High Density land use designations south of King Road and northwesterly of I-80 shall be consistent with the <i>Town Center Master Plan</i> . Proposed development and new land uses shall be consistent with the Town’s Zoning Ordinance provisions and design guidelines that implement the provisions of the <i>Town Center Master Plan</i> , after the Zoning Ordinance provisions and design guidelines are adopted by the Town.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would require studies before a use permit is issued to ensure consistency. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.
<b>Community Development</b>	
Goal 1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Warehouse retail, while large and corporate in nature, can still offer a sense of community and pride. The facility would serve the local community as well as patrons from outside the community. When designed and located properly, warehouse retail can support this goal as a local commercial use. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal. Although warehouse lighting would allow for taller light standards, lighting must be

	lower than the height of the structure and cast downward to avoid offsite disturbance.
Goal 2. To maintain the distinct identity and small town neighborly character of Loomis through the appropriate design of new development, and by the preservation of open space and natural resources.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Warehouse retail would be limited to areas zoned/designated General Commercial, which are areas located in high-traffic corridors designed to encourage economic activity both within the town and regionally. This would not interfere with open space preservation. Proposals would require studies before a use permit is issued to ensure appropriate character and protection of resources. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
3. Each development project should be designed to be consistent with the unique local context of Loomis. a. Design projects to fit their context in terms of building form, siting and massing. b. Design projects to be consistent with a site's natural features and surroundings.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
4. Design each project at a human scale consistent with surrounding natural and built features. a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing. b. Project design should follow the rules of good proportion, where the mass of the building is balanced, and the parts relate well to one another.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
5. Design projects to minimize the need to use automobiles for transportation. a. Emphasize pedestrian and bicycle circulation in all projects. b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile. c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
6. Encourage an active, varied, and concentrated urban life within commercial areas.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use



<p>a. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures of retail, other employment, and other uses.</p> <p>b. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses.</p>	<p>permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>7. Respect and preserve natural resources within rural areas.</p> <p>a. Design buildings to blend into the landscape.</p> <p>b. Emphasize native vegetation and natural forms in site design and project landscaping.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>8. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Plans would need to conform to Division 3 of the Zoning Code (Site Planning). Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict. Although warehouse lighting would allow for taller light standards, warehouse lighting must be lower than the height of the warehouse structure and cast downward to avoid offsite disturbance.</p>
<p><b>Economic Development</b></p>	
<p>Goal 1. To encourage and assist existing industries and businesses to remain and expand in Loomis, helping them to be economically viable contributors to the community.</p>	<p><b>Consistent.</b> Allowing warehouse retail and ancillary fueling stations as a conditional use in General Commercial would not necessarily interfere with this goal. While warehouse retail provides competition for smaller retail operations, it also expands the variety of retail opportunities and operations within the town which can attract industries and businesses. It also captures a type of retail found in other nearby communities for which town residents must travel. The economic benefit is then captured by other communities in which the use is located. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Goal 2. To recruit new industries and businesses, thereby creating new jobs for Loomis residents.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would support this goal. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p><b>Chapter IV. Circulation</b></p>	

<p>Goal LOS: To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict. Parking dimension changes reflect current compact standards and the addition of requirements for signalized driveways improves development direction to ensure adequate access and circulation is provided by future improvements.</p>
<p>LOS Policy: In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when: 1) The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or 2) The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict. The addition of signalized driveway minimum requirements ensures adequate circulation space is provided at signalized driveways.</p>
<p>Roadway Funding Goal: To leverage the Town’s resources with outside funding sources (developer fees, state funds, federal funds, etc.).</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Road Funding Policy 1. The Town shall require proposed new development projects to analyze their contribution to increased vehicle, pedestrian, and bicycle traffic and to implement the roadway improvements necessary to address their impact.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Road Funding Policy 2. The Town shall assess fees on new development sufficient to cover the fair share portion of development’s cumulative impacts on the local and regional transportation system. The cost of all on-site roadways within new development projects is the responsibility of the developer.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p><b>Chapter V – Housing</b></p>	
<p>Goal 1: To provide a continuing supply of affordable housing to meet the needs of existing and future residents of the Town of Loomis in all income categories</p>	<p><b>Consistent.</b> The zoning ordinance amendments would not result in an alteration to housing supply. Although the project does not propose housing, the placement of a commercial warehouse and ancillary fueling station on parcels zoned CG would not interfere with this goal, nor would the use of RH and RM-5 lands for parking affect this goal.</p>
<p>Policy A.2: The Town shall maintain an adequate supply of appropriately zoned land with public services to accommodate projected housing needs in accordance with the General Plan</p>	<p><b>Consistent.</b> The zoning ordinance amendments would not result in an alteration to the zoning map. There is an abundance of adequate sites in the Town to meet the moderate-income housing needs allocation and parcels</p>

	zoned RH and RM-5 are not suitable for low- or very-low income housing.
Policy A.5: The Town shall encourage "mixed-use" projects where housing is provided in conjunction with compatible non-residential uses.	<b>Consistent.</b> The zoning ordinance amendments would not result in an adverse effect on mixed-use projects. While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town.
<p>Program 9. The Town will partner with the development community to facilitate residential development in the commercial and multi-family zones to diversify the housing stock. Specifically, the Town will:</p> <ul style="list-style-type: none"> <li>• Contact potential affordable housing developers such as the Affordable Housing Development Corporation (AHDC).</li> <li>• Identify specific sites for multi-family development at 20 units per acre (see also Program 10).</li> <li>• Identify funding opportunities and assist in preparing applications for funds (see also Programs 6 and 7).</li> <li>• Work with housing sponsors to help with scores for readiness and neighborhood revitalization.</li> <li>• Provide regulatory concessions and incentives, as necessary, to encourage and facilitate the construction of affordable housing (see also Program 5).</li> </ul>	<b>Consistent.</b> The zoning ordinance amendments would not result in an adverse effect on mixed-use projects. While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town. The project does not propose housing or affect parcels zoned for very high density (20 units/acre) housing. Therefore, this program is not applicable to the proposed zoning code amendment or the conditional use permit.
Program 10: In order to meet State law requirements (Government Code Sections 65583(c)(1) (A) and 65583(c)(1) (B)) to address the RHNA, the Town shall amend the General Plan and the Zoning Ordinance to provide adequate sites for a minimum of 129 very low and low- income units (see Table 21) at a minimum of 20 dwelling units per acre "by right" (without conditional use permit or other discretionary action) at the "Village at Loomis" properties or another suitable site(s). At least half (50%) of these sites shall be zoned for residential uses only. The Town of Loomis recognizes that parcels greater than one acre in size are best suited for facilitation the development of affordable housing. The Town will work with the property owner to subdivide property into appropriately sized sites. The Town will evaluate existing development standards and create new standards, as necessary, to help achieve higher densities on these sites.	<b>Consistent.</b> The zoning ordinance amendments would not result in changes related to the provision of housing, zoning of the Villages, or the provision of very low- and low-income housing.
Program 14: The Town shall consider an affordable housing linkage fee on nonresidential development to support the development of affordable housing. This ordinance will consider alternatives to paying the fee such as construction of housing on-site, construction of housing off-site, and/or dedication of land for housing	<b>Consistent.</b> The zoning ordinance amendments would not affect fees. All applicable fees would be paid by Costco under the conditional use permit.

<p>Program 17: In order to encourage housing for extremely low, very low, and low income households, the Town shall allow single-room occupancy units (SROs) in the RH (High Density Residential), RM-3.5 (Medium Density Residential), RM-5 (Medium Density Residential), and CG (General Commercial) zoning districts with a conditional use permit. Standards and procedures shall be developed to encourage and facilitate development of SROs. Parking needs will be analyzed during development of the standards and procedures.</p>	<p><b>Consistent.</b> The zoning ordinance amendments would not result in changes to this program or its implementation. No changes are proposed in relation to SROs, and no SROs are proposed by the Costco project CUP. Therefore, this program is not applicable.</p>
<p>Goal F: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Town residents</p>	<p><b>Consistent.</b> The zoning ordinance amendments would not result in changes to code provisions regarding energy use or energy efficiency. The Costco Project CUP includes the implementation of energy efficient components of the project.</p>
<p>Policy F.2: New land use patterns should encourage energy efficiency, to the extent feasible.</p>	<p><b>Consistent.</b> The zoning ordinance amendments would not result in an adverse effect on energy efficiency or meeting energy efficiency goals. The Costco Project CUP includes the implementation of energy efficient components of the project.</p>
<p><b>Chapter VI – Public Services, Facilities, and Finance</b></p>	
<p>Goal 1: To achieve and maintain high levels of public services and facilities for Loomis residents, when appropriate through coordination with outside service agencies.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 2. Non-residential and higher density residential development shall not be expanded into areas lacking public services infrastructure until existing vacant land with these services within the Town limits is utilized, or proposed development ensures the extension of necessary infrastructure through actual construction or payment of fees</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 4: Proposed development shall be connected to public water supply and sewage disposal systems as follows:  b. All development proposed in nonresidential land use designations shall be connected to the community water supply and sewage disposal systems prior to occupancy</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 8. New construction and reconstruction/restoration shall consider energy conservation in the selection of building materials, building orientation, and landscaping</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict. Use of taller light standards in large warehouse retail parking lots reduces the number of light fixtures required to provide sufficient safety lighting.</p>

<p>Goal. To maintain a fiscally healthy municipality, with new development contributing adequately to maintain current levels of service</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 1. New development shall be required to contribute toward the maintenance of existing levels of public services and facilities--through fees, dedications, or other appropriate means.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Clarifications for warehouse retail lighting and loading docks, signalized driveways, and compact parking space dimensions would not conflict.</p>
<p>Policy 4. Loomis shall support the development of new commercial and industrial activities to increase the Town's discretionary revenues (which provides funds for capital projects and improved municipal services), provided that the new land uses are consistent with the Town's distinct, rural character.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p><b>Chapter VII. Conservation of Resources</b></p>	
<p><b>Natural Resources and Open Space</b></p>	
<p>Goal 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Goal 3. To help protect groundwater and air quality within the Sacramento region</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Goal 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak woodlands and significant specimens of native trees</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 1. Loomis will contribute toward the attainment of State and Federal air quality standards in the Sacramento Valley Air Basin through the following, and other feasible measures.</p> <p>a. Site preparation and development activities shall incorporate effective measures to minimize dust emissions and the emissions of pollutants by motorized construction equipment and vehicles.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

<ul style="list-style-type: none"> <li>b. During the review of development plans, the Town should require that project proponents conduct their own air quality analysis to determine air quality impacts and potential mitigation measures.</li> <li>c. Local employers should be encouraged to consider flextime as a means of reducing peak morning and afternoon trips.</li> <li>d. Recognizing that trees and other vegetation can provide a biological means of reducing air contaminants, existing trees should be retained and incorporated into project design wherever feasible. The additional planting of a large number of trees along roadways and in parking areas shall be encouraged.</li> <li>e. The Town shall require carbon monoxide modeling for development projects that, in combination with regionally cumulative traffic increases, would result in a total of 800 or more trips at an affected intersection or cause the level of service to drop to D or lower at the intersection.</li> <li>f. The Town shall support the Placer County Air Pollution Control District in its efforts to develop a feasible program to meet emission reduction requirements during the environmental review of all development proposals whose emissions exceed applicable significance thresholds.</li> <li>h. If an initial air quality screening indicates that emissions of any pollutant could exceed 10 pounds per day, the Town shall require such development projects to submit an air quality analysis to Placer County APCD for review. Based on the analysis, the Town may require appropriate mitigation measures consistent with the latest version of the AQAP or other regional thresholds of significance adopted for the air basin.</li> <li>i. New development shall pay its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and bus stop facilities.</li> </ul>	
<p>Policy 2. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, the Town shall require, as part of the environmental review process, a biotic resources evaluation by a qualified biologist. The biologist shall follow accepted protocols for surveys (if needed) and subsequent procedures that may be necessary to complete the evaluation.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 3. The Town shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian areas.</p> <ul style="list-style-type: none"> <li>a. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, project applicants shall demonstrate</li> </ul>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

<p>that upland grading activities will not contribute to the direct cumulative degradation of stream quality.</p> <p>b. The Town will limit development on slopes with a gradient in excess of 30 percent or in areas of sensitive or highly utilized habitat, through appropriate zoning standards and individual development project review.</p>	
<p>Policy 4. The Town shall require that industrial and commercial uses that store or use hazardous materials provide a buffer zone sufficient to protect public safety, including the safety of nearby wildlife.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 5. Individual heritage trees and significant stands of heritage trees shall be preserved. Healthy heritage trees shall be removed or significantly trimmed only when necessary because of safety concerns, conflicts with utility lines and other infrastructure, the need for thinning to maintain a healthy stand of trees, or where there is no feasible alternative to removal. Proposed development shall be designed, constructed, and maintained to preserve individual heritage trees and significant stands of heritage trees, and provide for the protection of root zones and the continuing health of the trees. When trees are removed, they shall be replaced in sufficient numbers to maintain the volume of the Town’s overall tree canopy over a 20-year period. Tree removal within stream corridors is also subject to the above policy on stream corridor protection</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 6. The streams of Loomis are among the most significant and valuable of the Town’s natural resources. Development adjacent to streams shall be designed, constructed, and maintained to avoid adverse impacts on riparian vegetation, stream bank stability, and stream water quality to the maximum extent feasible. These policies shall apply to all watercourses shown as blue lines on the most recent United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps applicable to the Town.</p> <p>A. Proposed structures and grading shall be set back the greater of: 100 feet from the outermost extent of riparian vegetation as defined in the Zoning Ordinance, or outside of the 100-year flood plain. Lesser setbacks may be approved where site-specific studies of biology and hydrology, prepared by qualified professionals approved by the Town, demonstrate that a lesser setback will provide equal protection for stream resources. Development shall be set back from ephemeral or intermittent streams a minimum of 50 feet, to the extent of riparian vegetation, or to the 100-year floodplain, whichever is greatest.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>



<p>Proposed development shall include surface water drainage facilities that are designed, constructed, and maintained to ensure that the increased runoff caused by development does not contribute to the erosion of stream banks, or introduce pollutants into watercourses.</p>	
<p>Policy 7. The Town will contribute toward the maintenance of high quality in the local surface and groundwater resources through the following, and other feasible measures</p> <ul style="list-style-type: none"> <li>a. Proposed development shall incorporate measures to minimize soil erosion, and stream and drainage way sedimentation during construction, and over the life of each project.</li> <li>b. The Town will periodically review its ordinances requiring erosion and sediment control, and will update them when necessary to ensure their continuing effectiveness.</li> <li>c. Proposed development shall be designed, constructed, and maintained to prevent the discharge of untreated effluent into local streams to the maximum extent feasible, including the introduction of contaminants such as pesticides, fertilizers, and petroleum products and other contaminants carried by urban runoff.</li> </ul>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 8. The following policies apply to properties with wetland areas:</p> <ul style="list-style-type: none"> <li>a. The environmental review of development on sites with wetlands shall include a wetlands delineation, and the formulation of appropriate mitigation measures. The Town shall support the “no net loss” policy....</li> <li>b. The Town shall require new development to mitigate wetland loss...to achieve “no net loss” through any combination of the following, in descending order of desirability: <ul style="list-style-type: none"> <li>1. Avoidance of riparian habitat;</li> <li>2. Where avoidance is not feasible, minimization of impacts;</li> <li>3. Compensation, including use of a mitigation banking program...that are encouraged to be located within the Town; or</li> <li>4. Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1....</li> </ul> </li> <li>c. The Town will require project-by-project review of sites where vernal pools exist....</li> <li>d. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible....</li> </ul>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 9. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting</p>

	and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
<b>Cultural Resources</b>	
Goal 1. To preserve and where appropriate replicate historic areas, such as the Downtown district and fruit sheds, that contribute to Loomis' distinct character.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
<b>Chapter VIII. Public Health and Safety</b>	
<b>Safety</b>	
Goal 1. To reduce risks associated with natural and man-made hazards through compliance with State and Federal safety programs	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 2. To reduce the risks associated with wildland and urban edge fires in the Town's rural areas	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 3. To reduce the potential for and damage resulting from storm flooding hazards within the community	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 4. To reduce the risks associated with potential seismic activity, including ground-shaking, liquefaction, and landslides	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 1. Loomis shall enforce building codes and other Town ordinances having an effect upon fire hazards and fire protection. The Town shall maintain adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for fire-fighting.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 2. Engineering analysis of new development proposals shall be required in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting

	and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to inundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 5. New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 8. Loomis shall cooperate with Federal, State, and local authorities to ensure that loss due to seismic activity and other natural and man-made disasters is minimized.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the applicant as part of the project description to determine consistency with the State Health and Safety Code. A site visit may be necessary to determine compatibility to surrounding areas. .	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Ancillary fuel stations would need to obtain operational permits related to the storage and distribution of fuel. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 15. The storage, handling and disposal of potentially hazardous waste must be in conformance with the requirements set forth in California Administrative Code, Title 22, Division 4, Ch. 30, and California Health and Safety Code, Division 20, Chapter 6.5.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Ancillary fuel stations would need to obtain operational permits related to the storage and distribution of fuel. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
<b>Noise</b>	
Goal 1. To protect Town residents and workers from the harmful and annoying effects of noise	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 2. To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Although soundwalls are discouraged, they are not prohibited. Proposed loading dock requirements for warehouse retail prevents the development of an excessive number of warehouse

	loading bays that may cause increased noise for existing uses. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 3. To maintain and where possible enhance the quiet, rural ambiance of the Town.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 1. New commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. While soundwalls are discouraged (Goal 2) they are not prohibited and may reduce noise generation. Proposed loading dock requirements for warehouse retail prevents the development of an excessive number of warehouse loading bays that may cause increased noise for existing uses. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 2. Loomis shall encourage the mitigation of noise impacts in all new developments as necessary to maintain the quiet, rural ambiance of the Town	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Proposed loading dock requirements for warehouse retail prevents the development of an excessive number of warehouse loading bays that may cause increased noise for existing uses. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 3. An acoustical analysis shall be required for new residential structures located within the projected noise contour of 65 dBA Ldn, showing that the structures have been designed to limit intruding noise in interior rooms to an annual level of 45 dBA Ldn	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 4. Individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are met. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 5. Loomis shall discourage the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. New sensitive noise receptors shall not be permitted if the only feasible mitigation for noise impacts is a sound wall.	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 6. Where noise mitigation is necessary, the following order of preference among options shall be	<b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this

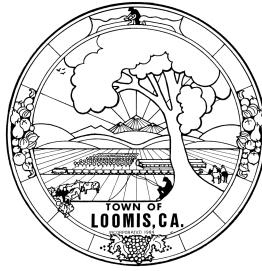
<p>considered: distance from the noise source; muffling of the noise source; design and orientation of the receptor; landscaped berms; landscaped berms in combination with walls.</p>	<p>policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 15. Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 16. Require that when no other feasible location for industrial or commercial use parking exists other than adjacent to residential uses, the parking shall be buffered from the residential uses by barriers</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 18. Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at night</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 20. Future industrial or commercial development in areas determined to be near noise-sensitive land uses shall be subject to an acoustical analysis to determine the potential for stationary source noise impacts to neighboring land uses</p>	<p><b>Consistent.</b> Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

**ATTACHMENT 3:**

**DRAFT RESOLUTION NO. 20-\*\***

**EXHIBIT 3A: LOT LINE ADJUSTMENT APPLICATION**

**EXHIBIT 3B: FINDINGS ON THE LOT LINE ADJUSTMENT AND CONDITIONS OF APPROVAL**



## RESOLUTION NO. 20-\*\*

A RESOLUTION OF THE TOWN COUNCIL OF LOOMIS APPROVING A LOT LINE ADJUSTMENT TO COMBINE "EXISTING PARCEL ONE" (APN 045-042-034 AND 045-042-035), WITH APN 045-042-011 AND 045-042-012 INTO ONE PARCEL (ADJUSTED PARCEL 1), AND ADJUST A PORTION OF "EXISTING PARCEL TWO" (APN 045-042-016) EASTWARD TO INCLUDE STARLIGHT LANE, CURRENTLY IN APN 045-042-034

**WHEREAS**, the applicant for the Loomis Costco Project, Costco Wholesale Corporation, as authorized by the property owner of APN 045-042-016, the Auguscik Family Trust, has requested a lot line adjustment that would a) expand the Sierra Meadows Apartments, shown as Existing Parcel Two (045-042-016), to the east to include Starlight Lane, which is currently within the Costco property (APN 045-042-034), and b) consolidate Costco's Existing Parcel One (APN 045-042-034 and 045-042-035) with Costco's parcels 045-042-011 and 045-042-012, to create one contiguous lot/parcel, with such application being identified as #20-03 (**Exhibit A**); and

**WHEREAS**, as a result of the lot line adjustment, four parcels would be reconfigured into two parcels and this adjustment ensures the warehouse is located within one contiguous parcel and consolidates a portion of the associated parking area with the warehouse; and

**WHEREAS**, APNs 045-042-034 and 045-042-035 are legally one parcel owned by Costco, and APN 045-042-016 is one legal parcel owned by the Auguscik Family Trust and comprises a portion of the Sierra Meadows Apartments (**Exhibit A**); and

**WHEREAS**, Starlight Lane was once a recorded private easement which has since been extinguished and is used as a prescriptive easement by Sierra Meadows Apartments; and

**WHEREAS**, a certificate of compliance was issued to Costco by the Town on June 19, 2020 to recognize that one of the existing parcel lots, created prior to the Map Act of 1972 and consisting of APNs 045-042-034 and 045-042-035, is a single legal parcel; and

**WHEREAS**, on July 7, 2020, the Planning Commission of the Town of Loomis conducted a public hearing on the lot line adjustment, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, the Planning Commission of the Town of Loomis unanimously recommended the Town Council approve the lot line adjustment (Resolution 20-13); and

**WHEREAS**, on August 4, 2020, the Town Council of Loomis conducted a public hearing on the lot line adjustment, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, on August 11, 2020, the Town Council of Loomis conducted a public hearing on the lot line adjustment, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, at that public hearing, the Town Council of Loomis reviewed and considered the staff report relating to the application, the plans, the written and oral evidence presented to the Town Council in support of an in opposition to the application; and

**NOW THEREFORE**, the Town Council of Loomis does hereby find and resolve as follows:

1. The proposed modifications are consistent with the General Plan land uses and Zoning Ordinance.
  - a. The lot line adjustment will not result in the abandonment of any street or utility easement of record.
  - b. The lot line adjustment will not result in the elimination or reduction in size of the access way to the resulting parcels.
  - c. The resulting parcels exceed the minimum lot size of 5,000 square feet and otherwise conform to the Towns' building code and zoning ordinance, and would remain subject to the development standards for CG- General Commercial and RH-Residential High Density.
2. The Lot Line Adjustment is hereby approved as presented to the Town Council on August 11, 2020, subject to the attached conditions of approval in **Exhibit B**, and shall expire twelve months following approval by the Town Council on August 10, 2021.

ADOPTED this 11<sup>th</sup> day of August, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

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Jan Clark-Crets, Mayor

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Crickett Strock, Town Clerk



EXHIBIT 3A  
 RESOLUTION #20-\*\*  
 LOT LINE ADJUSTMENT APPLICATION #20-03  
 TOWN COUNCIL OF LOOMIS HEARINGS AUGUST 4 AND 11, 2020

#20-03



**TOWN OF LOOMIS**  
 6140 Horseshoe Bar Rd, Suite K  
 Loomis, CA 95650  
 (916) 652-1840 FAX (916) 652-1847

For Town Use

RECEIVED

File Number JAN 09 2020  
 Application Fee(s) \_\_\_\_\_  
 Receipt # TOWN OF LOOMIS  
 Date Received \_\_\_\_\_  
 Paid \$ \_\_\_\_\_

PLANNING DEPARTMENT

Planning Application

1. **Project Title:** COSTCO LOOMIS
2. **Street Address/ Location:** SOUTHEAST CORNER OF SIERRA COLLEGE BLVD. & BRACE RD.
3. **APN(s):** 045-042-011, -012, -016, -017, -022, -034 & -035 **Acreage:** 11.9334 +/- ACRES  
**Zoning:** CG & RH **General Plan Designation:** \_\_\_\_\_  
**Current Site Use:** VACANT LAND & HIGH DENSITY RESIDENTIAL  
**Surrounding Land Use(s):** HIGH DENSITY RESIDENTIAL & MEDIUM DENSITY RESIDENTIAL
4. **Property Owner:** Robert D. Auguscik and/or Diane J. Auguscik, Trustees of the Auguscik Family Trust dated June 9, 2006  
**Address:** P.O. Box 1217, Loomis, CA 95650  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
**Telephone:** \_\_\_\_\_ **email:** \_\_\_\_\_
5. **Project Applicant:** Costco Wholesale Corporation, a Washington corporation  
**Address:** Attn: Michael Okuma, 9 Corporate Park, Suite 230, Irvine, CA 92606  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
**Telephone:** 714-978-5020 **email:** mokuma@northwestatlantic.com
6. **Project Engineer/Architect:** KIER & WRIGHT (ATTN: JIM HICKENBOTTOM)  
**Address:** 2850 COLLIER CANYON ROAD LIVERMORE CA 94551  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
**Telephone:** 925-245-8788 **email:** JHICKENBOTTOM@KIERWRIGHT.COM
7. **What actions, approvals or permits by the Town of Loomis does the proposed project require?**

<input type="checkbox"/> Appeal	<input type="checkbox"/> Miscellaneous Permit
<input type="checkbox"/> Certificate of Compliance	<input type="checkbox"/> Planned Development
<input type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Second Unit Permit
<input type="checkbox"/> Design Review	<input type="checkbox"/> Sign Review
<input type="checkbox"/> Development Agreement	<input type="checkbox"/> Tentative Review
<input type="checkbox"/> Environmental Review	<input type="checkbox"/> Minor Land Division
<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Subdivision
<input type="checkbox"/> Hardship Mobile Home Permit	<input type="checkbox"/> Variance
<input checked="" type="checkbox"/> Lot Line Adjustment	<input type="checkbox"/> Zoning Amendment (Rezone)
<input type="checkbox"/> Other _____	
8. **Does the proposed project need approval by other governmental agencies?**  
 Yes  no If yes, which agencies? \_\_\_\_\_
9. **Which agencies/utilities provide the following services to the project? (Please note if not hooked up to sewer or water)**

Electricity <u>PG&amp;E</u>	Natural Gas <u>PG&amp;E</u>
Fire Protection <u>SOUTH PLACER FPD</u>	Water/Well <u>PLACER COUNTY WATER AGENCY</u>
Sewer/Septic <u>SPMUD</u>	Telephone <u>AT&amp;T</u>

High School PLACER UNION HIGH SCHOOL DISTRICT Elem. School LOOMIS UNION SCHOOL DISTRICT  
Other \_\_\_\_\_

10. The Town had informed me of my responsibilities pursuant to California Government Code, Section 65962.5(f), regarding notifying the Town of hazardous waste and/or hazardous substance sites on the project site. I have consulted the lists consolidated by the State Environmental Protection Agency dated \_\_\_\_\_ and find: Regulatory identification number N/A

Date of list N/A No problems identified THE SITE IS NOT INCLUDED ON THE LISTS

Type of problem N/A

I declare under penalty of perjury of the laws of the State of California that the foregoing is true and correct.

Dated \_\_\_\_\_ Applicant \_\_\_\_\_

11. Project Description (Describe the project so that a person unfamiliar with the project would understand the purpose, size, phasing, duration, required improvements, duration of construction activities, surrounding land uses, etc. associated with the project. Attach additional pages as necessary.) A LOT LINE ADJUSTMENT TO RECONFIGURE (4) LOTS INTO (2) ADJUSTED LOTS.

12. Owner Authorization:

I hereby authorize Costco Wholesale Corporation, the above-listed applicant, to make applications for project approvals by the Town of Loomis, regarding the above-described project and to receive all notices, correspondence, etc., from the Town regarding this project. I also hereby authorize the town staff to place a noticing board (approximately 4' x 3') on my property, visible from the street, at least ten (10) days prior to the first hearing on my project, and for subsequent hearings as determined necessary by the Planning Director.

Signature(s) of Owner(s) Augusck Family Trust by: Printed Name(s)

[Signature] Robert D. Augusck, Trustee 12/18/2019  
Date

[Signature] Diane J. Augusck, Trustee 12/18/19  
Date

13. Applicant and/or Owner Hold Harmless:

Owner, and Applicant (if different from Owner), agrees to hold Town harmless from all injuries, damages, costs and expenses, including attorney's fees resulting from the negligence of owner, and Applicant (if different from Owner), and their employees, contractors, subcontractors and agents, in connection with any proceeding brought in any State or Federal court with respect to the applicant's project.

Signature(s) of Owner(s)

Printed Name(s)

[Signature] Michael Okuma 12/18/19  
(On behalf of Costco) Date

Date

14. Applicant and/or Owner Acknowledgment:

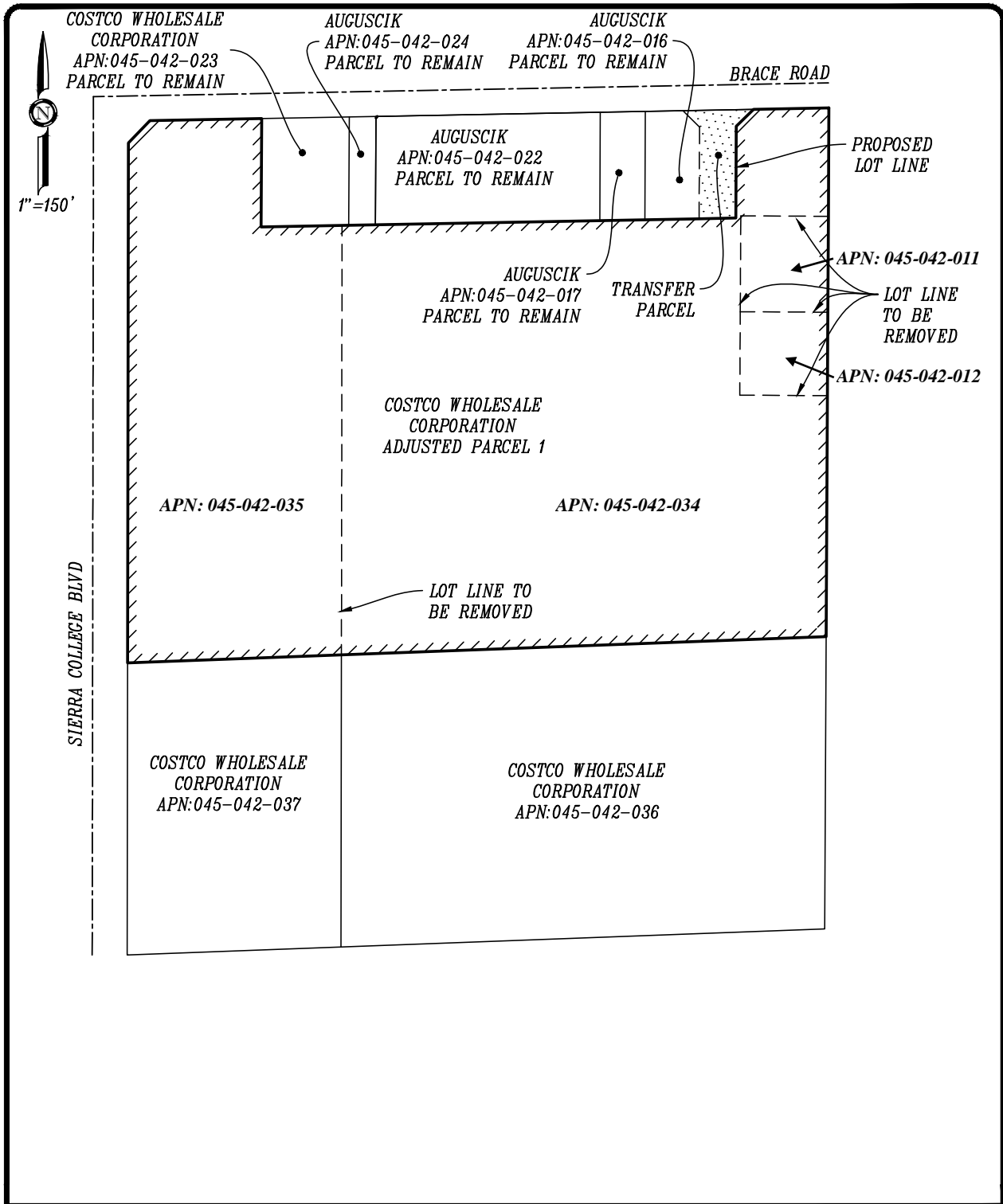
Owner/Applicant expressly agree they are solely responsible for assuring compliance with all applicable laws, rules, regulations, and practices required to implement this development, and that Town staff's errors or 123 omissions in explaining what is required, whether on this application form or otherwise, do not establish a basis for Owner/Applicant failing to comply with all such laws, rules, regulations and practices.


Signature(s) of Owner(s) and/or Applicant

Printed Name(s)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date



SHEET 1 OF 1	<b>COSTCO LLA EXHIBIT-BRACE ROAD</b> TOWN OF LOOMIS COUNTY OF PLACER STATE OF CALIFORNIA	 110 BLUE RAVINE RD SUITE 101   FOLSOM, CA 95630 PHONE: 916.900.6623   uniconengineering.com
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**EXHIBIT 3B  
RESOLUTION #20-\*\*  
LOT LINE ADJUSTMENT FINDINGS AND CONDITIONS OF APPROVAL  
TOWN COUNCIL OF LOOMIS HEARINGS AUGUST 4 AND 11, 2020**

**FINDINGS**

14.12.040.A. That the lot line adjustment will not result in the abandonment of any street or utility easement of record, and that, if the lot line adjustment will result in the transfer of property from one owner to another owner, the deed to the subsequent owner expressly reserves any street or utility easement of record;

Starlight Lane would continue to be used by the Sierra Meadows Apartments for access, parking, and accessory use space. Records indicate that a private easement was established on the paved portion of Starlight Lane in 1990 to access APN 045-042-012. In 2011, the private easement over Starlight Lane was extinguished because the owner acquired both the fee property and the easement property and the fee and easement rights were merged by law, thereby extinguishing the easement. Town records indicate Starlight Lane is a private road (or prescriptive easement and/or prescriptive right-of-way) serving Sierra Meadows Apartments.

14.12.040.B. That the lot line adjustment will not result in the elimination or reduction in size of the access way to any resulting parcel, or that the application is accompanied by new easements to provide access which meet all the town requirements regarding access to parcels in the location and of the size as those proposed to be created; and

The lot line adjustment would make Starlight Lane part of one of the lots comprising the Sierra Meadows Apartments. Since the private easement was an extinguished, the existing interior lots are not currently served by an access point. The lot line adjustment addresses this by removing the lot lines from those interior parcels (APN 045-042-011 and 045-042-012), and combining them with APN 045-042-034 and 045-042-035 (Existing Parcel 1) into Adjusted Parcel 1, which is accessed via Brace Road and Sierra College Boulevard. Therefore, the lot line adjustment addresses the change in access by combining the landlocked parcels into a lot with access to both Brace Road and Sierra Collee Boulevard.

14.12.040.C. That the resulting parcels conform to the town's building code and the town's zoning ordinance.

The resulting parcels conform to the town's building code and zoning ordinance. Adjusted Parcel 1 would accommodate the warehouse structure and parking area. The lot line adjustment combines the parcels comprising Existing Parcel 1 (APN 045-042-034 and 045-042-035) so that the warehouse structure and a portion of the associated parking lot are located on one single lot. Since parcel 045-042-034 is zoned both CG – General Commercial and RM-5–Medium Density Residential, and since the warehouse would be entirely with the area zoned CG and the parking lot would span the areas zoned both CG and RM-5, no change in the zoning is necessary as ancillary parking is allowed in both zones. The addition of Starlight Lane to Adjusted Parcel 2 would not require a zoning change as the area is considered an easement and would continue to be used accordingly.

**CONDITIONS OF APPROVAL**

1. The lot line adjustment shall be in substantial compliance with the application as approved by the Planning Commission and on file at the Town offices.
2. The applicant shall meet the requirements of the Town's Zoning and Building Codes.

3. This lot line adjustment shall result in a maximum of two (2) parcels (1 – 463,469 SF; and 2 – 14,446 SF).
4. Each parcel shall maintain a minimum 15-foot front setback, 15-foot rear setback where abutting residential zones, and 15-foot side setback where abutting residential zones, and a 15-foot side corner setback with 20 to 60% lot coverage and height limits of up to 35 feet.
5. The lot line adjustment shall expire twelve months following approval by the Town Council on August 10, 2021.

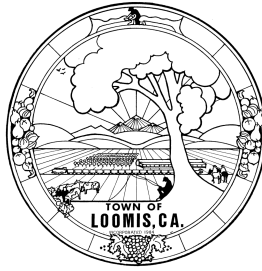
**ATTACHMENT 4:**

**DRAFT RESOLUTION NO. 20-\*\***

**EXHIBIT 4A: FINDINGS ON THE CONDITIONAL USE PERMIT AND DESIGN REVIEW**

**EXHIBIT 4B: CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT AND DESIGN REVIEW**





## RESOLUTION NO. 20-\*\*

A RESOLUTION OF THE TOWN COUNCIL OF LOOMIS APPROVING A CONDITIONAL USE PERMIT ALLOWING WAREHOUSE RETAIL, INCLUDING AN ANCILLARY FUELING STATION, WITHIN THE CG-GENERAL COMMERCIAL ZONE PURSUANT TO THE LOOMIS COSTCO PROJECT AND APPROVAL OF DESIGN REVIEW FOR THE PROPOSED COSTCO PROJECT

**WHEREAS**, Costco Wholesale, the applicant, in coordination with the Town of Loomis, has proposed to construct and operate a Warehouse Retail use, with an ancillary fueling station, a conditional use within the CG-General Commercial zone per Zoning Ordinance 13.26.040; and

**WHEREAS**, on July 7, 2020, the Planning Commission of the Town of Loomis conducted a public hearing on the conditional use permit and design review, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, the Planning Commission of the Town of Loomis unanimously recommended the Town Council approve the conditional use permit and design review for the proposed Costco Project (Resolution 20-14); and

**WHEREAS**, on August 4, 2020, the Town Council of Loomis conducted a public hearing on the conditional use permit and design review, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, on August 11, 2020, the Town Council of Loomis conducted a public hearing on the conditional use permit and design review, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, on August 4, 2020, the Town Council of Loomis considered the Environmental Impact Report for the Loomis Costco Project and conducted a public hearing to consider the proposed amendments to the Zoning Ordinance proposed for the Project and analyzed in the Environmental Impact Report, at which time any person interested in the matter was given an opportunity to be heard; and

**WHEREAS**, the Town Council of Loomis reviewed and considered the staff report relating to the application, the Environmental Impact Report prepared for the Loomis Costco Project, and the written and oral evidence presented to the Town Council and Planning Commission in support of and in opposition to the application; and

**NOW THEREFORE**, based on the findings set forth hereinabove the Town Council of the Town of Loomis does hereby resolve as follows:

1. Pursuant to Zoning Code Section 13.62.050, the Town Council finds the proposed use is consistent with the goals, policies and land uses in the Town of Loomis General Plan and amended Zoning Ordinance, compatible with existing and future land uses in the vicinity, located on a physically suitable site, and would not be detrimental to persons, property, or improvements in the vicinity as disclosed in the Findings contained herein as Exhibit A.



2. Pursuant to CEQA, the Environmental Impact Report for the Loomis Costco Project was certified by the Town Council, the environmental effects of which have been fully analyzed and disclosed in compliance with CEQA, and CEQA Findings and a Statement of Overriding Considerations have been prepared.
3. The Conditional Use Permit shall expire twenty-four months following approval by the Town Council August 10, 2022, subject to the attached conditions of approval in Exhibit B.

ADOPTED this 11<sup>th</sup> day of August, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

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Jan Clark-Crets, Mayor

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Crickett Strock, Town Clerk

**EXHIBIT 4A  
RESOLUTION #20-\*\*  
FINDINGS ON THE CONDITIONAL USE PERMIT AND DESIGN REVIEW  
TOWN COUNCIL OF LOOMIS HEARINGS AUGUST 4 AND 11, 2020**

**California Environmental Quality Act (CEQA)**

A Draft EIR was originally circulated in June 2018, and a Recirculated Draft EIR (RDEIR) was circulated for public review from December 20, 2019 through February 10, 2020. The RDEIR was prepared because Zoning Code amendments were necessary, which are required to be thoroughly analyzed in the EIR, new studies were conducted, and various changes to the project were proposed to mitigate impacts. Although the proposed modifications would not result in measurable changes to impacts as analyzed in the 2018 Draft EIR, it was determined that due to the volume of new material included, the entire document should be recirculated to allow for sufficient public review. A Final EIR has been prepared in compliance with CEQA for Town consideration. The FEIR includes responses to comments received on the RDEIR, corrections to the RDEIR, and staff recommendations.

The EIR prepared for the Project in accordance with CEQA identified feasible mitigation measures to reduce or avoid the Project's otherwise significant environmental impacts, which would be adopted with certification of the EIR. A Statement of Overriding Considerations has been prepared setting forth the specific reasons why the Town finds that the Project's benefits render the Project's significant and unavoidable environmental effects acceptable.

**Conditional Use Permit**

1. With adoption of Zoning Ordinance #20-12, amending the Zoning Code to allow warehouse retail in the CG-General Commercial zone as a conditional use, the proposed use is conditionally allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Ordinance and the Municipal Code;
2. The proposed use is consistent with the General Plan and any applicable specific plan. This includes the reduction of 150 potential moderate-income housing units on the properties as identified in the Housing Element vacant land survey. The project would not conflict with the Housing Element. Although no housing units are proposed, there is sufficient vacant land for moderate-income housing to meet and exceed the current RHNA;
3. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;
4. The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints; and
5. Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property or improvements in the vicinity and zoning district in which the property is located.

**Design Review**

1. Design Review was originally conducted in 2018, by former Planning Director Bob King, and with comments from the Planning Commission provided to the applicant on May 1, 2018 and May 31, 2018.
2. The retail warehouse and ancillary fueling station are consistent with the Design Review requirements of Section 13.62.040 Design Review of the Loomis Municipal Code, with implementation of the Conditions of Approval.

3. The architectural design, building massing and scale is appropriate and compatible with surrounding subdivisions and the community.
4. The project provides attractive and desirable site layout and design, including, building arrangement, exterior appearance, setbacks, drainage, fences and wall, grading, landscaping, and lighting.
5. The project provides efficient and safe public access, circulation and parking.
6. The project provides appropriate open space and landscaping, including landscaped setbacks that exceed the minimum requirements, landscaped parking medians, and the use of water efficient landscaping.
7. The project is consistent with the Loomis General Plan and Zoning Code with implementation of Mitigation Measures and Conditions of Approval.

**General Plan Consistency Evaluation**

<b>Table 1</b>	
Conditional Use Permit General Plan Consistency	
Relevant Goals, Policies, & Programs	Consistency Analysis
<b>Chapter III – Land Use and Community Development</b>	
Goal 1: To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and wildlife habitat values.	<b>Consistent.</b> The warehouse is not proposed in a creek or riparian area.
Goal 2. To protect groundwater and surface water quality.	<b>Consistent.</b> Warehouse operations would require appropriate permits with state and federal regulating agencies. A stormwater control plan would be required prior to construction or operations.
Goal 3. To protect oak woodlands and significant stands of native trees.	<b>Consistent.</b> Mitigation is included to plant replacement trees removed during construction and to create an open space oak woodland mitigation plan to preserve oak woodlands within the Town.
Goal 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.	<b>Consistent.</b> There are no significant topographical features, grazing areas or meadows on the site.
Goal 6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area	<b>Consistent.</b> Locating the warehouse adjacent to existing commercial development at the southern gateway to the Town near the freeway interchange supports this goal.
Goal 7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town’s character	<b>Consistent.</b> Warehouse retail will provide new jobs. Located at the southernmost edge of town, a warehouse retail operation in this location would not significantly affect the Town’s overall character, particularly with a large lumber retail use adjacent.
Goal 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town’s character	<b>Consistent.</b> Allowing a warehouse retail use on General Commercial land is consistent with this goal.
Goal 9. To improve the Town’s commercial base to increase municipal revenues, and provide a wider	<b>Consistent.</b> Allowing a warehouse retail use at this location supports this goal.

<p>range of goods and services for local residents, in addition to encouraging some commercial uses near the freeway and in the downtown that can attract or serve patrons from outside the community</p>	
<p>F.1. Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.</p>	<p><b>Consistent.</b> The proposed project provides a new commercial retail shopping facility and a fueling station to meet existing and future Town needs and increased sales tax revenues. Allowing a warehouse retail use as a conditional use in General Commercial is consistent with this policy.</p>
<p>F.2. Downtown Loomis shall be developed and maintained as a focal point for personal shopping and services within the community, through continued implementation of the policies and regulations originally developed in the <i>Town Center Master Plan</i>, which are now in various portions of this General Plan and the Zoning Ordinance.</p>	<p><b>Consistent:</b> Warehouse retail at the southern gateway to Downtown is consistent with this policy.</p>
<p>F.4 Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.</p>	<p><b>Consistent with Conditions.</b> The warehouse is styled to include components of the Loomis fruit shed architectural style, and artwork resembling fruit labels should be included on the retaining wall along Sierra College Blvd. or the warehouse structure. Heavy landscaping around the perimeter of the site with setbacks of 20 feet or more shields views from offsite. Final Designs need to show samples of fruit label artwork for Town approval.</p>
<p>F.5. New commercial development shall preserve and integrate existing natural features (e.g. creeks, native trees, rock outcrops) and topography into project landscaping.</p>	<p><b>Consistent with Mitigation.</b> The culvert south and east of the site would be retained, with additional oaks planted parallel to the culverted area to retain the natural/native appearance of the landscape. The freshwater marsh features and majority of trees onsite would be removed to accommodate the warehouse structure and associated parking lot and drive aisles. Some existing oak trees onsite are retained along the landscaped setback located at the site perimeter. Onsite landscaping would include native Interior Live Oak and Valley Oak species. Proposed mitigation would include measures to compensate for loss of oak woodland habitat. There are no notable rock outcroppings on the site.</p>
<p>F.6. Loomis shall require landscaping throughout off-street parking lots to mitigate the adverse visual impact of large paved areas and provide shading to assist in energy conservation within adjacent buildings.</p>	<p><b>Consistent.</b> Parking areas with landscaped setbacks and islands are proposed. Each parking lot island would include large shade trees, shrubs, and ground cover. 26 Interior Live Oak and 37 Valley Oaks, along with other landscape trees, shrubs and groundcover</p>

	would be located along the perimeter and within the parking field to provide screening and shading.
F.7. Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible.	<b>Consistent.</b> Traffic, including gasoline and nighttime warehouse deliveries, would primarily enter and exit at a signal on Sierra College Blvd (arterial). Daytime truck deliveries and some customers and employees would use a smaller right-in/right-out driveway on Brace Rd. (arterial). A potential third access point extension to Granite Drive may also occur, should the City of Rocklin and the landowner desire an access through to the Costco site. In general, due to the proximity to I-80, traffic would access the site via Sierra College Blvd. Access may also occur via Brace Road and Taylor Road accessing Sierra College Blvd. The site is located along two arterials, avoiding residential neighborhood streets. The gated emergency access on Brace Road would be used as an evacuation route or emergency access point only during emergency situations. Project traffic would not be diverted through existing residential neighborhoods.
F.10. Commercial land uses shall be discouraged away from the Town’s core area, except when property is demonstrably unsuitable for residential use because of proximity to noise sources such as major arterials or railroad lines.	<b>Consistent.</b> The warehouse would be located at the southwestern boundary of the Town, adjacent to the existing large commercial developments in Rocklin along Sierra College Blvd and the existing large lumber retail operation on Brace Rd. The site is bound by two arterials and is located within the Town’s core area in the General Plan.
The goals of the Town of Loomis for its town center are to: 1. Maintain the small town character of Loomis; 2. Promote the economic stability of the Town; 3. Provide goods and services for residents; 4. Revitalize Taylor Road; 5. Protect Loomis’ natural resources; 6. Create a civic center; 7. Provide a range of employment and housing opportunities; 8. Develop and maintain Downtown Loomis as a focal point for shopping and services; and 9. Redevelop the railroad rights-of-way to enhance Loomis’ historic image.	<b>Consistent.</b> The warehouse would be located at the southwest edge of Town near an existing lumber yard outside of the Loomis Town Center. The warehouse would capture economic activity currently lost to the Costco in Roseville and would reduce resident trips to Roseville.
1. Until the adoption of Zoning Ordinance provisions and design guidelines to implement the <i>Town Center Master Plan</i> , proposed development and new land uses within the Town Center Commercial, General Commercial, Residential Medium Density, Residential Medium High Density,	<b>Consistent with Conditions.</b> A design review was conducted. Any areas of potential conflict with the Zoning Code or Design Guidelines is addressed through the conditions of approval to ensure consistency with these standards and guidelines.

<p>and Residential High Density land use designations south of King Road and northwesterly of I-80 shall be consistent with the <i>Town Center Master Plan</i>. Proposed development and new land uses shall be consistent with the Town’s Zoning Ordinance provisions and design guidelines that implement the provisions of the <i>Town Center Master Plan</i>, after the Zoning Ordinance provisions and design guidelines are adopted by the Town.</p>	
<p><b>Community Development</b></p>	
<p>Goal 1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.</p>	<p><b>Consistent.</b> The warehouse is located centrally on the site, but is adjacent to residential uses and is adjacent to existing commercial uses in Rocklin. Sidewalks and access points are included in the Project. Landscaped setbacks are also included to retain the Town’s native landscape. The facility would serve the local community as well as patrons from outside the community.</p>
<p>Goal 2. To maintain the distinct identity and small town neighborly character of Loomis through the appropriate design of new development, and by the preservation of open space and natural resources.</p>	<p><b>Consistent with Conditions.</b> The warehouse is styled to include components of the Loomis fruit shed architectural treatments such as corrugated siding and porch-like overhangs, but should be visually enhanced to reflect fruit label artistic treatments. Final Designs need to show detail for the architectural treatments and samples of fruit label artwork for Town approval. The site was designated/zoned for General Commercial, so it was intended for commercial development rather than use as open space. While the site will change, some oak tree replacement is planned onsite to maintain some of the natural character.</p>
<p>1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.</p>	<p><b>Consistent with Mitigation.</b> To the extent feasible, oaks and culverted drainage areas are conserved; however, the bulk of the wetlands and the oak woodland is located in the center of the site, making retention of these features infeasible for any commercial development. The culvert and wetland features on the perimeter of the site are retained, as are the oaks along the perimeter, consistent with the Town’s Tree Preservation Ordinance. There are no existing structures and the cultural resources database search and on-site survey conducted for the proposed project concluded there were no on-site features eligible for listing in the California Register of Historic Resources and are not considered a unique archaeological resource as defined in Public Resources Code Section 21083.2 and do not meet the qualifications for “historic resources” under CEQA.</p>

	Appropriate mitigation is included to address resource loss of oak trees, oak woodland habitat, and wetlands and reduce impacts to a less than significant level.
<p>3. Each development project should be designed to be consistent with the unique local context of Loomis.</p> <p>a. Design projects to fit their context in terms of building form, siting and massing.</p> <p>b. Design projects to be consistent with a site's natural features and surroundings.</p>	<p><b>Consistent with Conditions and Mitigation.</b> The project design is consistent with the local context of Loomis and the project site is designated for the proposed uses. The project area includes vacant land, local roadways, Interstate 80, a Union Pacific rail line, and residential and commercial development. The warehouse is located near an existing lumber yard. Final Designs will need to provide details on each of the fruit shed style architectural elements and samples of fruit label artwork for Town approval. While tree removal is necessary to locate the warehouse and fuel station appropriately onsite, the culvert on the southern and eastern boundary would be retained and oaks planted along the edge of the landscape setback to maintain the natural context. Landscaping and bioswales would be installed around the perimeter and throughout the interior of the project site, with setbacks from adjacent properties. The proposed project would be consistent with the site's natural features (flat, vacant land with scattered trees) and surroundings (vacant land, roadways, and residential and commercial development). The Project would mitigate for loss of waters of the U.S. located in the center of the development.</p>
<p>4. Design each project at a human scale consistent with surrounding natural and built features.</p> <p>a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing.</p> <p>b. Project design should follow the rules of good proportion, where the mass of the building is balanced and the parts relate well to one another.</p>	<p><b>Consistent with Conditions.</b> Since this is a warehouse structure, it is limited as to the variation in design. To avoid the creation of a box structure, the proposed design includes variation in parapet cap height and uses various materials including metal panels, concrete masonry blocks and different wall colors in brown, gray, and blue shades. At the entrance, the upper elevations of the wall of the building come forward to provide architectural interest and shade. A series of porch-style overhangs on the south east, and north sides of the building also break up massing and are components of the Town's fruit shed architectural style. Final Designs need to detail these fruit shed style architectural elements and include samples of fruit label artwork for Town approval. Art resembling fruit labels should be located along the retaining wall at Sierra College Blvd. or on the warehouse structure to implement the Town's aesthetic.</p>
<p>5. Design projects to minimize the need to use automobiles for transportation.</p>	<p><b>Consistent with Conditions.</b> The project includes pedestrian and bicycle access, and is located adjacent to Sierra College Boulevard, which provides transit</p>

<ul style="list-style-type: none"> <li>a. Emphasize pedestrian and bicycle circulation in all projects.</li> <li>b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile.</li> <li>c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources.</li> </ul>	<p>service. The on-site circulation network provides for appropriate automobile access and parking, including 16 motorcycle parking spaces. The project will provide new pedestrian facilities (sidewalks) along the site frontages on Sierra College Boulevard and Brace Road, which will serve not only the project, but will also provide important missing connections between homes and destinations in the area. The frontage improvements would provide connectivity with existing facilities along both roadways and with new pedestrian facilities that would be provided on the project site. Pedestrian crosswalks would be provided at the proposed new signalized Costco site access intersection on Sierra College Boulevard. An ADA-compliant access ramp is proposed to provide access from Sierra College Blvd to the store entry. Sidewalk and ramp access detail shall be provided to the Town for review. The project would reconstruct the Type II bicycle facility on Sierra College Boulevard northbound along the site frontage, including providing separate northbound right-turn lanes at the proposed signalized project access and at Brace Road. In addition, the project would provide on-site bicycle parking for both members and employees. Transit service would be available to members and employees. Three routes operate in the project study area: two fixed routes and a dial-a-ride service.</p>
<p>6. Encourage an active, varied, and concentrated urban life within commercial areas.</p> <ul style="list-style-type: none"> <li>a. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures of retail, other employment, and other uses.</li> <li>b. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses.</li> </ul>	<p><b>Consistent.</b> The proposed project consists of one commercial building that provides residents with local retail shopping opportunities and a convenient fueling station for automobiles. The 17-acre project site accommodates a commercial use, in an area of other residential and retail uses, adjacent to the existing Rocklin commercial uses along Sierra College Blvd. The project would construct pedestrian and bicycle improvements that improve safety and connectivity between residential areas and retail and services along the Sierra College Boulevard Corridor.</p>
<p>7. Respect and preserve natural resources within rural areas.</p> <ul style="list-style-type: none"> <li>a. Design buildings to blend into the landscape.</li> <li>b. Emphasize native vegetation and natural forms in site design and project landscaping.</li> </ul>	<p><b>Consistent with Conditions.</b> The Project is located in an area surrounded by existing development including residences, retail and restaurants, and Homewood Lumber. The existing natural culvert and some existing oaks would be retained. Additional landscaping and oak tree replacement would occur around the perimeter of the site, with the balance of tree mitigation occurring offsite within the Town and/or through in-lieu payment. Parking lot islands would also be landscaped with appropriate species for the</p>



	dimensions of the islands to provide shade and aesthetic improvement.
8. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	<b>Consistent with Conditions.</b> The Costco warehouse includes variation in color, material, and height to address building mass and components of Loomis fruit shed architectural style. Final designs need to detail these architectural elements of fruit shed style treatments and include samples of fruit label artwork for Town approval. A Design review was conducted in 2018 and 2020 and Conditions of Approval are prepared to ensure compliance.
9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.	<b>Consistent.</b> The proposed parking field would be illuminated with downward-pointing lights mounted on 32-foot tall poles in the interior of the lot, and 28-foot tall poles adjacent to the existing residential area, neither of which is taller than the proposed warehouse building. Project lighting was designed consistent with recommendations from the International Dark Sky Association to minimize the effects of outdoor lighting including skyglow and light intrusion. For example, light standards have been designed to distribute light evenly to promote vehicular and pedestrian safety, while timers would be programmed to shut off lights at closing to control illumination in the parking field. After operating hours, lights would remain on only along the main driveways, which would substantially reduce illumination levels compared to a typical commercial development. All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary and illuminating adjacent parcels. A lighting plan has been submitted to the Town. Safety lighting would be attached to the warehouse building, casting light onto the structure and walkway, rather than toward adjacent uses.
<b>Economic Development</b>	
Goal 1. To encourage and assist existing industries and businesses to remain and expand in Loomis, helping them to be economically viable contributors to the community.	<b>Consistent.</b> The Costco warehouse expands the variety of retail opportunities and operations within the Town which can attract industries and businesses. It also captures a type of retail found in other nearby communities to which Town residents must travel. The economic benefit would be captured by Loomis rather than other communities.
Goal 2. To recruit new industries and businesses, thereby creating new jobs for Loomis residents.	<b>Consistent.</b> The Costco Wholesale warehouse would support this goal as it is a new business to Loomis and would generate approximately 170 new full-time jobs.

<b>Chapter IV. Circulation</b>	
Goal LOS: To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.	<b>Consistent with Mitigation.</b> The warehouse would capture trips already made in this area; however additional trips would be generated. Impacts are mitigated to the extent feasible and the project will be contributing to and implementing improvements.
LOS Policy: In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when: 1) The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or 2) The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.	<b>Consistent with Mitigation.</b> The warehouse would be located at Sierra College Boulevard and Brace Road and would primarily generate pass-by and diverted trips. Currently the Sierra College and Taylor Road intersections operate at an unacceptable LOS, and the warehouse would contribute to increased traffic levels; however, applicant implementation of Mitigation Measures TR MM-1 and TR MM-4 to modify signal timing and intersection restriping would address this issue.
Roadway Funding Goal: To leverage the Town’s resources with outside funding sources (developer fees, state funds, federal funds, etc.).	<b>Consistent.</b> The applicant would pay developer fees, fund signal coordination, and also implement traffic improvements, which includes funding agreements with Caltrans, Placer County and the City of Rocklin.
Road Funding Policy 1. The Town shall require proposed new development projects to analyze their contribution to increased vehicle, pedestrian, and bicycle traffic and to implement the roadway improvements necessary to address their impact.	<b>Consistent.</b> This is addressed in the EIR and through mitigation proposed in the EIR.
Road Funding Policy 2. The Town shall assess fees on new development sufficient to cover the fair share portion of development’s cumulative impacts on the local and regional transportation system. The cost of all on-site roadways within new development projects is the responsibility of the developer.	<b>Consistent.</b> This is addressed in the EIR and Costco would pay development fees when the building permit is issued and a fair-share portion of the circulation improvement funding agreements with Caltrans and Placer County, and if agreed to, the City of Rocklin.
<b>Chapter V – Housing</b>	
Goal 1: To provide a continuing supply of affordable housing to meet the needs of existing and future residents of the Town of Loomis in all income categories	<b>Consistent.</b> The project would not result in an alteration to housing supply. Although the project does not propose housing, the placement of a commercial warehouse and ancillary fueling station on parcels zoned CG would not interfere with this goal, nor would the use of RH and RM-5 lands for parking affect this goal as there are sufficient sites elsewhere in the Town on which housing may be

	<p>constructed in relation to the Town’s Regional Housing Needs Allocation. The Housing Element does not identify any of the Costco parcels as appropriate for the development of low or very-low income housing. This is consistent with state law, which provides that the minimum density for low-income and very low-income units is 20 units per acre. Therefore, the parcels comprising the Costco site could not accommodate low- or very-low income units. The Housing element identified 147.4 acres of other “high density” vacant parcels (RM-5, CG, CO, RH, CT, and CC) in the Town (in addition to the Costco parcels) that have the capacity to accommodate 1,181 moderate income units. Since the Town’s moderate-income allocation under the RHNA is 55 units, there is still sufficient vacant land zoned for moderate income units to accommodate this allocation with the development of the Costco warehouse.</p>
<p>Policy A.2: The Town shall maintain an adequate supply of appropriately zoned land with public services to accommodate projected housing needs in accordance with the General Plan</p>	<p><b>Consistent.</b> There is an abundance of adequate vacant sites in the Town to meet the moderate-income housing needs allocation and parcels zoned RH and RM-5 are not suitable for low- or very-low income housing. The Housing Element does not identify any of the Costco parcels as appropriate for the development of low or very-low income housing. This is consistent with state law, which provides that the minimum density for low-income and very low-income units is 20 units per acre. Therefore, the parcels comprising the Costco site could not accommodate low- or very-low income units.</p>
<p>Policy A.5: The Town shall encourage "mixed-use" projects where housing is provided in conjunction with compatible non-residential uses.</p>	<p><b>Consistent.</b> While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town.</p>
<p>Program 9. The Town will partner with the development community to facilitate residential development in the commercial and multi-family zones to diversify the housing stock. Specifically, the Town will:</p> <ul style="list-style-type: none"> <li>• Contact potential affordable housing developers such as the Affordable Housing Development Corporation (AHDC).</li> <li>• Identify specific sites for multi-family development at 20 units per acre (see also Program 10).</li> <li>• Identify funding opportunities and assist in preparing applications for funds (see also Programs 6 and 7).</li> </ul>	<p><b>Consistent.</b> While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town. The project does not propose housing or affect parcels zoned for very high density (20 units/acre) housing. Therefore, this program is not applicable to the proposed zoning code amendment or the conditional use permit.</p>

<ul style="list-style-type: none"> <li>• Work with housing sponsors to help with scores for readiness and neighborhood revitalization.</li> <li>• Provide regulatory concessions and incentives, as necessary, to encourage and facilitate the construction of affordable housing (see also Program 5).</li> </ul>	
<p>Program 10: In order to meet State law requirements (Government Code Sections 65583(c)(1) (A) and 65583(c)(1) (B)) to address the RHNA, the Town shall amend the General Plan and the Zoning Ordinance to provide adequate sites for a minimum of 129 very low and low- income units (see Table 21) at a minimum of 20 dwelling units per acre “by right” (without conditional use permit or other discretionary action) at the “Village at Loomis” properties or another suitable site(s). At least half (50%) of these sites shall be zoned for residential uses only. The Town of Loomis recognizes that parcels greater than one acre in size are best suited for facilitation the development of affordable housing. The Town will work with the property owner to subdivide property into appropriately sized sites. The Town will evaluate existing development standards and create new standards, as necessary, to help achieve higher densities on these sites.</p>	<p><b>Consistent.</b> The project would not result in changes related to the provision of housing, zoning of the Villages, or the provision of very low- and low-income housing.</p>
<p>Program 17: In order to encourage housing for extremely low, very low, and low income households, the Town shall allow single-room occupancy units (SROs) in the RH (High Density Residential), RM-3.5 (Medium Density Residential), RM-5 (Medium Density Residential), and CG (General Commercial) zoning districts with a conditional use permit. Standards and procedures shall be developed to encourage and facilitate development of SROs. Parking needs will be analyzed during development of the standards and procedures.</p>	<p><b>Consistent.</b> The project would not result in changes to this program or its implementation. No changes are proposed in relation to SROs, and no SROs are proposed by the Costco project CUP. Therefore, this program is not applicable.</p>
<p>Goal F: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Town residents</p>	<p><b>Consistent.</b> The Project would not result in changes to code provisions regarding energy use or energy efficiency. The Costco Project includes the implementation of energy efficient components.</p>
<p>Policy F.2: New land use patterns should encourage energy efficiency, to the extent feasible.</p>	<p><b>Consistent.</b> The Project would not result in an adverse effect on energy efficiency or meeting energy efficiency goals. The Costco Project includes the</p>

	<p>implementation of energy efficient components. As part of the project design, the following actions are proposed for the construction phase, as detailed in Recirculated DEIR Chapter 2, "Project Description":</p> <ul style="list-style-type: none"><li>• New and renewable building materials typically would be extracted and manufactured within the region. The materials for the masonry concrete would be purchased locally, minimizing transportation-related emissions and impacts on the local roadway system.</li><li>• Pre-manufactured building components, including structural framing and metal panels, would be used during construction, thus minimizing waste generation.</li><li>• Using locally sourced materials would reduce the project's energy requirements for transporting materials to the project site. Using renewable materials would reduce overall energy demand in extracting and manufacturing demands for such materials relative to new materials. Using pre-manufactured materials would reduce overall waste because the manufacturing process would be streamlined to reduce generation of waste materials and would allow excess materials from one process to be used in another. In addition, fuel savings would be achieved through the proposed use of locally sourced materials, and the amount of waste to be hauled off-site would be reduced. Furthermore, the grading plan does not call for the import or export of soils.</li><li>• Specific energy conservation and sustainability features incorporated into the project operation include the following:<ul style="list-style-type: none"><li>• Parking lot light standards would be designed to distribute light evenly and use less energy than are used by a larger number of fixtures at lower heights. LED lamps would be used to provide a higher level of perceived brightness with less energy than other lamps such as the high-pressure sodium type.</li><li>• Pre-manufactured metal wall panels with insulation would be use and 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 would be reduced further by a</li></ul></li></ul>
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	<p>decrease in the thermal mass of the metal wall when compared to a typical masonry block wall.</p> <ul style="list-style-type: none"> <li>• A reflective “cool roof” material would be used 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.</li> <li>• HVAC comfort systems would be controlled by a computerized building management system to maximize efficiency.</li> <li>• HVAC units would be high-efficiency directed duct units.</li> <li>• Parking lot lights would be controlled by the project’s energy management system</li> <li>• Energy-efficient transformers (i.e., Square D Type EE transformers) would be used.</li> <li>• Variable-speed motors would be used on make-up air units and booster pumps.</li> <li>• Gas and water heaters would be direct vent and 94% efficient or greater.</li> <li>• Tanks would be used to capture heat released by refrigeration equipment to heat domestic water in lieu of venting heat to the outside.</li> </ul>
<b>Chapter VI – Public Services, Facilities, and Finance</b>	
<p>Policy 2. Non-residential and higher density residential development shall not be expanded into areas lacking public services infrastructure until existing vacant land with these services within the Town limits is utilized, or proposed development ensures the extension of necessary infrastructure through actual construction or payment of fees</p>	<p><b>Consistent with Conditions.</b> Infrastructure is in place along Sierra College Blvd. Connection to the existing main lines/infrastructure is proposed, with connections extended onto the site to serve the warehouse. Conditions of approval include installation of utility connections to the satisfaction of the Town and utility providers.</p>
<p>Policy 4: Proposed development shall be connected to public water supply and sewage disposal systems as follows:</p> <p>b. All development proposed in nonresidential land use designations shall be connected to the community water supply and sewage disposal systems prior to occupancy</p>	<p><b>Consistent with Conditions.</b> Water and sewer infrastructure are proposed to serve the warehouse and shown on the site plan. Conditions of approval include installation of utility connections to the satisfaction of the Town and utility providers.</p>
<p>Policy 8. New construction and reconstruction/restoration shall consider energy conservation in the selection of building materials, building orientation, and landscaping</p>	<p><b>Consistent.</b> LED lighting would be used and recycled metal materials used as feasible. Shade trees would reduce cooling needs. The warehouse includes skylights and energy efficient systems as listed in the EIR.</p>

Goal. To maintain a fiscally healthy municipality, with new development contributing adequately to maintain current levels of service	<b>Consistent.</b> The warehouse would be fiscally beneficial to the Town with sales taxes supporting the Town's fiscal health.
Policy 1. New development shall be required to contribute toward the maintenance of existing levels of public services and facilities--through fees, dedications, or other appropriate means.	<b>Consistent with Conditions.</b> Appropriate fees would need to be provided by the applicant. The conditions of approval include payment of fees, including public service fees.
Policy 4. Loomis shall support the development of new commercial and industrial activities to increase the Town's discretionary revenues (which provides funds for capital projects and improved municipal services), provided that the new land uses are consistent with the Town's distinct, rural character.	<b>Consistent.</b> The warehouse would support this policy and contribute to the Town's revenues.
<b>Chapter VII. Conservation of Resources</b>	
<b>Natural Resources and Open Space</b>	
Goal 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts	<b>Consistent with Mitigation.</b> Although Western spadefoot toad were not identified on the site, mitigation is included in the EIR to conduct surveys for, and if present, avoid, minimize and mitigate for impacts (Mitigation Measure BIO-4). Mitigation is also included to protect nesting species (Mitigation Measures BIO-2 and -3) and to compensate for oak woodland habitat loss (Mitigation Measure BIO-1). The Project would be required to comply with US Army Corps of Engineer permit conditions for impacts to jurisdictional waters (freshwater marsh), including wetland replacement at a 1:1 ratio.
Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values	<b>Consistent.</b> The site does not contain creeks or riparian areas that would be affected.
Goal 3. To help protect groundwater and air quality within the Sacramento region	<b>Consistent with Mitigation.</b> The State-required erosion and sediment control plan, SWPPP, post development stormwater management, BMPs and drainage plan would protect water resources. No significant air quality impacts would occur as the Project is required to implement PCAPCD dust and exhaust controls and comply with PCAPCD rules and regulations. Vapor recovery systems are also proposed to address TAC emissions. An Authority to Construct permit is required from PCAPCD prior to receipt of a building permit. Mitigation Measure GHG-1 addresses greenhouse gas emissions associated with traffic emissions.
Goal 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak	<b>Consistent with Mitigation.</b> The warehouse is located on land designated/zoned General Commercial and is not designated open space. While oaks are located onsite, the site is surrounded by development.

<p>woodlands and significant specimens of native trees</p>	<p>Mitigation Measure BIO-1 (Prepare and Implement an Oak Woodland Open Space Mitigation Plan would reduce impacts associated with oak woodland loss. Although 63 oaks would be replanted onsite and some existing oaks retained, the Applicant is also required to comply with the Tree Ordinance and develop and implement a replacement plan for the balance of the trees lost. Per the Town’s Tree Preservation Ordinance, the balance of trees to be mitigated may be replanted offsite within the Town or through payment of in-lieu fees to be used for tree replacement and preservation.</p>
<p>Policy 1. Loomis will contribute toward the attainment of State and Federal air quality standards in the Sacramento Valley Air Basin through the following, and other feasible measures.</p> <ul style="list-style-type: none"> <li>a. Site preparation and development activities shall incorporate effective measures to minimize dust emissions and the emissions of pollutants by motorized construction equipment and vehicles.</li> <li>b. During the review of development plans, the Town should require that project proponents conduct their own air quality analysis to determine air quality impacts and potential mitigation measures.</li> <li>c. Local employers should be encouraged to consider flextime as a means of reducing peak morning and afternoon trips.</li> <li>d. Recognizing that trees and other vegetation can provide a biological means of reducing air contaminants, existing trees should be retained and incorporated into project design wherever feasible. The additional planting of a large number of trees along roadways and in parking areas shall be encouraged.</li> <li>e. The Town shall require carbon monoxide modeling for development projects that, in combination with regionally cumulative traffic increases, would result in a total of 800 or more trips at an affected intersection or cause the level of service to drop to D or lower at the intersection.</li> <li>f. The Town shall support the Placer County Air Pollution Control District in its efforts to develop a feasible program to meet emission reduction requirements during the environmental review of all development</li> </ul>	<p><b>Consistent with Conditions and Mitigation.</b> Air quality analysis was included in the EIR. Implementation of PCAPCD emissions reduction requirements would result in compliance with attainment of the Sacramento Valley Air Basin standards. A) PCAPCD Dust Control requirements would be implemented to minimize construction dust and other PCAPCD permit requirements/compliance measures would be implemented. B and F) The proposed project would not generate emissions that would exceed the Air District thresholds, and thus, would not conflict with or obstruct implementation of any applicable air quality plan. C) The hours and operations of the project would generally allow employee trips to occur outside the peak periods of travel demand of the local transportation network. D) Tree removal would occur onsite, but tree replacement and additional tree planting/fee payment would occur. Native oak trees would be preserved where feasible, and the EIR includes mitigation to preserve oak woodland and implement replacement plantings consistent with the Town’s Tree Preservation Ordinance (Mitigation Measures AES-1 and BIO-1). E) As explained in Section 3.3 of the RDEIR, the vehicle fleet has changed substantially since the last Loomis General Plan Update, as it relates to carbon monoxide emissions and dispersion modeling is no longer required to demonstrate that there would be no concerns related to carbon monoxide concentrations. As the agency responsible for establishing policies to maintain a level of air quality within Placer County that is protective of human health, the PCAPCD-recommended screening criteria were selected as an appropriate threshold of significance to evaluate potential CO impacts in a manner that considers the protection of human health and meeting the requirements for selecting a</p>



<p>proposals whose emissions exceed applicable significance thresholds.</p> <p>h. If an initial air quality screening indicates that emissions of any pollutant could exceed 10 pounds per day, the Town shall require such development projects to submit an air quality analysis to Placer County APCD for review. Based on the analysis, the Town may require appropriate mitigation measures consistent with the latest version of the AQAP or other regional thresholds of significance adopted for the air basin.</p> <p>i. New development shall pay its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and bus stop facilities.</p> <p>j. The Town shall require that new developments dedicate land sufficient for park-and-ride lots, when the location is appropriate for such facilities.</p>	<p>threshold of significance defined in Section 15064 of the CEQA Guidelines. Dispersion modeling would not add any useful information and has no relationship to any potentially significant effect associated with the proposed project. G) Not applicable. H) The Town has proactively coordinated with the Air District to review the analysis and proposed mitigation. I) Traffic impact fees would be required as stated in the EIR and Conditions of Approval. The project will construct new pedestrian facilities (sidewalks) along the site frontages on Sierra College Boulevard and Brace Road, which will serve not only the project, but will also provide important missing connections between homes and destinations in the area. The frontage improvements would provide connectivity with existing facilities along both roadways and with new pedestrian facilities that would be provided on the project site. Pedestrian crosswalks would be provided at proposed new signalized Costco site access intersection on Sierra College Boulevard. The project would reconstruct the Type II bicycle facility on Sierra College Boulevard northbound along the site frontage, including providing separate northbound right-turn lanes at the proposed signalized project access and at Brace Road. In addition, the project would provide on-site bicycle parking for both members and employees. There is an existing bus route that serves the vicinity of the project site, using Sierra College Boulevard and turning west on Granite Drive. Currently, Placer County Transit does not operate a bus line along this portion of Sierra College Boulevard in Loomis but does operate a Dial-A-Ride shuttle between Sierra College and the Auburn Transit Station, running along Sierra College Boulevard and Taylor Road. The Town and Costco have committed to funding their fair share of traffic funding to the County and it is a determination of the County how those funds are used (for transit improvements or other uses). Mitigation Measure GHG-1 includes electric vehicle charging stations and preferred parking, and an employee Transportation Demand program to incentivize ridesharing and alternative transportation. J) The project involves a proposed commercial development (retail shopping) and is not an appropriate location for use as a park-and-ride lot.</p>
<p>Policy 2. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, the Town shall</p>	<p><b>Consistent with Mitigation.</b> Studies were conducted under the EIR and mitigation measures prepared, including additional surveys for protected nesting</p>

<p>require, as part of the environmental review process, a biotic resources evaluation by a qualified biologist. The biologist shall follow accepted protocols for surveys (if needed) and subsequent procedures that may be necessary to complete the evaluation.</p>	<p>species or Sierra Nevada Yellow-legged frog prior to construction, with implementation of protection measures if identified onsite. Compliance with regulatory agency requirements and implementation of Mitigation Measures BIO-1 through BIO-4 would reduce all project-related impacts on biological resources to a less-than-significant level.</p>
<p>Policy 3. The Town shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian areas.</p> <p>a. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, project applicants shall demonstrate that upland grading activities will not contribute to the direct cumulative degradation of stream quality.</p> <p>b. The Town will limit development on slopes with a gradient in excess of 30 percent or in areas of sensitive or highly utilized habitat, through appropriate zoning standards and individual development project review.</p>	<p><b>Consistent with Conditions.</b> Regardless of the time of year during which grading activities are necessary, the project applicant is required to implement appropriate Best Management Practices as required by the Central Valley RWQCB in the Storm Water Pollution Prevention Plan. The EIR includes regulatory compliance measures to ensure water quality is not compromised during construction. This includes implementation of a SWPPP and BMPs. An erosion and sediment control plan would also be prepared in compliance with Chapter 12.04 of the Municipal Code. These requirements are included in the Conditions of Approval. BMPs would be in place prior to October 1. Therefore, grading activities will not contribute to the direct cumulative degradation of stream quality. Furthermore, the project site is nearly flat; it does not contain slopes of 30 percent. The project site consists of vacant land with oak trees. The project design preserves existing native oaks where feasible, replaces some oaks onsite within landscaped areas, and includes mitigation to plant additional native oaks and/or pay the appropriate in-lieu fees consistent with the Town’s Tree Preservation Ordinance.</p>
<p>Policy 4. The Town shall require that industrial and commercial uses that store or use hazardous materials provide a buffer zone sufficient to protect public safety, including the safety of nearby wildlife.</p>	<p><b>Consistent.</b> The proposed project includes the development of a fueling station, which would store gasoline in underground storage tanks. The project applicant would obtain a permit for installation of underground storage tanks from Placer County Environmental Health. The underground storage tanks would be designed, installed, and monitored following all applicable regulations set forth by Placer County Environmental Health. Minor amounts of hazardous materials such as refrigerants, paints, and solvents, as well as oils and lubricants associated with the tire center, would be stored and used in accordance with local, state, and federal laws and regulations. The project site includes a landscaped buffer on all four sides. In addition, the drive aisles and parking spaces provide additional buffering between off-site land uses.</p>

<p>Policy 5. Individual heritage trees and significant stands of heritage trees shall be preserved. Healthy heritage trees shall be removed or significantly trimmed only when necessary because of safety concerns, conflicts with utility lines and other infrastructure, the need for thinning to maintain a healthy stand of trees, or where there is no feasible alternative to removal. Proposed development shall be designed, constructed, and maintained to preserve individual heritage trees and significant stands of heritage trees, and provide for the protection of root zones and the continuing health of the trees. When trees are removed, they shall be replaced in sufficient numbers to maintain the volume of the Town’s overall tree canopy over a 20-year period. Tree removal within stream corridors is also subject to the above policy on stream corridor protection</p>	<p><b>Consistent with Mitigation and Conditions.</b> Tree removal, as analyzed in the EIR, would be required and a tree removal permit, and oak tree replacement/oak woodland open space mitigation plan would be implemented (Mitigation Measures AES-1 and BIO-1) Trees along the perimeter of the site would be retained, and 63 replacement oaks would be planted and maintained onsite. Although some onsite replacement would occur, 6 Blue Oaks, and 225 Valley Oaks would need to be planted offsite or in-lieu fees paid (\$155,470), or a combination thereof, to offset the balance of the trees removed per the Town’s ordinance.</p>
<p>Policy 6. The streams of Loomis are among the most significant and valuable of the Town’s natural resources. Development adjacent to streams shall be designed, constructed, and maintained to avoid adverse impacts on riparian vegetation, stream bank stability, and stream water quality to the maximum extent feasible. These policies shall apply to all watercourses shown as blue lines on the most recent United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps applicable to the Town.</p> <p>A. Proposed structures and grading shall be set back the greater of: 100 feet from the outermost extent of riparian vegetation as defined in the Zoning Ordinance, or outside of the 100-year flood plain. Lesser setbacks may be approved where site-specific studies of biology and hydrology, prepared by qualified professionals approved by the Town, demonstrate that a lesser setback will provide equal protection for stream resources. Development shall be set back from ephemeral or intermittent streams a minimum of 50 feet, to the extent of riparian vegetation, or to the 100-year floodplain, whichever is greatest.</p> <p>Proposed development shall include surface water drainage facilities that are designed, constructed, and maintained to ensure that the increased runoff caused by development does not contribute to the</p>	<p><b>Consistent.</b> There are no streams or riparian vegetation onsite or affected by the warehouse. The existing culvert would be retained, as would the wetland features on the edges of the property. The site is outside the 100-year floodplain. Wetlands on the center of the site would be altered, but mitigation is required to compensate for their loss and these wetland features are not streams and do not provide riparian habitat.</p> <p>Drainage facilities are proposed throughout the parking lot to capture runoff and address stormwater. Likewise, curb and gutter would be constructed to address stormwater capture along Sierra College Blvd. and Brace Rd.</p>

<p>erosion of stream banks, or introduce pollutants into watercourses.</p>	
<p>Policy 7. The Town will contribute toward the maintenance of high quality in the local surface and groundwater resources through the following, and other feasible measures</p> <ol style="list-style-type: none"> <li>a. Proposed development shall incorporate measures to minimize soil erosion, and stream and drainage way sedimentation during construction, and over the life of each project.</li> <li>b. The Town will periodically review its ordinances requiring erosion and sediment control, and will update them when necessary to ensure their continuing effectiveness.</li> <li>c. Proposed development shall be designed, constructed, and maintained to prevent the discharge of untreated effluent into local streams to the maximum extent feasible, including the introduction of contaminants such as pesticides, fertilizers, and petroleum products and other contaminants carried by urban runoff.</li> </ol>	<p><b>Consistent with Conditions.</b> Regulatory compliance measures for the project include implementation of water quality measures such as obtaining a General Construction Stormwater Permit and preparation of a SWPPP. The project applicant is required by the Central Valley RWQCB to implement appropriate Best Management Practices as a part of a Storm Water Pollution Prevention Plan during the construction phase of the project, and to comply with all design and maintenance requirements in the County’s MS4 permit during the operational phase of the project. BMPs would be utilized and an erosion and sediment control plan would need to be prepared per Loomis Municipal Code (12.04). Stormwater runoff would enter a series of infiltration trenches before discharging into the drainage system. Infiltration trenches are designed and sized to meet the regulatory standards of the Phase I Municipal Separate Storm Sewer System permit issued by the Central Valley RWQCB. A final drainage plan per Chapter 14.36 of the Code would also be submitted to the Town. As a condition, the applicant must also prepare and implement BMPS and a post-development stormwater management plan to ensure source control to control surface pollutants.</p>
<p>Policy 8. The following policies apply to properties with wetland areas:</p> <ol style="list-style-type: none"> <li>a. The environmental review of development on sites with wetlands shall include a wetlands delineation, and the formulation of appropriate mitigation measures. The Town shall support the “no net loss” policy....</li> <li>b. The Town shall require new development to mitigate wetland loss...to achieve “no net loss” through any combination of the following, in descending order of desirability: <ol style="list-style-type: none"> <li>1. Avoidance of riparian habitat;</li> <li>2. Where avoidance is not feasible, minimization of impacts;</li> <li>3. Compensation, including use of a mitigation banking program...that are encouraged to be located within the Town; or</li> <li>4. Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1....</li> </ol> </li> </ol>	<p><b>Consistent.</b> The project site contains 0.15 acre of low-quality valley freshwater marsh in three, on-site swales. The 0.15 acre of on-site valley freshwater marsh cannot be preserved and still accommodate the proposed project; therefore, on-site preservation is not feasible. If required as part of the U.S. Army Corps of Engineers and Central Valley RWQCB permit processes, the applicant would prepare and implement a wetland restoration plan to address impacts on wetlands to ensure a no net loss to the wetland functions. USACE jurisdictional areas must be replaced at a minimum 1:1 ratio. Compensatory mitigation, in lieu of applicant-created wetlands, may be permitted by the U.S. Army Corps of Engineers following consultation.</p>

<p>c. The Town will require project-by-project review of sites where vernal pools exist....</p> <p>d. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible....</p>	
<p>Policy 9. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.</p>	<p><b>Consistent.</b> The EIR includes environmental mitigation such as air quality permits and consultation with the Army Corps of Engineers, CDFW, and RWQCB regarding wetland resources.</p>
<p><b>Cultural Resources</b></p>	
<p>Goal 1. To preserve and where appropriate replicate historic areas, such as the Downtown district and fruit sheds, that contribute to Loomis' distinct character.</p>	<p><b>Consistent.</b> There are no historic structures on site. As a Condition of Approval, final designs need to show architectural treatments in fruit shed style and samples of fruit label artwork for Town approval.</p>
<p>Policy 5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas</p>	<p><b>Consistent with Conditions and Mitigation.</b> The cultural resources database search and on-site survey conducted for the proposed project concluded there were no on-site features eligible for listing in the California Register of Historic Resources nor are the considered a unique archaeological resource as defined in PRC Section 21083.2, and the resources do not meet the qualifications for "historic resources" under CEQA. Mitigation Measure CUL-1 would protect any as-yet-undiscovered significant cultural, archaeological, or historic resources that could be encountered during construction activities. The Conditions of Approval include actions required should buried resources be uncovered during construction, in accordance with State law.</p>
<p><b>Chapter VIII. Public Health and Safety</b></p>	
<p><b>Safety</b></p>	
<p>Goal 1. To reduce risks associated with natural and man-made hazards through compliance with State and Federal safety programs</p>	<p><b>Consistent with Mitigation and Conditions.</b> Structures would be built to Code. Mitigation Measure HAZ-1 requires the project to conduct further investigation regarding onsite lead and arsenic levels and implement measures to coordinate with local, state, and federal agencies to remediate as necessary based on additional investigations. The Project is required to comply with California EPA's Unified Program and the associated regulations thereunder, and must file an emergency response plan and hazardous materials storage and containment plan and UST installation permit with Placer County Environmental Health.</p>
<p>Goal 2. To reduce the risks associated with wildland and urban edge fires in the Town's rural areas</p>	<p><b>Consistent.</b> Development of the site would reduce potential risks of wildland fire.</p>

<p>Goal 3. To reduce the potential for and damage resulting from storm flooding hazards within the community</p>	<p><b>Consistent with Conditions.</b> The site is within FEMA zone X and an onsite drainage plan and stormwater control are required as conditions of approval.</p>
<p>Goal 4. To reduce the risks associated with potential seismic activity, including groundshaking, liquefaction, and landslides</p>	<p><b>Consistent.</b> Structural development would require compliance with California Building Code. The site does not pose particular seismic threat.</p>
<p>Policy 1. Loomis shall enforce building codes and other Town ordinances having an effect upon fire hazards and fire protection. The Town shall maintain adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for fire-fighting.</p>	<p><b>Consistent.</b> Compliance with the building code is required. The on-site water 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 at a residual pressure of 55 pounds per square inch for sprinklers and 4,000 gallons per minute at a residual pressure of 20 pounds per square inch for firefighting flow. Emergency access to the project site would be provided by Sierra College Boulevard and Brace Road. A 30-foot aisle would loop around the warehouse to provide emergency access. A 25-foot wide gated emergency only access driveway would be located at the east end of the site at Brace Road to provide for improved emergency vehicle access and evacuation of the site during emergency situations. Roadway improvements follow the Town standards, including street widths and turning radii.</p>
<p>Policy 2. Engineering analysis of new development proposals shall be required in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.</p>	<p><b>Consistent.</b> Engineering site plans are to be provided to the Town.</p>
<p>Policy 4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to inundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities.</p>	<p><b>Consistent.</b> The site is within Zone X, which is not subject to 100-year or more frequent flooding.</p>
<p>Policy 5. New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.</p>	<p><b>Consistent.</b> There are no onsite stream channels. The existing culvert on the southern boundary of the site would be retained. The SWPPP and BMPs to control erosion and water quality would protect downstream resources.</p>
<p>Policy 8. Loomis shall cooperate with Federal, State, and local authorities to ensure that loss due to seismic activity and other natural and man-made disasters is minimized.</p>	<p><b>Consistent.</b> Structures would be built per the Building Code.</p>

<p>Policy 14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the applicant as part of the project description to determine consistency with the State Health and Safety Code. A site visit may be necessary to determine compatibility to surrounding areas.</p>	<p><b>Consistent with Mitigation.</b> A Phase I ESA and a Phase II ESA were conducted for the EIR. No contaminants were observed onsite. A review of state records indicates no known hazards. The site was used for an orchard, and is adjacent to a Chevron station. The EIR indicates lead and arsenic from orchard operations are present at elevated levels. Mitigation Measure HAZ-1 requires the project to conduct further investigation and implement measures to coordinate with local, state, and federal agencies to remediate as necessary based on additional investigations.</p>
<p>Policy 15. The storage, handling and disposal of potentially hazardous waste must be in conformance with the requirements set forth in California Administrative Code, Title 22, Division 4, Ch. 30, and California Health and Safety Code, Division 20, Chapter 6.5.</p>	<p><b>Consistent with Conditions.</b> See above. The applicant would need to coordinate with Placer County Environmental Health and state and federal agencies to determine appropriate storage, handling, and disposal of hazards and would be required to obtain permits for underground storage tanks, and prepare a hazardous materials storage and containment plan and emergency response plan.</p>
<p><b>Noise</b></p>	
<p>Goal 1. To protect Town residents and workers from the harmful and annoying effects of noise</p>	<p><b>Consistent with Mitigation.</b> The warehouse and customer traffic would not cause harmful levels of noise; however, nighttime warehouse deliveries would have the potential to create annoying noise effects on the apartment complex adjacent to the truck route. Therefore, the project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM. To further mitigate this noise, a sound wall is proposed.</p>
<p>Goal 2. To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls.</p>	<p><b>Consistent with Mitigation.</b> The warehouse and customer traffic would not cause harmful levels of noise; however, the warehouse deliveries scheduled to occur between 10 PM and 7 AM would have the potential to create annoying noise effects on the apartment complex adjacent to the truck route. Therefore, the project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM. To further mitigate delivery noise, a 13-foot-tall soundwall is proposed, as well as double pane windows on the apartment complex to reduce truck noise (Mitigation Measure Noise-2). An 8-foot soundwall is also proposed along the eastern boundary of the property adjacent to the single-family residences to reduce tire center and general operational noise.</p>

<p>Goal 3. To maintain and where possible enhance the quiet, rural ambiance of the Town.</p>	<p><b>Consistent with Mitigation.</b> See above, noise impacts from deliveries would affect the quiet ambience of the Town adjacent to the warehouse, but mitigation is proposed to protect residences from noise. Trucks would enter from I-80 through the commercial area of Rocklin and would not run through Town or residential areas at night</p>
<p>Policy 1. New commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses.</p>	<p><b>Consistent with Mitigation.</b> The warehouse and customer traffic would not cause harmful levels of noise; however, the warehouse deliveries would have the potential to create annoying noise effects on the apartment complex adjacent to the truck route. The truck route is located adjacent to the apartments due to onsite circulation safety. Therefore, the project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM an 7 AM. To further mitigate this noise, a 13-foot-tall soundwall is proposed as well as double pane windows on the apartment complex to reduce truck noise (Mitigation Measure Noise-2). Noise generated at the Tire Center component of the warehouse would be shielded by an 8-foot soundwall.</p>
<p>Policy 2. Loomis shall encourage the mitigation of noise impacts in all new developments as necessary to maintain the quiet, rural ambiance of the Town</p>	<p><b>Consistent with Mitigation.</b> Mitigation Measure Noise-2 is proposed to address operational noise impacts and Mitigation Noise-1 addresses construction noise.</p>
<p>Policy 4. Individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are meet. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels</p>	<p><b>Consistent.</b> An acoustical analysis was performed for the EIR and mitigation measures proposed.</p>
<p>Policy 5. Loomis shall discourage the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. New sensitive noise receptors shall not be permitted if the only feasible mitigation for noise impacts is a sound wall.</p>	<p><b>Consistent with Mitigation.</b> The proposed project involves construction of a new commercial land use and has been sited and designed to minimize the potential for noise to conflicts with existing land uses. The project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM an 7 AM. To further mitigate this noise, a 13-foot soundwall is proposed to reduce noise levels to an acceptable level to avoid excessive noise. Night deliveries are necessary to avoid traffic impacts on roads currently operating below standards.</p>



<p>Policy 6. Where noise mitigation is necessary, the following order of preference among options shall be considered: distance from the noise source; muffling of the noise source; design and orientation of the receptor; landscaped berms; landscaped berms in combination with walls.</p>	<p><b>Consistent with Mitigation.</b> Since distance is not feasible for the warehouse due to site layout constraints and proximity to residential uses, noise muffling would be implemented during construction (Mitigation Measure Noise-1). Warehouse operations noise is primarily caused by deliveries; therefore, the delivery ramp is located at the warehouse entrance, away from residences. The primary delivery route, however, passes by the apartment complex, and night deliveries are necessary to avoid traffic impacts on existing roadways operating below standard. Therefore, the project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM. A 13-foot-tall soundwall and noise reducing windows are proposed at the apartments and an 8-foot-tall soundwall is proposed at the Tire Center (Mitigation Noise-2).</p>
<p>Policy 7. Use the land use/noise compatibility matrix shown on Figure 8-4 to determine the appropriateness of land uses relative to roadway noise.</p>	<p><b>Consistent:</b> Noise compatibility standards in General Plan Figure 8-4 were used to determine that the proposed commercial project in its current location is appropriate given the noise levels on nearby roadways.</p>
<p>Policy 9. Provide for alternative transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips.</p>	<p><b>Consistent:</b> The proposed project involves a commercial retail store and associated fueling station. The project includes widening Sierra College Boulevard to provide a northbound Class II bicycle lane between Granite Drive and Brace Road, along with a landscaped pedestrian sidewalk along Sierra College Boulevard and the west end of Brace Road. The internal site circulation network has been appropriately designed for pedestrian access to parking and the Costco building.</p>
<p>Policy 15. Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.</p>	<p><b>Consistent with Mitigation.</b> The primary access to the project site for automobile and truck access will be off Sierra College Boulevard. As described in Chapter 2 of this Final EIR, the proposed project has been modified such that nighttime truck deliveries between 10 PM and 7AM will be prohibited from the Brace Road entrance and must use the Sierra College Boulevard entrance. The eastern Brace Road entrance will be gated and used only for emergency access. Mitigation is proposed to address noise. In addition, the drive aisles are setback from the residences by landscaped buffers to increase the distance from the noise sources to the sensitive receptors.</p>

<p>Policy 16. Require that when no other feasible location for industrial or commercial use parking exists other than adjacent to residential uses, the parking shall be buffered from the residential uses by barriers</p>	<p><b>Consistent.</b> The Costco parking lot adjacent to the existing Sierra Meadows Apartments would be buffered by a screen wall and a landscaped bioswale and buffered from residential properties to the east by vegetation, a bio-retention area, and retaining walls.</p>
<p>Policy 17. Limit the use of leaf blowers, motorized lawn mowers, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise which adversely affects residential areas.</p>	<p><b>Consistent:</b> Parking lot cleaning and landscape maintenance activities will be restricted to daytime hours, consistent with the Town’s Noise Ordinance.</p>
<p>Policy 18. Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at night.</p>	<p><b>Consistent with Mitigation.</b> Warehouse deliveries are scheduled to occur at night to avoid or reduce impacts on intersections already operating below standards. Shipments would occur between 2 AM and 9 PM, with most deliveries occurring before 10 AM. Nighttime deliveries are necessary to avoid greater traffic safety hazards and general traffic impacts. The project proposes to route deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM an 7 AM.</p>
<p>Policy 19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts</p>	<p><b>Consistent with Mitigation.</b> Construction hours would be limited to between the hours of 7 am to 7 pm Monday through Friday and 8 am to 7 pm on Saturdays. Acoustical shielding and idling limits are required under Mitigation Measure Noise-1. Coordination and notification with adjacent residents would also be required under this mitigation measure.</p>
<p>Policy 20. Future industrial or commercial development in areas determined to be near noise-sensitive land uses shall be subject to an acoustical analysis to determine the potential for stationary source noise impacts to neighboring land uses</p>	<p><b>Consistent.</b> An acoustical analysis is included in the EIR and mitigation measures established.</p>

## **Municipal Code Consistency**

### **13.62.050 - Use permit and minor use permit.**

F. **Findings and Decision.** The review authority may approve or disapprove an application for use permit or minor use permit approval. The review authority shall record the decision and the findings on which the decision is based. The review authority may approve a use permit or minor use permit only after first finding all of the following:

1. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this title and the municipal code;

Warehouse retail is allowed as a conditional use. Conditions are added to ensure compliance.

2. The proposed use is consistent with the general plan and any applicable specific plan;

Warehouse retail use would be consistent with the General Plan with implementation of proposed mitigation measures and conditions of approval. See Table 1 for General Plan consistency.

3. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;

The design and operating characteristics are compatible with existing and future land uses; although the nighttime delivery schedule is not compatible without mitigation. Warehouse retail is a compatible use in the General Commercial area, particularly on a main arterial near I-80 and existing large commercial developments south and north of the parcel.

4. The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints; and

The site is physically suitable to accommodate warehouse retail being of sufficient size and located at the intersection of two arterials adjacent to existing large-scale commercial uses. Will-serve letters are required of the utility companies, but utilities exist in the area and there are no significant physical constraints. Primary access from Sierra College Blvd is appropriate and would be signalized. Additional access at Brace Road and potentially Granite Drive is also suitable as there are other commercial uses adjacent at these locations. The EIR for the Project includes appropriate mitigation measures to address impacts such as tree and wetland loss.

5. Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located.

The EIR for the Project includes mitigation measures to protect human health and safety in relation to construction and operations, and the Applicant would be required to obtain the necessary permits for operations and construction. Placement of warehouse retail within Loomis adjacent to a large commercial development in Rocklin would allow the Town to capture revenues lost to the existing Costco in Roseville and would reduce travel distance for Loomis residents patronizing Costco. Impacts related to traffic could occur, some of which may not be fully resolved due to jurisdictional limitations. Mitigation measures are proposed to reduce impacts, along with compliance with required permits and regulations. The applicant shall contribute to regional traffic planning and maintenance to provide a fair share toward roadway improvement.

### **13.30.040 - Fences and walls.**

B. **Height Limitations.** Each fence, wall, hedge and berm otherwise allowed shall comply with the height limitations shown in Table 3-1. See also Figure 3-1. A fence or wall with a height greater than six feet and a

length greater than fifty feet shall require design review in compliance with Section 13.62.040, except for open and wire fencing in the RA, RE, and RR zoning districts.

**TABLE 3-1 - MAXIMUM HEIGHT OF FENCES AND WALLS**

Location	Maximum Height <sup>(1)</sup>
Within front yard setback	<p><b>Berms, solid wall or fencing:</b> 3 ft. for all districts</p> <p><b>Open fencing</b> (See subsection F of this section): 6 ft. anywhere within front setback in the RA, RE and RR districts; 3 ft. as required for solid fencing in all other districts.</p> <p>See also Section 13.30.050(E) (Height Limit at Street Corners).</p>
Within side and rear yard setbacks	<p><b>Solid wall or fencing:</b> 6 ft.<sup>(2)</sup>; berms shall not exceed 3 ft.</p>
Within street side setback	<p><b>Berms, solid wall or fencing:</b> 6 ft. except RA, RE and RR where maximum height is 3 ft.<sup>(2)</sup>. See also Section 13.30.050(E). Fencing exceeding a height of 4 ft. shall be set back a minimum of 3 ft. from back of sidewalk if sidewalk exists to allow for the planting of landscaping to mitigate the visual impact of the fence mass.</p> <p><b>Open fencing:</b> 6 ft. anywhere within street side setback in the RA, RE and RR; 3 ft. as required for solid fencing in other districts.</p>
At intersections of alleys, streets, and driveways within sight visibility areas. See 13.30.050(E) (Height Limit at Street Corners).	3 ft.
Outside of a required setback	As determined by the height limit for structures within the applicable zoning district.
Within a zone where no setback is required, and not adjacent to a street	8 ft.

**Notes:**

- 1) Additional height may be authorized through design review approval (Section 13.62.040).
- 2) See special provisions for entryways in Section 13.30.045.
- 3) Fences and walls may be allowed up to eight feet in height when the portions of the fence above six feet are of an open design (e.g., lattice, wrought iron or grille work), provided that a building permit may be required.

**D. Specific Fencing and Wall Requirements.**

- 1. **Fencing Between Different Land Uses.** Fencing between different land uses shall be provided in compliance with Section 13.30.100.

Due to potential noise disturbances and due to the adjacent residential uses, an 8' solid screening wall is proposed along the eastern property boundary. An 8' wall along the apartment complex southern boundary is

also required in the Conditions of Approval for these reasons. In addition, a 13' sound wall is proposed along the western property boundary of the adjacent Sierra Meadows apartment complex to shield first floor sensitive spaces from truck delivery noise. Since additional wall height is needed to avoid noise hazard, and the height is necessary to ensure safety, it is exempt per 13.30.040.A.2.

**13.30.050 - Height limits and exceptions.**

B. **Maximum Height of Structures.** The height of each structure shall not exceed the height limit established for the applicable zoning district by Division 2, except as otherwise provided by this section.

E. **Height Limit at Street Corners.** Development proposed adjacent to any public or private street or alley intersection in other than the CC (Central Commercial) zoning district shall be designed to provide a traffic safety visibility area for pedestrian and traffic safety. See Figure 3-3.

1. **Measurement of Visibility Area.** A traffic safety visibility area is a triangle measured as follows, and may include private property and/or public right-of-way.

The visibility area shall be defined by measuring thirty-five feet from the intersection of the extension of the front and street side curb lines (or the right-of-way lines where there is no curb) and connecting the lines across the property.

2. **Height Limit.** No structure, sign or landscape element shall exceed thirty-six inches in height within the traffic safety visibility area, unless approved by the public works director, except for trees with their canopy trimmed to a minimum of eight feet above grade. (Ord. 205 § 1 (Exh. A), 2003)

Structural height would not exceed 35 feet (Proposed height of 33'). Freestanding signage is not proposed. Landscape trees will be limited to canopies of eight feet in the traffic safety visibility area.

**13.30.060 - Mechanical equipment placement.**

Ground-mounted mechanical equipment located outside of a structure shall comply with the setback requirements of the applicable zoning district. Examples of this equipment include swimming pool pumps and filters, heating, ventilation, and air conditioning, and similar equipment. (Ord. 205 § 1 (Exh. A), 2003)

Mechanical equipment outside of fuel pumps and automotive support systems would not be present at the fuel station. A mechanical room for the HVAC and compactors and a transformer would be located on the west side of the warehouse. No mechanical equipment would be within the structural setback area.

**13.30.070 - Noise standards.**

C. **Noise Source Standards.**

1. **Noise Level Limitations.** No use, activity or process within the town shall generate noise in excess of the levels identified by Tables 3-2 and 3-3, as the noise is measured at the property line of a sensitive noise source identified in Tables 3-2 and 3-3.

a. If the measured ambient noise level exceeds the applicable noise level standard in any category shown in Table 3-2, the applicable standards shall be adjusted to equal the ambient noise level.

b. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped to allow measurement of the ambient noise level, the noise level measured while the source is in operation shall be compared directly to the applicable noise level standards identified in Table 3-2.

Notwithstanding the above requirements, no person shall allow or cause the generation of any noise of a type, volume, pitch, tone, repetition or duration that would be found to be a nuisance by a reasonable person beyond the boundaries of the property where the noise is generated.

**TABLE 3-2 - MAXIMUM ALLOWABLE NOISE LEVEL BY RECEIVING LAND USE**

Noise Sensitive Land Use	Outdoor Activity Areas <sup>(1)(2)</sup>	Interior Spaces	
	dBA L <sub>dn</sub>	dBA L <sub>dn</sub>	dBA L <sub>eq</sub>
Residential	65	45	N.A.
Transient lodging	65	45	N.A.
Hospitals, extended care	65	45	N.A.
Theater, auditorium	N.A.	N.A.	35
Religious facility, meeting hall	65	N.A.	40
Offices	N.A.	N.A.	45
School, library, museum	N.A.	N.A.	45
Playground, park	70	N.A.	N.A.

**Notes:**

- (1) Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.
- (2) Where it is not possible to reduce noise in outdoor activity areas to 65 dB L<sub>dn</sub>/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 70 dB L<sub>dn</sub>/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

**TABLE 3-3 - NOISE STANDARDS FOR SHORT-DURATION EVENTS  
NEAR RESIDENTIAL AREAS**

Duration of Sound (Minutes per Hour)	Maximum Allowable Sound Level <sup>(1)</sup>	
	Day/Evening dB (7 am to 10 pm)	Night dB (10 pm to 7 am)
30 - 60	50	40
15 - 30	55	45
5 - 15	60	50
1 - 5	65	55
Less than 1 minute	70	60

**Notes:**

- (1) If the offensive noise contains a steady, audible tone (such as a screech or hum), is a repetitive noise such as hammering, or contains speech or music, the maximum allowable sound level shall be reduced by 5 dB.

2. **Acoustical Analysis Required.** Where the director determines that a proposed nonresidential use on a site adjacent to a residential zoning district may generate noise in excess of any limit established by Table 3-2, and/or where the use may generate noise in outdoor areas in excess of 60 dBA, the land use permit application for the use shall include an acoustical analysis by a qualified professional approved by the director.

a. **Contents.** The analysis shall determine the potential for stationary source noise impacts to neighboring land uses, include field measurements to determine more precise locations for existing and projected future noise levels (based on traffic projections in the circulation element of the general plan or as otherwise accepted by the town), and recommend appropriate mitigation measures.

b. **Preferred Mitigation Measures for Receptor Sites.** When development is subject to high noise levels requiring mitigation, the following measures shall be considered and preference shall be given where feasible in the following order:

- i. Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses;
- ii. Acoustical treatment of buildings; or
- iii. Structural measures: construction of earth berms and/or wood or concrete barriers.

The acoustical analysis in the EIR indicates construction noise and delivery noise during operation would result in noise levels above standards and the EIR proposes mitigation measures to reduce operational noise impacts to a less than significant level. General traffic noise and operations would not exceed limits. Since noise levels would be elevated, mitigation includes acoustical treatments to the adjacent apartment complex, such as double paned windows, a 13-foot-tall soundwall, and landscaping. The setback between the truck route and the apartment complex property line would be approximately 25.5 feet. Nighttime deliveries between 10 PM and 7 AM would be routed away from the apartments via the signalized driveway on Sierra College Boulevard. Short-term construction impacts which are exempt from the noise standard, would be reduced by limited construction hours per the Municipal Code, reduced idling, equipment muffling, and coordination with residents.

3. **Limitation on Hours of Construction.** In order to allow construction schedules to take advantage of the weather and normal daylight hours, and to ensure that nearby residents as well as nonresidential activities are not disturbed by the early morning or late night activities, the town has established the following limits on construction.

**TABLE 3-4 - ALLOWABLE HOURS OF CONSTRUCTION**

Day	Allowable Hours
Monday through Friday	7:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 7:00 p.m.
Sunday and National Holidays	Construction activities may be allowed by the commission or council only between 9 a.m. and 5 p.m.

Construction would occur between the hours shown in Table 3-4.

4. **Limitation on Truck Deliveries.** Truck deliveries to a commercial or industrial parcel adjacent to a residential zoning district shall be limited to the daylight hours unless the director authorizes other

delivery times based on the determination that there is either no feasible alternative, or there are overriding transportation and traffic management benefits to scheduling deliveries at night.

Truck deliveries would occur between 2 AM and 9 PM, with most deliveries occurring between 2 AM and 10 AM. Two to three deliveries per hour are anticipated. Truck deliveries outside of daylight hours are necessary to avoid traffic safety hazards and general traffic impacts that would occur if deliveries were scheduled during the day. Therefore, nighttime deliveries between 10 PM and 7AM will use the signalized driveway at Sierra College Boulevard to reduce noise impacts on residences.

### **13.30.080 - Outdoor lighting.**

Outdoor lighting on private property shall comply with the following requirements.

- A. Outdoor light fixtures shall be limited to a maximum height of twenty feet or the height of the nearest building, whichever is less.
- B. Lighting shall be energy-efficient, and shielded or recessed so that:
  - 1. The light source (i.e., bulb, etc.) is not visible from off the site; and
  - 2. Glare and reflections are confined to the maximum extent feasible within the boundaries of the site.

Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no light causes areas off the site to be directly illuminated.

- C. No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source.
- D. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the director. (Ord. 205 § 1 (Exh. A), 2003)

Amendments to the Code are proposed to establish light height standards for warehouse retail uses in which large parking fields are needed and require illumination:

- A. Outdoor light fixtures shall be limited to a maximum height of twenty feet or the height of the nearest building, whichever is less. **Outdoor light fixtures associated with warehouse retail uses may exceed twenty feet, but shall not exceed the height of the warehouse structure.**

The applicant proposes 32-foot-tall light fixtures within the parking lot, with 28-foot-tall fixtures near the residences. The proposed warehouse would have a height of 33 feet. The applicant proposes LED shoebox lights with cutoff lenses within the parking lot to cast light downwards and not spill offsite. Lights would be on timers so that lights not required for safety and security would be off outside of store hours. Lighting would not blink, flash or consist of high intensity or brightness. Some lighting would be near the apartment complex, but would be setback from the property line and a tree lined bio-retention area would further limit light spillage.

### **13.30.090 - Performance standards.**

- A. **Purpose.** This section provides performance standards that are designed to minimize various potential operational impacts of land uses and development within the town, and promote compatibility with adjoining areas and land uses.
- B. **Applicability.** The provisions of this section apply to all new and existing land uses, including permanent and temporary uses in all zoning districts, unless an exemption is specifically provided. Uses existing on the effective date of this section shall not be altered or modified thereafter to conflict with these standards.



C. **Air Emissions.** No visible dust, gasses, or smoke shall be emitted, except as necessary for the heating or cooling of structures, and the operation of motor vehicles on the site.

No visible air emissions outside of heating/cooling or vehicle operations would occur as a result of warehouse operations.

D. **Combustibles and Explosives.** The use, handling, storage, and transportation of combustibles and explosives shall comply with the Uniform Fire Code, and California Code of Regulations Title 19.

No combustibles would be utilized in the warehouse other than general mechanical oils used to operate HVAC and similar equipment, and tire center equipment. No explosives would be stored by the warehouse. The fuel station operations include the handling, storage, and transportation of combustible fuels. As such, the applicant is required to comply with the California EPA's Unified Program, which includes compliance with other safety codes and programs as discussed in the EIR, including the Uniform Fire Code. Operation requires filing an emergency response plan and hazardous materials storage and containment plan with Placer County Environmental Health. The fuel station would also be required to be permitted and the applicant must obtain a permit for installation of underground storage tanks from Placer County Environmental Health. Combustibles or explosives used during construction would be handled per the Uniform Fire Code and California Code of Regulations Title 19.

E. **Dust.** Activities that may generate dust emissions (e.g., construction, grading, commercial gardening and similar operations) shall be conducted to limit the emissions beyond the site boundary to the maximum extent feasible. Appropriate methods of dust management shall include the following, subject to approval by the public works director.

1. **Scheduling.** Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.
2. **Operations During High Winds.** Clearing, earth-moving, excavation operations or grading activities shall cease when the wind speed exceeds twenty-five miles per hour averaged over one hour.
3. **Limiting the Area of Disturbance.** The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized at all times.
4. **Dust Control.** Fugitive dust emissions shall be controlled by regular watering, paving or other treatment of permanent on-site roads and construction roads, the covering of trucks carrying loads with dust content, and/or other dust-preventive measures (e.g., hydroseeding, etc.).
5. **Revegetation.** Graded areas shall be revegetated as soon as possible to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained; and
6. **Fencing.** Appropriate fences or walls shall be constructed to contain dust within the site as required by the public works director.

As noted in the EIR, construction contractors will be required to minimize heavy equipment idling time per California Air Resources Board restrictions, and submit a construction emissions/dust control plan for PCAPCD approval. This includes dust suppressants, site watering, cleaning equipment to prevent track out, suspension of earthwork during high winds, covering loads, reducing vehicle speeds on unpaved surfaces, and stabilization of spoil piles. The project site would be fenced for security and disturbed areas not covered by structures or pavement would be revegetated.

F. **Ground Vibration.** No ground vibration shall be generated that is perceptible without instruments by a reasonable person at the property lines of the site, except for vibrations from temporary construction or demolition activities, and motor vehicle operations.

No material ground vibration is expected outside of construction. As stated in the EIR, vibration from heavy trucks would not exceed the Caltrans-recommended standard of 0.2 in/sec PPV with respect to the prevention of structural damage during construction or operation.

G. **Light and Glare.** Light or glare from mechanical or chemical processes, or from reflective materials used or stored on a site, shall be shielded or modified to prevent emission of light or glare beyond the property line. Outdoor lighting shall comply with the requirements of Section 13.30.080.

Outdoor lighting will comply with amended Section 13.30.080. Metal materials used on the structures would be painted to eliminate glare.

H. **Liquid Waste.** No liquid shall be discharged into a public or private body of water, sewage system, watercourse or into the ground, except in compliance with applicable regulations of the Regional Water Quality Control Board.

Liquid waste disposal is not proposed. A drainage plan has been prepared to capture onsite runoff and treat water in the bio retention areas. The site would connect to the existing sewer system.

I. **Noise.** The town's noise standards are in Section 13.30.070.

See section 13.30.070. Noise would occur, and mitigation is established to address the noise levels during construction (heavy equipment) and operation (deliveries).

J. **Odor.** No obnoxious odor or fumes shall be emitted that are perceptible without instruments by a reasonable person at the property line of the site.

No odor sources would be located near the residential uses. The Project is required to comply with PCAPCD Rule 205 (nuisance) and 218 (architectural coatings). Long term operating would not include facilities typically considered to be potential sources of odorous emissions. Areas used for food service and preparation would include standard equipment to abate potential odors. Compliance with existing regulations related to fueling stations would also reduce odors, which would also dissipate rapidly to avoid creating a perceptible odor at the property line.

K. **Radioactivity, Electrical Disturbance or Electromagnetic Interference.** None of the following shall be emitted:

1. Radioactivity, in a manner that does not comply with all applicable state and federal regulations; or
2. Electrical disturbance or electromagnetic interference that interferes with normal radio or television reception, or with the function of other electronic equipment beyond the property line of the site; or that does not comply with all applicable Federal Communications Commission (FCC) and other applicable state and federal regulations. (Ord. 205 § 1 (Exh. A), 2003)

Complies. No radioactivity or electrical disturbance would occur.

### **13.30.100 - Screening.**

This section establishes standards for the screening and separation of adjoining residential and nonresidential land uses, equipment and outdoor storage areas, and surface parking areas.

A. **Screening Between Different Land Uses.** A commercial or industrial land use proposed on a site adjacent to a residential zoning district shall provide screening at the parcel boundary as follows. Other

nonresidential uses adjacent to a residential use may also be required by the director to comply with these requirements.

1. The screen shall consist of plant materials and a solid wall of masonry or similar durable material, a minimum of six feet in height.
2. The maximum height of the wall shall comply with the provisions of Section 13.30.040.
3. Proposed walls and fences shall be designed to incorporate decorative features on both sides, as approved by the director, to avoid the appearance of long, unbroken flat planes without visual interest. Examples of decorative features include regularly spaced columns or pilasters, offsets and setbacks for portions of the wall or fence, and/or wells for trees or other landscaping.
4. A landscaping strip with a minimum width of five feet shall be installed adjacent to screening walls, except that ten feet of landscaping shall be provided between a parking lot and a screening wall, in compliance with Section 13.34.040(C)(4)(d).
5. The director may waive or approve a substitute for this requirement if the director first determines that:
  - a. The intent of this section can be successfully met by means of alternative screening methods; or
  - b. Physical constraints on the site make the construction of the required screening infeasible; or
  - c. The physical characteristics of the site or adjoining parcels make the required screening unnecessary.

Landscaped bioretention areas and screen walls would be utilized. A 33' bioretention area would be located and landscaped along the eastern boundary. A screen wall within the 33' landscaped setback (Conditions of Approval require an 8' wall, as requested by neighbors) would separate the Costco warehouse from adjacent residences. On the south side near the gas station a 20' culvert bioretention area would be landscaped. A 20' to 25.5' bioretention area would surround the apartment complex, and a screenwall is proposed within that landscaped bioretention area. A retaining wall and landscaped setback would be located along the frontage of Sierra College Blvd. This wall may include, as a Condition of Approval, artwork reflecting fruit labels to accent the fruit shed architectural elements of the warehouse building. Costco must demonstrate the screening walls incorporate decorative features on both sides of the wall. Final Designs need to detail architectural elements in the Loomis fruit shed style and include samples of fruit label artwork for Town approval.

**B. Mechanical Equipment, Loading Docks, and Refuse Areas.**

1. Roof or ground mounted mechanical equipment (e.g., air conditioning, heating, ventilation ducts, and exhaust, etc.), loading docks, refuse storage areas, and utility services (electrical transformers, gas meters, etc.) shall be screened from public view from adjoining public streets and rights-of-way and adjoining areas zoned for residential uses.
2. The method of screening shall be architecturally compatible with other on-site development in terms of colors, materials, and architectural style.

On the warehouse building, roof-mounted mechanical equipment would be recessed below the maximum height of the building to hide beneath the building façade. The transformer, mechanical room, and compactor would be located on the west side of the warehouse building facing Sierra College Blvd. The transformer would need to be screened by more than the safety bollards shown on the plans. The preliminary site plans do not indicate screening of the compactors. While landscaping and a retaining wall would help to screen views of the compactor from the street view, no additional screening is proposed, but additional landscaping to maintain screening year-round is required in the Conditions of Approval. The delivery bays would also be located near

Sierra College Blvd. The delivery bays would be screened by a low concrete wall integrated into the overall building design.

**13.30.110 - Setback regulations and exceptions.**

**B. Setback Requirements.**

**1. Minimum Setbacks for All Structures.** Each structure shall comply with the setback requirements of the applicable zoning district, and with any setbacks established for specific uses by Division 4, except as otherwise provided by this section. No portion of any structure, including eaves or roof overhangs, shall extend beyond a property line; or into an access easement or street right-of-way.

Setbacks would exceed the minimums in the Zoning Code for CG-General Commercial

**13.30.120 - Solid waste/recyclable materials storage.**

**C. Extent of Storage Area Required.** Solid waste and recyclables storage areas shall be provided in the number, dimensions, and types required by the local waste hauler. Additional storage areas may be required, as deemed necessary by the director.

**D. Enclosure Requirements.** Storage areas shall be fully enclosed by a six-foot high masonry wall or other solid enclosure that is architecturally compatible with adjacent structures. Gates shall be solid and continuously maintained in working order. Landscaping shall be provided to soften and screen the enclosure in compliance with Chapter 13.34. See Figure 3-6. (Ord. 205 § 1 (Exh. A), 2003)

Warehouse solid waste would be stored in the compactor located on the west side of the building along Sierra College Blvd. No screening is currently shown on the site plans except for landscape screening at the street. Additional screening should be provided as prescribed in the Conditions of Approval.

**13.30.130 - Undergrounding of utilities.**

All electric and telephone facilities, fire alarm conduits, street lighting wiring, cable television and other wiring conduits, and similar facilities shall be placed underground by the developer. The council may grant a modification, including a complete waiver of the undergrounding requirement, after considering the general purposes and nature of the proposed development. (Ord. 205 § 1 (Exh. A), 2003)

Utilities would be located underground.

**Chapter 13.34 - LANDSCAPING STANDARDS**

**13.34.030 - Landscape and irrigation plans.**

**A. Preliminary Landscape Plan.** A preliminary landscape plan shall be submitted as part of each application for new development, or the significant expansion (i.e., twenty-five percent or more of floor area), or redevelopment of an existing use, as determined by the director.

Preliminary plan provided

**B. Final Landscape Plan.** After land use approval, a final landscape plan shall be submitted as part of the application for a building permit. A final landscape plan shall be approved by the director prior to the start of grading or other construction, and prior to the issuance of a building permit.

The landscape plan maximizes replacement of oaks onsite to the extent feasible. A final plan shall be provided with final drawings during the permit process.

C. **Content and Preparation.** Preliminary landscape plans and final landscape plans shall contain the information required for landscape plans by the department. All landscape plans submitted in compliance with this chapter shall be prepared by a California licensed landscape architect, licensed landscape contractor, certified nurseryman, or other professional determined by the director to be qualified, based on the requirements of state law.

D. **Review and Approval.** After initial application, the director shall review each preliminary landscape plan and final landscape plan to verify its compliance with the provisions of this chapter. The director may approve the submittal in compliance with this chapter, or may disapprove or require changes to a submittal if it is not in compliance.

E. **Statement of Surety.** When required by the director, security in the form of cash, performance bond, letter of credit, or certificate of deposit, in an amount equal to one hundred fifty percent of the total value of all plant materials, irrigation, installation, and maintenance shall be posted with the town for a two-year period. The director may require statements of surety for phased development projects, a legitimate delay in landscape installation due to seasonal requirements (including adverse weather conditions) and similar circumstances where it may not be advisable or desirable to install all approved landscaping before occupancy of the site.

F. **Minor Changes to Approved Plans.** Landscape plan approval may include the director authorizing minor changes from the requirements of this chapter. (Ord. 205 § 1 (Exh. A), 2003)

A final landscape plan is required prior to issuance of a building permit.

#### **13.34.040 - Landscape location requirements.**

Landscaping shall be provided in all areas of a site subject to development with structures, grading, or the removal of natural vegetation, as follows.

A. **Setbacks.** The setback and open space areas required by this title, and easements for utilities and drainage courses shall be landscaped, except where:

1. Occupied by approved structures or paving;
2. A required setback is screened from public view;
3. They are retained in their natural state, and/or the director determines that landscaping is not necessary to achieve the purposes of this chapter; or
4. In the case of an easement, the public works director determines that landscaping would interfere with the purposes and proper functioning of the easement. This determination may include the public works director requiring alternative appropriate landscaping in consultation with the planning and building director.

Setbacks are landscaped as shown in the site plans. Underground utilities and drainage facilities are beneath pavement or in the case of some drainage facilities, located in vegetated bioswales.

B. **Unused Areas.** Any area of a project site not intended for a specific use, including a pad site in a shopping center intended for future development, shall be landscaped unless retained in its natural state, and the director determines that landscaping is not necessary to achieve the purposes of this chapter.

There are no areas unused that are not landscaped.

C. **Parking Areas.** Parking areas shall be landscaped in compliance with the following requirements.

1. **Landscape Materials.** Landscaping materials shall be provided throughout the parking lot area using a combination of trees, shrubs, and ground cover.

Landscape islands are proposed with trees, shrubs, and groundcover.

2. **Curbing.** Areas containing plant materials shall be bordered by a concrete curb at least six inches high and six inches wide. The director may approve alternative barrier design to protect landscaped areas from damage by vehicles.

Landscape islands would have the appropriate curbs as provided in the Conditions of Approval.

3. **Location of Landscaping.** Parking lot landscaping shall be located so that pedestrians are not required to cross landscaped areas to reach building entrances from parked cars. This should be achieved through proper orientation of the landscaped fingers and islands.

The orientation of the parking lot islands is parallel to the warehouse building to delineate drive aisles and parking areas. The orientation does not require pedestrians to cross landscaping.

#### 4. **Perimeter Parking Lot Landscaping.**

a. **Adjacent to Streets.** A parking area for a 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, whichever is more. A parking area for a residential use shall comply with the setback requirements of the applicable zoning district.

i. The landscaping shall be designed and maintained to screen cars from view from the street to a height of minimum height of thirty-six inches, but shall not exceed any applicable height limit for landscaping within a setback.

ii. Screening materials may include a combination of plant materials, earth berms, raised planters, or other screening devices which meet the intent of this requirement. A solid masonry wall with a maximum height of thirty-six inches may be used only where the director determines that no feasible alternative exists.

iii. Shade trees shall be provided at a minimum rate of one for every thirty linear feet of landscaped area.

iv. Plant materials, signs, or structures within a traffic safety sight area of a driveway shall comply with Section 13.30.050(E).

Along the Sierra College Blvd. street frontage, a 20' landscape buffer is proposed, with 31 trees proposed, meeting the planting rate of 1 tree per 30'. A concrete masonry retaining wall, decorated with art reminiscent of fruit labels as a Condition of Approval, would also front Sierra College Blvd. Final Designs need to detail architectural elements in fruit shed style and samples of fruit label artwork for Town approval.

b. **Adjacent to Side or Rear Property Lines.** Parking areas for nonresidential uses shall provide a perimeter landscape strip at least six feet wide (inside dimension) where the parking area adjoins a side or rear property line. The requirement for a landscape strip may be satisfied by a yard or buffer area that is otherwise required. Trees shall be provided at the rate of one for each thirty linear feet of landscaped area.

A landscape buffer between 36' and 33' would be located along the eastern boundary adjacent to residences. Some existing trees in good health would be retained and an additional 15 trees are proposed to meet this requirement. At the southern boundary a 20-foot landscape buffer is proposed with 23 new trees to supplement the existing trees on site. Adjacent to the apartments, 28 trees are proposed in the landscape buffer which

ranges in width from 20 to over 45 feet. Screening walls would divide the commercial use from the existing residences.

c. **Adjacent to Structures.** When a parking area is located adjacent to a nonresidential structure, a minimum five-foot wide landscape strip shall be provided adjacent to the structure, exclusive of any building entries, or areas immediately adjacent to the wall of the structure that serve as pedestrian accessways.

Complies per item b.

d. **Adjacent to Residential.** A parking area for a nonresidential use adjoining a residential use or zone shall provide a landscaped buffer yard with a minimum ten-foot width between the parking area and the common property line bordering the residential use. A solid masonry wall, solid fence, and a landscape buffer shall be provided along the property line to address land use compatibility issues such as nuisance noise and light/glare. Trees shall be provided at the rate of one for each thirty linear feet of landscaped area.

Complies – see item b.

#### **5. Interior Parking Lot Landscaping.**

##### **a. Amount of Landscaping.**

i. Multifamily, commercial and office uses shall provide landscaping within the parking area at a minimum ratio of ten percent of the gross area of the parking lot. One shade tree shall be provided for every five parking spaces.

b. **Location of Landscaping.** Landscaping shall be evenly dispersed throughout the parking area to shade as much of the parking area as feasible. Use of an orchard-style planting scheme (placement of trees in uniformly spaced rows) is encouraged for larger parking areas. Parking lots with more than one hundred spaces should provide a concentration of landscape elements at primary entrances, including specimen trees, flowering plants, enhanced paving, and project identification. (Ord. 216 § 11, 2005; Ord. 205 § 1 (Exh. A), 2003)

Landscaping is evenly dispersed. There are 781 parking spaces and at least one tree is provided per 5 parking spaces. The preliminary landscape plan shows a total 24,110 SF of interior landscape compared to 22,997 SF required (10% of 229,976 SF).

#### **13.34.050 - Landscape standards.**

A. **Landscape Design.** The required landscape plan shall be designed to integrate all elements of the project (e.g., buildings, parking lots, and streets) to achieve their aesthetic objectives, desirable microclimates, and minimize water and energy demand.

1. **Plant Selection and Grouping.** Plant materials shall be selected for: water demand and drought tolerance; adaptability and relationship to the Loomis environment, and the geological and topographical conditions of the site; color, form, and pattern; ability to provide shade; and soil retention capability.

a. Plants having similar water use shall be grouped together in distinct hydrozones.

b. The protection and preservation of native species and natural areas is encouraged, and may be required by conditions of approval as a result of project review in compliance with the California Environmental Quality Act (CEQA).

c. Fire prevention shall be addressed on sites in the heavily wooded and/or vegetated areas of the town identified by the fire district as being fire-prone by providing fire-resistant landscaping buffers between development areas and naturally vegetated areas, as identified by the director.

Native and drought tolerant species are primarily proposed with Heritage Southern Live Oak and shrub roses being the only species with moderate or low/moderate water demand. Trees and native shrubs are retained as feasible, primarily within the bioretention areas along the southern and eastern perimeters. No heavily wooded areas are proposed.

2. **Minimum Dimensions.** Each area of landscaping shall have a minimum interior width of eight feet within the residential, commercial, and BP zoning districts, and five feet in the ILT and IL zoning districts. Wherever this title requires a landscaped area of a specified width, the width shall be measured exclusive of any curb or wall.

Exceeds the minimum.

3. **Height Limits.** Landscape materials shall be selected, placed on a site, and maintained to not:

a. Exceed a maximum height of thirty-six inches within a required front or street side setback, except for one or more trees with the lowest portion of their canopy maintained at a minimum height of six feet above grade; or

b. Interfere with the proper operation of solar energy equipment or passive solar design on adjacent parcels.

No interference with solar collection would occur. Trees are to be maintained per the maintenance agreement.

4. **Protective Curbing.** Required landscaping shall be protected with a minimum six-inch high concrete curb, except adjacent to bicycle paths, or where otherwise deemed unnecessary by the director.

Curbing would be installed around landscape areas.

5. **Safety Requirements.** Landscape materials shall be located so that at maturity they do not:

a. Interfere with safe sight distances for vehicular, bicycle, or pedestrian traffic;

b. Conflict with overhead utility lines, overhead lights, or walkway lights; or

c. Block pedestrian or bicycle ways.

Landscape materials would maintain site distance at corners. No conflict with utilities or access is anticipated. Large trees are set back from the driveways with smaller crape myrtle, shrubs and groundcover in the sight distance area.

6. **Water Features.** Decorative water features (e.g., fountains, ponds, waterfalls) shall have recirculating water systems.

None proposed.

B. **Plant Material.** Required landscape shall include trees, shrubs, and ground covers, as follows:

1. **Size at Time of Planting.** Plant materials shall be sized and spaced to achieve immediate effect and shall not be less than a fifteen-gallon container for trees, five-gallon container for specimen shrubs and six-inch pots for mass planting, unless otherwise approved by the review authority on the basis that the alternate size will achieve the desired immediate effect equally well.

Only one perennial, Dianella, is proposed in 4-inch pots. The remainder of species are at least in one gallon pots, shrubs in 5 gallon pots or greater and trees in 24" boxes, which achieves the immediate landscape effect more quickly.



2. **Trees.** Tree planting shall comply with the following standards. Existing trees shall be retained and preserved in compliance with Chapter 13.52.

- a. Trees shall not be planted under any structure that may interfere with normal growth (for example, an eave, overhang, balcony, light standard or other similar structure).
- b. Trees in landscape planters less than ten feet in width or located closer than five feet from a permanent structure shall be provided with root barriers/root barrier panels.
- c. Trees shall be staked in compliance with standards provided by the department.

**d. Number of Trees.**

- i. Parking area: refer to Section 13.34.040(C).
- ii. Street setbacks: one per two hundred square feet of landscaped area.
- iii. Street trees: one per thirty-foot length of right-of-way. The director may modify this requirement depending on the chosen tree species and its typical spread at maturity.

Complies.

3. **Groundcover and Shrubs.** The majority of areas required to be landscaped shall be covered with groundcover, shrubs, turf, or other types of plants that are predominantly drought tolerant.

- a. A minimum of two, five-gallon size shrubs shall be provided for every six feet of distance along street setbacks, or as approved by the director.
- b. Groundcover shall be provided throughout the landscaped area and shall be spaced to achieve full coverage within one year.
- c. Artificial groundcover or shrubs shall not be allowed.
- d. Crushed rock, redwood chips, pebbles, stone, and similar materials shall be allowed up to fifteen percent of the total required landscape area. Artificial or synthetic ground covers are not allowed.
- e. Nonturf areas (e.g., shrub beds) shall be top dressed with a bark chip mulch or approved alternative.

In addition to trees, the landscape plan includes shrubs, perennials, ornamental grasses, groundcover and bioretention plants.

4. **Turf.** Turf shall be limited to fifty percent of the total landscaped area on the site where the applicant provides calculations approved by the director that demonstrate that the irrigation requirements will not exceed standard low water usage. No turf shall be allowed:

- a. In any area of ten feet or less in width; or
- b. On any slope exceeding ten percent (twenty-five percent, where other project water-saving techniques compensate for the increased runoff). A level buffer zone of eighteen inches shall be provided between bermed turf areas and any hardscape (e.g., any street, walkway, or similar feature).

Turf is not proposed.

5. **Soil Conditioning and Mulching.**

- a. A minimum one-foot depth of uncompacted soil shall be available for water absorption and root growth in each planted area.

b. A soil test for horticultural suitability shall be required at time of landscape installation in each landscaped area. Soil shall be prepared and/or amended to be suitable for the landscape to be installed.

c. A minimum of two inches of mulch shall be added in each nonturf area to the soil surface after planting. Any plant type that is intolerant to mulch shall be excluded from this requirement. Nonporous material shall not be placed under the mulch.

Final landscape plans shall include this requirement as a Condition of Approval.

**C. Irrigation System Requirements.** All landscaped areas except those approved for maintenance with intentionally unirrigated native plants shall include an automatic irrigation system.

1. Water-efficient systems (e.g., drip, mini-spray, bubbler-type, or similar system) shall be used unless infeasible. Low-flow sprinkler heads with matched precipitation rates shall be used when spray or rotor-type heads are specified for watering shrubs and ground cover areas. Turf areas shall be sized and shaped so they can be efficiently irrigated. Spray or run-off onto paved areas shall be avoided.
2. Dual or multi-program controllers with separated valves and circuits shall be used when the project contains more than one type of landscape treatment (e.g., lawn, ground cover, shrub, tree areas), or a variety of solar aspects. Soil moisture-sensing devices and rain sensors shall be used on larger projects (fifty thousand plus square feet of landscaped area) to minimize or eliminate over-watering.
3. Watering shall be scheduled at times of minimal wind conflict and evaporation loss.
4. Sprinkler heads must have matched precipitation rates within each valve zone.
5. Check valves are required where elevation differential may cause low head drainage.

Irrigation will be water efficient and scheduled to avoid water loss and overirrigation. The landscape plans currently indicate the irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and insure deeply rooted plant material while avoiding excess water application. The system will be programmable allowing operation during late night or early morning hours with multiple start times and cycles. The system will interface with a weather based sensor that will adjust the amount of water applied based on daily weather conditions. Landscape irrigation will comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELD)

**D. Certification of Landscape Completion.** The completion of required landscaping and irrigation improvements shall be certified by the author of the landscape and irrigation plan, through a signed statement submitted to the director. (Ord. 205 § 1 (Exh. A), 2003)

To be completed as a Condition of Approval.

### **13.34.060 - Maintenance of landscape areas.**

**A. Maintenance Required.** 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 of this chapter. 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.

**B. Maintenance Agreement.** Prior to final building inspection or the issuance of a certificate of occupancy, and prior to the recordation of a final subdivision map where applicable, the applicant shall enter into a landscape maintenance agreement with the town to guarantee proper maintenance in compliance with

subsection A. The form and content of the agreement shall be approved by the town attorney and the director.

C. **Water Waste Prohibited.** Water waste in existing developments resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited.

D. **Enforcement.** Failure to maintain landscape areas in compliance with this section shall be deemed a nuisance, and shall be subject to abatement in compliance with the municipal code, and/or the applicable land use permit may be revoked. (Ord. 205 § 1 (Exh. A), 2003)

*Landscaping would utilize native and low water requirement vegetation, as well as water efficient irrigation. The Conditions of Approval will require a landscape maintenance agreement.*

## **Chapter 13.36 - PARKING AND LOADING**

### **13.36.030 - General parking regulations.**

A. **Parking and Loading Spaces to be Permanent.** Each parking and loading space shall be permanently available, marked, and maintained for parking or loading purposes for the use it is intended to serve. The approval of a limited term permit (Section 13.62.030) may allow the temporary use of a parking or loading space for other purposes.

B. **Parking and Loading to be Unrestricted.** An owner, lessee, tenant, or other person having control of the operation of a premises for which parking or loading spaces are required by this chapter shall not prevent, prohibit or restrict authorized persons from using the spaces without the prior approval of the director.

C. **Vehicles for Sale.** No vehicle, trailer or other personal property shall be parked on private property for the purpose of displaying the vehicle, trailer, or other personal property for sale, hire, or rental, unless the property is appropriately zoned, approved by the town for that use, and the person or business at that location is licensed to sell vehicles, trailers, or other personal property. However, one vehicle or trailer owned by the owner, renter, or lessee of the property may be displayed for the purpose of sale for a maximum of one month.

*Parking spaces would be permanent and would not be prohibitive. Vehicles would not be onsite for sale. A model vehicle would be located at the entrance of the Costco Warehouse, but the vehicle itself would not be for sale.*

### **13.36.040 - Number of parking spaces required.**

Each land use shall be provided the number of off-street parking spaces required by this section. See Sections 13.36.100, and 13.36.110 for off-street parking requirements for bicycles and motorcycles, respectively.

D. **Excessive Parking.** The town discourages a land use being provided more off-street parking spaces than required by this chapter, to avoid the inefficient use of land, unnecessary pavement, and excessive storm water runoff from paved surfaces. The provision of off-street parking spaces in excess of the requirements in Table 3-7 is allowed only with minor use permit approval, and when additional landscaping and pedestrian amenities are also provided to the satisfaction of the review authority.

**TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE**

LAND USE TYPE	VEHICLE SPACES REQUIRED
<b>Retail Trade</b>	
All "Retail Trade" uses listed in Section 13.26.030, Table 2-6, except the following	1 space for each 200 sf of floor area, plus 1 space per 200 sf of outdoor sales area.
Appliances, building materials, and furniture stores	1 space for each 500 sf of indoor display area for first 10,000 sf, 1 space for each 1,000 sf of indoor display area over 10,000; 1 space for each 1,000 sf of outdoor display area.
Auto and vehicle sales and rental	1 space for each 400 sf of floor area for showroom and office, plus 1 space for each 2,000 sf of outdoor display area, plus spaces as required by this section for parts sales ("retail trade," above), and vehicle services.
Bar, night club	1 space for each 50 sf of seating area and waiting/lounge area exclusive of dance floor, plus 1 space for each 30 sf of dance floor.
Convenience store	1 space for each 250 sf of floor area.
Plant nursery, garden supply store	1 space for each 2,000 sf of site area; 1 loading space, 15 ft. x 30 ft., for each acre.
Produce stand or other outdoor vendor	3 spaces minimum, located at least 20 feet off the public right-of-way or 20 feet from the front property line with no automobile maneuvering permitted in the public right-of-way. The minor use permit may require additional parking, depending on the nature of the sales proposed.
Restaurant	1 space for each 60 sf of dining area.
Shopping center	1 space for each 250 sf of floor area for centers of less than 30,000 sf, and 1 space per 300 sf for centers of 30,000 sf or more.

A minimum of 775 parking stalls are required for the Costco warehouse structure, and 589 10-foot wide stalls, 176 9-foot wide stalls, and 16 accessible stalls located at the entrance are proposed, for a total of 781 stalls. All stalls would be 90 degree parking spaces.

**13.36.050 - Disabled/handicapped parking requirements.**

Parking spaces for the disabled shall be provided in compliance with the Uniform Building Code (UBC), the Federal Accessibility Guidelines, and/or California Code of Regulations Title 24, as applicable. These spaces shall count toward fulfilling the off-street parking requirements of this chapter. (Ord. 205 § 1 (Exh. A), 2003)

16 accessible spaces would be located near the Costco warehouse entrance.

### **13.36.060 - Bicycle parking.**

Each multifamily project and nonresidential land use shall provide bicycle parking in compliance with this section.

A. **Number of Bicycle Spaces Required.**

2. Retail commercial and office uses shall provide bicycle parking spaces equal to a minimum of five percent of the required vehicle spaces, distributed to serve customers and employees of the project.

B. **Bicycle Parking Design and Devices.** Each bicycle parking space shall include a stationary parking device to adequately secure the bicycle, shall be a minimum of two feet in width and six feet in length, with a minimum of seven feet of overhead clearance, and shall be conveniently located and generally within proximity to the main entrance of a structure. (Ord. 205 § 1 (Exh. A), 2003)

*Bicycle parking is identified on the site plan near the main entrance and near the loading bays; however, there is no indication of the number of spaces that would be provided. At 5 percent of the vehicle spaces, 39 bicycle parking spaces would be required. The Conditions of Approval will require the provision of a minimum of 39 bicycle parking spaces.*

### **13.36.070 - Motorcycle parking.**

Parking lots with fifty or more parking spaces shall provide motorcycle parking spaces conveniently located near the main entrance of a structure, accessed by the same aisles that provide access to the automobile parking spaces in the parking lot.

A. **Number of Spaces Required.** A minimum of one motorcycle parking space shall be provided for each fifty automobile spaces or fraction thereof.

B. **Space Dimensions.** Motorcycle spaces shall have minimum dimensions of four feet by seven feet. (Ord. 205 § 1 (Exh. A), 2003)

*16 motorcycle parking spaces would be provided by the Costco Warehouse. The site plan shows these spaces at the rear of the warehouse as most motorcycle spaces would be occupied by employees. 16 motorcycle parking spaces would be required for the retail warehouse per these requirements and 16 are proposed.*

### **13.36.090 - Parking design and development standards.**

Required parking areas shall be designed and constructed as follows.

A. **Access to Parking.** Access to parking shall be provided as follows for all parking areas other than garages for individual dwelling units.

1. Parking areas shall provide suitable maneuvering area so that vehicles exit to a street in a forward direction. Parking lots shall be designed to prevent access at any point other than at designated access drives. Single-family homes and duplexes are exempt from this requirement.

2. An industrial use located on Taylor or Rippey Roads, and commercial uses that provide fifty or more parking spaces shall have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of twenty feet from the street right-of-way, to provide a stacking area for vehicles entering and exiting the parking area. See Figure 3-7.

3. A minimum unobstructed clearance height of fourteen feet shall be maintained above areas accessible to vehicles within nonresidential uses.

*This parking access requirement is met per the plans.*

B. **Access to Adjacent Sites.** Applicants for nonresidential development are encouraged to provide on-site vehicle access to parking areas on adjacent nonresidential properties to provide for convenience, safety, and efficient circulation. A joint access agreement running with the land shall be recorded by the owners of the abutting properties, as approved by the director, guaranteeing the continued availability of the shared access between the properties.

Shared pedestrian access between adjacent properties, including residential developments is also strongly encouraged.

The adjacent apartment complex has its own private access east of the right-in/right-out driveway on Brace Road that would not be affected by the warehouse. The Costco driveway and apartment driveway are at least 50 feet apart. Full access would remain at the apartment driveways. No additional access to the apartment complex is proposed or necessary.

C. **Location.** Parking areas shall be located as follows:

2. Nonresidential parking shall be located on the same parcel as the uses served or within three hundred feet of the parcel (within five hundred feet in the downtown) if shared parking or public parking facilities are used to meet parking requirements.
3. Nonresidential parking shall not be located within a required front yard setback area. Parking (not including loading or loading docks) may be located within a required side or rear yard setback area, provided it is separated from the side or rear property line by a minimum of five-foot landscaped area or in the event the adjacent lot is residentially zoned, by a minimum of ten-foot landscaped setback area.
4. Nonresidential parking within the downtown area identified by the general plan shall not be located between a building and the fronting street.

The site plans indicate compliance. Parking onsite and outside of setbacks.

D. **Parking Stall and Lot Dimensions.** Each parking stall, aisle, and other parking lot features shall comply with the minimum dimension requirements in Table 3-9, and as illustrated in Figure 3-8 except that, within all parking lots with noncovered spaces designed so that thirty-three and one-third percent of the required number of parking spaces shall be sized for compact cars (ten feet in width and sixteen feet in length) in order to provide for tree wells and shall be clearly marked “Compact Cars Only” in nonresidential projects. Compact parking spaces shall be distributed throughout the parking lot as determined by the director. Residential garages shall comply with the “General Parking Stall Dimension Requirements” in Table 3-9.

**TABLE 3-9 - MINIMUM PARKING STALL AND LOT DIMENSIONS**

General Parking Stall Dimension Requirements	
Length	Width
20 feet, including bumper overhang. <sup>1</sup>	10 ft.

<sup>1</sup>Industrial uses to allow up to 20% of the required parking stalls to be compact, 9 feet x 16 feet (only in order to provide area for orchard style trees) as approved by the director or commission.

One-Way Traffic and Double-Loaded Aisles				
Parking angle (degrees)	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle width (travel lane)
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	13 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	15 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	19 ft.
90	10 ft.	20 ft.	20 ft.	13 ft.

Two-Way Traffic and Double-Loaded Aisles				
Parking angle (degrees)	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle width (travel lane)
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	24 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	24 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	24 ft.
90	10 ft.	20 ft.	20 ft.	24 ft.

All stalls would be 90 degree parking spaces. 589 parking stalls would measure 10 feet wide by 20 feet in depth. 176 parking stalls would measure 9 feet wide by 16 to 20 feet in depth, and a Code amendment is proposed to allow the reduced stall width of 9 feet for compact spaces as follows:

**D. Parking Stall and Lot Dimensions.** Each parking stall, aisle, and other parking lot features shall comply with the minimum dimension requirements in Table 3-9, and as illustrated in Figure 3-8 except that, within all parking lots with noncovered spaces designed so that thirty-three and one-third percent of the required number of parking spaces shall be sized for compact cars (~~ten~~ **nine** feet in width and sixteen feet in length) in order to provide for tree wells and shall be clearly marked “Compact Cars Only” in nonresidential projects. Compact parking spaces shall be distributed throughout the parking lot as determined by the director. Residential garages shall comply with the “General Parking Stall Dimension Requirements” in Table 3-9.

Aisles between the parking rows would measure 24 feet. Main circulation aisles would measure 30 feet in width.

- E. **Landscaping.** Landscaping shall be provided in compliance with Section 13.34.040(C).
- F. **Lighting.** See Section 13.30.080.
- G. **Striping and Identification.** Parking spaces shall be clearly outlined with four-inch wide lines painted on the parking surface. Carpool spaces shall be clearly identified for carpool use only. The re-striping of any parking space or lot shall require the approval of a re-striping plan by the director.
- H. **Surfacing.** Parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete or other all-weather surfacing approved by the director. Required parking in the RA, RE, or RR zoning districts may be surfaced with gravel, decomposed granite, or other all-weather surface at the discretion of the review authority.

I. **Wheel Stops/Curbing.** Continuous concrete curbing at least six inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Individual wheel stops may be provided in lieu of continuous curbing when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area.

When provided, wheel stops shall be placed to allow for two feet of vehicle overhang area within the dimension of the parking space. (Ord. 229 § 1, 2006; Ord. 218 § 3, 2005; Ord. 216 § 1, 2005; Ord. 205 § 1 (Exh. A), 2003)

Site plans indicate landscaping, lighting, striping, surfacing, and curbing in accordance with these requirements. The parking lot would be paved asphalt. Concrete curbing is proposed, as well as landscaping and lighting as previously discussed. The Final Plans shall include these striping and curbing requirements as a Condition of Approval.

**13.36.100 - Driveways and site access.**

Each driveway providing site access from a street, alley or other public right-of-way shall be designed, constructed and maintained as follows:

A. **Number of Driveways.**

1. **Multifamily and Nonresidential Projects.** A multifamily or nonresidential project on a parcel of two acres or less shall be limited to a maximum of two driveways, unless the director and town engineer determine that more than two driveways are required to accommodate the traffic for the project.

Whenever a property has access to more than one street, access shall be generally limited to the lowest volume street where the impact of a new access will be minimized.

The parcel is greater than two acres. One main driveway at a new signal is proposed on Sierra College Blvd. A right-in/right-out driveway is proposed on Brace Rd. A gated emergency access only driveway is proposed at the east end of the project site at Brace Road. A third access driveway to Granite Drive may be provided in the future if the City of Rocklin and the landowner pursue such access and with Costco and Town approval of the access location. Primary access is on Sierra College Blvd. as most traffic accessing the use would be coming from the commercial area on Sierra College Blvd and from I-80. The driveways at Sierra College Boulevard and Brace Road would serve to adequately distribute vehicle circulation. Although multiple driveways are proposed, the Brace Road driveway would primarily serve delivery trucks and would not be a popular customer access as no left turn access from Brace would be provided due to a new median on Brace Road limiting turning movements for the Costco driveway.

B. **Distance from Street Corners.** Each driveway shall be located a minimum of one hundred fifty feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street. For parcels with frontages less than one hundred fifty feet, the minimum distance shall be one hundred feet unless a lesser distance is approved by the town engineer.

The driveway on Sierra College Blvd. would be more than 150 feet from the nearest intersections. The right-in/right-out driveway on Brace Road would be 185 feet from the nearest curb return of Brace Road and Sierra College Blvd.

C. **Driveway Spacing.** Driveways shall be separated along the street frontage as follows:

2. **Multifamily and Nonresidential Development.** Where two or more driveways serve the same or adjacent multifamily or nonresidential development, the centerline of the driveways shall be separated by a minimum of fifty feet. Exceptions to this standard shall be subject to the approval of the town engineer.



The right-in/right-out driveway is spaced over 50 feet from the apartment driveway centerline to centerline. The gated emergency access is not a full-use driveway and would only be used during emergency access or evacuation situations.

D. **Driveway Width and Length.**

2. **Nonresidential Uses.** A driveway for a nonresidential use shall have a minimum paved width of thirteen feet for a one-way driveway and twenty-six feet for a two-way driveway. The maximum driveway width shall be thirty feet, exclusive of the area provided for a median divider.

The Brace Rd driveway would be 30 feet wide. The Sierra College Blvd driveway would be 59 feet wide and includes the fuel truck route. This exceeds the maximum width of 30 feet. Sierra College Blvd would be signalized at the driveway, and a Code amendment is proposed to include driveway size limits where a driveway is signalized as follows:

3. **Signalized Driveways for Warehouse Retail Uses.** A signalized driveway shall have two-way paved access and shall not exceed a maximum paved width of sixty feet.

E. **Clearance from Obstruction.** The nearest edge of a driveway curb cut shall be at least three feet from the nearest property line, the centerline of a fire hydrant, utility pole, traffic signal, light standards, or other similar facilities. Street trees shall be a minimum of ten feet from the driveway access, measured at the trunk. Driveways shall have an overhead clearance of fourteen feet in height except within a parking structure which may be reduced to seven feet, six inches.

No obstructions are shown on the plans. Final plans shall indicate compliance.

F. **Traffic Safety Visibility Area.** Structures or landscaping over thirty inches in height shall not be allowed within a traffic safety visibility area. See Section 13.20.050(E).

Final landscaping shall ensure no trees or tall shrubs are within the traffic safety visibility area.

G. **Surfacing.** Within the commercial, industrial, RS, RM, and RH zones, driveways shall be paved and permanently maintained with asphalt, concrete, or paving units. Within other zoning districts, the director may authorize the use of other all-weather surfacing, where the director determines that a surface other than asphalt or concrete is consistent with the driveways of similar properties in the vicinity, and that the alternate surface will not impair accessibility for emergency vehicles. A driveway with a slope of fifteen percent or more shall be paved with asphalt or concrete in all cases. (Ord. 205 § 1 (Exh. A), 2003)

Driveways would be asphalt concrete.

**13.36.110 - Loading space requirements.**

A. **Number of Loading Spaces Required.** Nonresidential uses shall provide off-street loading spaces in compliance with Table 3-11, below. Requirements for uses not listed shall be determined by the director based upon the requirements for comparable uses.

**TABLE 3-11 - REQUIRED LOADING SPACES**

Type of Land Use	Loading Spaces Required
Commercial uses	1 space for each 10,000 sf of floor area over the first 10,000.
<b><u>Warehouse retail uses</u></b>	<b><u>1 space for each 36,000 sf of floor area over the first 10,000.</u></b>
Manufacturing, and industrial uses	1 space, plus one additional space for each 10,000 sf of floor area over the first 10,000.
Office uses and public uses	1 space for each 25,000 sf of floor area.

*Based on the existing requirements for the commercial uses standard, Costco would be required to provide 15 loading spaces for a 155,000 SF warehouse, which is far more than the hourly deliveries expected. Therefore, a new standard for the unique loading requirements for warehouse retail uses is proposed through a Code amendment as shown above in bold text. The Costco warehouse would provide 4 loading bays, which is sufficient as up to 3 deliveries per hour would occur. Deliveries related to the tire center would be made at the tire center entrance.*

**B. Standards for Loading Areas.** Off-street loading areas shall be provided as follows. These standards and the requirements of subsection A may be reduced by the review authority where the review authority first determines that the operating, shipping and delivery characteristics of the use do not require the number or type of loading spaces required by this section.

1. **Dimensions.** Loading spaces shall be a minimum of twelve feet in width, forty feet in length, with fourteen feet of vertical clearance.
2. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting shall also comply with the provisions of Section 13.30.080.
3. **Loading Ramps.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions and overhead clearances.

Four loading ramps would be located at the southwest corner of the building as shown on the site plan. Each ramp would measure 12.5 feet wide by 50 feet in length and no overhang to limit vertical clearance. Safety lighting is included on the structure. Final plans shall include detailed profile drawings for the loading ramp area as a Condition of Approval.

4. **Location.** Loading spaces shall be:
  - a. As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
  - b. Situated to ensure that the loading facility is screened from adjacent streets;
  - c. Situated to ensure that loading and unloading takes place on-site and in no case faces a public street, or is located within a required front yard setback, adjacent public right-of-way, or other on-site traffic circulation areas;
  - d. Situated to ensure that vehicular maneuvers occur on-site; and
  - e. Situated to avoid adverse impacts upon neighboring residential properties and located no closer than one hundred feet from a residential zoning district unless adequately screened, and authorized through design review approval.

Loading bays would be located near the entrance, as far away from the residences as feasible. Bays would be screened with a wall and street-side landscaping. Loading is outside setbacks, and is within the parcel, not on the

street. It also avoids facing the street. Vehicular maneuvers would occur within the parking lot. No loading is within 100 feet of a residential zoning district.

5. **Screening.** Loading areas shall be screened from abutting parcels and streets with dense landscaping or solid masonry walls with a minimum height of six feet.

Loading areas would be screened with a solid wall as well as street-side landscaping.

6. **Striping.** Loading spaces shall be striped, and identified for “loading only.” The striping and “loading only” notations shall be continuously maintained in a clear and visible manner. (Ord. 205 § 1 (Exh. A), 2003)

Loading areas include striping.

## **Chapter 13.38 - SIGNS**

### **13.38.030 - Sign permit requirements.**

No sign shall be installed, constructed, or altered unless a sign permit and, where applicable a master sign plan approval is first obtained in compliance with this section, or the sign is allowed without sign permit approval by subsection E of this section. A building permit may also be required. After approval of a sign permit and/or master sign plan, each sign installed and maintained on the subject site shall comply with the permit and plan.

A. **Fees and Plans Required.** An application for a sign permit shall be prepared, filed and processed in compliance with Chapter 13.60. The application shall also include architectural elevations and plans of all proposed signs drawn to scale, with all dimensions noted, and include illustrations of copy, colors, materials, and samples of the proposed colors and materials. The plans submitted shall also show the location of each sign on buildings and the site.

B. **Sign Permit Review Authority.** The director shall review all sign permit applications and approve only those that comply with the findings required in subsection D of this section. The director may require conditions of approval as are reasonably necessary to achieve the purposes of this chapter. The director may also refer a sign permit application to the commission for design review and a decision, either for the individual sign permit, or as part of a development project that is otherwise subject to design review.

D. **Findings for Approval.** The approval of a sign permit or master sign plan shall require that the review authority first make all the following findings:

1. The proposed signs do not exceed the standards of Sections 13.38.060 and 13.38.070, and are of the minimum size and height necessary to enable motorists and pedestrians to readily identify the facility or site from a sufficient distance to safely and conveniently access the facility or site;
2. The size, location, and design of the signs are visually complementary and compatible with the scale, and architectural style of the primary structures on the site, any prominent natural features on the site, and structures and prominent natural features on adjacent properties on the same street; and
3. The proposed signs are in substantial conformance with the design criteria in Section 13.38.050(D).

A final sign plan shall be submitted, and fees paid by the applicant. The proposed signs do not exceed the standards, are compatible with the site, and conform.

### **13.38.040 - Prohibited signs.**

All signs not expressly permitted by this chapter shall be prohibited. Examples of prohibited signs include the following:

- A. Abandoned signs;

- B. Animated signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, except time and temperature displays (which are not considered signs);
- C. Balloons and other inflatable devices;
- D. Flags, except those allowed by Section 13.38.030(E)(4);
- E. Illegal signs;
- F. Moving signs, except barber poles;
- G. Obscene signs;
- H. Permanent off-site signs;
- I. Pennants;
- J. Pole signs and other freestanding signs over six feet in height, except as provided by Section 13.78.070(D);
- K. Roof signs;
- L. Because of the town's compelling interest in ensuring traffic safety, signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads or confuses pedestrian or vehicular traffic;
- M. Signs attached to or suspended from a vehicle parked within a public right-of-way, or in a location on private property that is visible from a public right-of-way including off-premises parked vehicle signs unless the vehicle parked off-premises is actively engaged in the usual business or regular work of the owner. (Ord. 260 § 1, 2015; Ord. 205 § 1 (Exh. A), 2003)

None of these are proposed

**13.38.050 - General requirements for all signs.**

- A. **Sign Area Measurement.** The measurement of sign area to determine compliance with the sign area limitations of this chapter shall occur as follows.
  1. The surface area of a sign shall be calculated by enclosing the extreme limits of all framing, writing, logo, representation, emblem, or other display within a single continuous perimeter composed of squares or rectangles with no more than eight lines. See Figure 3-9.
  2. Supporting framework or bracing that is clearly incidental to the display itself shall not be computed as sign area.
  3. The area of a double-faced (back-to-back) sign shall be calculated as a single sign face if the distance between each sign face does not exceed eighteen inches and the two faces are parallel with each other.
  4. Where a sign consists of one or more three-dimensional objects (i.e., balls, cubes, clusters of objects, sculpture or statue-like trademarks), the sign area shall be measured as their maximum projection upon a vertical plane. See Figure 3-10.
  5. The area of any time and/or temperature device incorporated into a sign shall not be included in the calculation of total sign area.

Fueling station signage would measure 1'9" or 21 SF per sign on the long elevation and 1'4" or 15 SF per sign on the short elevation for a total of 72 SF (4 signs). Warehouse signage includes 7' signage measuring 381 SF (3 signs), 4'6"

signage measuring 158 SF (1 sign), and Tire Center signage measuring 1'9" or 31 SF. Total signage square footage would be 1,404 SF on the project site.

**C. Sign Location Requirements.**

1. All signs shall be located on the same site as the subject of the sign, except as otherwise allowed by this chapter. A sign may project over an adjacent public right-of-way only when authorized by an encroachment permit as well as a sign permit.
2. No sign shall be located within the public right-of-way, except as otherwise allowed by this chapter.
3. The location of all signs shall be evaluated to ensure:
  - a. That the setback is appropriate for the height and area of a freestanding or projecting sign;
  - b. That flush or projecting signs relate to the architectural design of the building. Signs that cover windows, or that spill over natural boundaries and/or cover architectural features shall be discouraged;
  - c. That signs do not unreasonably block the sight lines of existing signs on adjacent properties; and
  - d. Pedestrian and vehicular safety.

The project incorporates wall-mounted signs at least 1 foot below the roofline along the primary building frontage and at entry. No freestanding ground-mounted signs, awnings, or suspended signs are proposed.

**D. Design Criteria for Signs.** The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or building permit can be approved.

1. **Color.** Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the building or buildings being identified. Contrasting colors may be utilized if the overall effect of the sign is still compatible with the building colors and prevailing colors in the surrounding neighborhood (where a theme can be identified).

Signs would be red and blue in the Costco logo. Building colors would be neutral browns, blues, and grays and signs would be compatible in color.

**2. Design and Construction.**

- a. Proposed permanent signs should be designed by professionals (e.g., architects, building designers, landscape architects, interior designers, or those whose principal business is the design, manufacture, or sale of signs), or others who are capable of producing professional results.
- b. All permanent signs should be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation businesses, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability so as to reduce maintenance costs and to prevent dilapidation.

Signs would utilize the company logo design and would be built to company standards to ensure it is clear, durable, and well-maintained.

**3. Materials and Structure.**

- a. Sign materials (including framing and supports) should be representative of the type and scale of materials used on the site of the sign. Sign materials should match those used on the building and on other signs.
- b. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
- c. The size of the structural members (e.g. columns, crossbeams, and braces) should be proportional to the sign panel they are supporting. In general, fewer larger supporting members are preferable to many smaller supports.
- d. The use of individual letters incorporated into the building design is encouraged, rather than signs with background and framing other than the building wall.
- e. The use of reflective materials or surfaces may be approved only where the review authority determines that these materials will not distract motorists or create other hazards, and should be minimized in all cases.

Sign materials would be consistent throughout the site. Signage would use externally illuminated reverse panel channel letters. Signs would not include reflective material.

4. **Street Address.** The review authority may require that a sign include the street address of the site where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.

Located at an intersection, additional street address signage is not necessary.

E. **Copy Design Guidelines.** The town does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.

- 1. Sign copy should relate only to the name and/or nature of the business or commercial center.
- 2. Permanent signs that advertise continuous sales, special prices, or include phone numbers, etc. should be avoided.
- 3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
- 4. The area of letters or symbols should not exceed forty percent of the background area in commercial districts or sixty percent in residential districts.
- 5. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.

Sign content would indicate "Costco Wholesale" in the red and blue corporate logo. Signs would be building wall mounted. A sign indicating "Tire Center" on the side of the warehouse building would also be included in simple lettering to indicate the location of the tire center. Lettering would not exceed 40 percent of the background area.

F. **Sign Lighting.** The artificial illumination of signs, either from an internal or external source, shall be designed to minimize light and glare on surrounding rights-of-way and properties.

- 1. The town prefers that a sign be illuminated by lights shining on the sign rather than by lights within the sign, although signs comprised of individually mounted, internally lit letters may be found acceptable. In the case of a sign comprised of a metal cabinet with a face of plastic or similar material,

the face material shall be opaque except for the letters and artwork that convey the message. It is the intent of the town that a cabinet sign be designed and constructed to appear as much as possible as illuminated individual letters.

2. External light sources shall be directed and shielded so that they do not produce glare on any object other than the sign, and/or off the site of the sign.
3. The light from an illuminated sign shall not be of an intensity or brightness that will interfere with the reasonable enjoyment of residential properties. In areas with low ambient nighttime illumination levels (i.e., areas of the town with little or no illuminated signing) a sign should be designed to use light, illuminated copy against a dark or opaque background.
4. Sign illumination shall not blink, flash, flutter, or change light intensity, brightness or color.
5. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
6. Neither the direct nor reflected light from primary light sources shall create a hazard to operators of motor vehicles.
7. Reflective-type bulbs and incandescent lamps that exceed fifteen watts shall not be used on the exterior surface of signs so as to expose the face of the bulb or lamp to a public right-of-way or adjacent property.
8. Light sources shall utilize energy efficient fixtures to the greatest extent possible.
9. Permanently installed illuminated panels, visible tubing, and strings of lights outlining all or a portion of a building, other than lighting that is primarily for indirectly illuminating architectural features, signs, or landscaping, shall be deemed "signs" subject to this chapter and shall be counted as part of the allowed sign area. Each line of tubing or lights shall be deemed to have a minimum width of at least six inches for the purpose of area calculation.

Warehouse signage would use externally illuminated reverse pan channel letters. Signs would not include blinking or flashing lights. Colored lights are not proposed. No signs or lights are proposed at street frontage. Lighting would be shielded with cutoff lenses and would use timer controlled LED fixtures. Tubing and string lights are not proposed.

G. **Maintenance of Signs.** Each sign and supporting hardware, including temporary signs, shall be maintained in good repair and functioning properly at all times. Any repair to a sign shall be of equal or better in quality of materials and design as the original sign. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the municipal code.

Signs are to be maintained.

#### **13.38.060 - Zoning district sign standards.**

Each sign shall comply with the sign type, area, height, and other restrictions provided by this section, except as otherwise expressly provided in Section 13.38.030(E) or Section 13.38.070.

B. **Commercial and Industrial Zoning District Sign Standards.** Each sign in a commercial or industrial zoning district (see Section 13.20.020) shall comply with the requirements in Table 3-11, in addition to the provisions of Section 13.38.070, as applicable. (Ord. 205 § 1 (Exh. A), 2003)

**TABLE 3-11 - SIGN STANDARDS FOR COMMERCIAL AND INDUSTRIAL ZONES**

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
<b>Ground-Mounted and Ground-Floor Signs</b>			
Awning	Below roof <sup>(1)</sup>	<b>Single tenant site or building:</b> 3 of any combination of allowed sign types per primary building frontage.	<p><b>Interior parcel:</b> 1 sf for each linear ft of primary building frontage (for buildings with multiple frontages such as within a shopping center, 1 sf for each linear foot of primary frontage plus 0.5 sf for each foot of secondary frontage)</p> <p>The total area of all signs on a single building frontage shall not exceed the total linear feet in that frontage.</p> <p>At least 25 sf, and no more than 200 sf, are allowed for each use.</p> <p><b>Corner parcel:</b> 0.5 additional sf for each linear foot of secondary frontage.</p> <p><b>Site with 4 or more tenants:</b> allowed an additional freestanding identification sign of 0.25 sf for each linear ft of total primary bldg. frontage, to 200 sf maximum.</p>
Freestanding	6 ft	1 of any allowed sign type per secondary frontage	
Projecting, Wall	Below roof <sup>(1)</sup>	<b>Site or building with 4 or more tenants:</b> 1 of any allowed sign type per business frontage.	
Suspended	Below eave/canopy; at least 8 ft above a walking surface		
Temporary/ Portable	See Sections 13.38.070(A) and (H)		
Window	See Section 13.38.070(J)		
<b>Second Floor Signs</b>			
Awning, Projecting, Wall	Below roof <sup>(1)</sup>	1 per tenant space	12 sf for each tenant. 1 directory sign not to exceed 12 sf is also allowed to identify upper floor occupants.
Window	See Section 13.38.070(J)		
<b>Indoor Signs and Outdoor Signs Not Visible from a Street</b>			
Awning, Freestanding, Projecting,	Below roof <sup>(1)</sup>	See Section 13.38.070, as applicable	



Suspended, Wall, Window		
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**Notes:**

- (1) At least one foot below the top of a parapet, the sill of a second floor window, and/or the lowest point of any cornice or roof overhang.

The Costco warehouse building measures approximately 488 feet by 326 feet, with building heights ranging from 27 feet to 33 feet. Signs would be more than one foot beneath the top of the parapet. The signs proposed are flat (non-projecting) wall signs. Code Section 13.38.070.1 applies in regard to signage area limits for wall signs, which states that the area of the largest wall sign shall not exceed 7% of the area of the building façade on which the sign is mounted. Two wall signs measuring 381 square feet and 158 square feet would be located on the entrance frontage (South elevation) totaling 539 SF, and one sign per side would be located on the other two sides facing roadways (North and West elevations) measuring 381 SF per sign. Since the sign area allowed on the South, West, and North elevations are approximately 982 SF, 690 SF, and 1,024 SF, respectively, the proposed signage meets the established limits on all three sides. Along the East elevation facing the single-family residences, the structure would include one "Tire Center" directional sign measuring 31 SF. The allowed area on this side of the structure is 622 SF; therefore, 31 SF of signage is well within the signage limit under Section 13.38.070. Total allowable signage under 13.38.070 would be 3,318 SF while total proposed signage on the warehouse would be 1,332 SF. The wall sign above the entry doors on the south side of the building is found to be a wall sign, just as the Raley's signage was evaluated, rather than an awning sign as the wall projects forward to create a covering and is not interpreted as an awning.

Signage is also proposed on the fueling station canopy. This signage would measure 21 SF on the long North and South elevations of the canopy and 15 SF on the shorter East and West elevations of the canopy. The canopy measures 160' by 74' by 3', allowing for signage up to 33.6 SF or 15.59 SF per side. Therefore, the proposed signage falls within this limit. Final signage submitted with the sign application will be required to meet the square footage limits established in 13.38.070 as already proposed.

**13.38.070 - Standards for specific types of signs.**

Proposed signs shall comply with the following standards where applicable, in addition to the sign area, height, and other requirements of Section 13.38.060, and all other applicable provisions of this chapter.

- B. **Awning Signs.** The following standards apply to awning signs in all zoning districts where allowed by Section 13.38.060.
  - 1. Signs on awnings are limited to ground level and second story occupancies only.
  - 2. Awnings shall not be internally illuminated, except that lettering on the awning valence may be backlit. Direct exterior lighting may be allowed. Translucent awning materials are prohibited.

No awning signs are proposed. See above (13.38.060).

- H. **Temporary Signs.** Temporary signs are allowed subject to the following requirements.
  - 1. **Construction Signs.** Construction identification signs may be allowed in all zoning districts with sign permit approval, in compliance with the following standards:
    - a. Only one sign, located on-site, shall be allowed;
    - b. The area of the sign shall not exceed thirty-two square feet;

- c. Sign height shall not exceed six feet; and
- d. The sign shall not be illuminated.

Construction signage will not be illuminated and will be required to conform to these temporary standards as a conditional of approval.

I. **Wall Signs.** The following standards apply to wall signs in all zoning districts where allowed by Section 13.38.060.

- 1. A wall sign may be located on any primary or secondary building frontage.
- 2. The area of the largest wall sign shall not exceed seven percent of the area of the building facade on which the sign is mounted or painted, including the area of windows, doors and recesses.
- 3. No sign shall project from the surface to which it is attached more than required for construction purposes, and in no case more than twelve inches.
- 4. No sign shall be placed so as to interfere with the operation of a door or window.

See above (13.38.060) regarding sizing conformance. Sign lettering would not project more than 12 inches from the surface.

**13.38.080 – Exceptions to sign area limitations.**

The review authority may grant an exception to increase the maximum allowed sign area by up to twenty-five percent if the review authority first determines that:

- A. The position or setback of the building on the site requires additional area for effective signing;
- B. The exceptional size of the structures, uses, or site requires additional sign area for effective identification from major approaches to the site; or
- C. The name of the business or use to be identified is exceptionally long, so that sign readability would be impaired by crowding words into the allowable sign area. (Ord. 205 § 1 (Exh. A), 2003)

No exceptions to the sign area limitations are proposed or necessary, although Exceptions A and B are applicable.

### **Housing Law and Zoning Discussion**

It is important for this discussion to also address why parcels zoned RH and RM-5 are not proposed to be rezoned CG, and how this relates to recent housing law changes. Parcels entirely or partially zoned RH and RM-5 would be developed as parking areas, which is not a prohibited use in these zones. The Costco project will develop commercial uses (including parking) on a total of 17.3 acres of land identified in the 2014 Housing Element vacant land inventory, including:

- 11.3 acres of RM-5 land capable of accommodating 90 units of Moderate Income housing (per Tables 22 and 23);
- 5.6 acres of CG land capable of accommodating 56 units of Moderate Income housing (same)
- 0.4 acres of RH land capable of accommodating 4 units of Moderate Income housing (same)
- Note: one Costco parcel (045-042-012-000) is not listed in the vacant land inventory. Technically, since it is not listed in the inventory, GC 65863(b) it doesn't apply.

Therefore, the Town needs to demonstrate that allowing this development to occur will leave sufficient vacant land to meet the Town's RHNA numbers: 83 very low-income units, 46 low-income units, 55 moderate income units, and 59 above-moderate income units. The Housing Element estimated 150 moderate-income units (Table 22) could be accommodated on the Costco Project parcels (10 units per acre for RM-5 and CG and 15 units/acre for RH); under the Housing Element, none of the parcels are deemed appropriate for development of low or very-low income housing. The Housing element identified 147.4 acres of other "high density" vacant parcels (RM-5, CG, CO, RH, CT, and CC) in the Town (in addition to the Costco parcels) that have the capacity to accommodate 1,181 moderate income units. Since the Town's moderate-income allocation under the RHNA is 55 units, there is still sufficient vacant land zoned for moderate income units to accommodate this allocation with the development of the Costco warehouse. As noted, the Housing Element does not identify any of the Costco parcels as appropriate for the development of low or very-low income housing. This is consistent with state law, which provides that the minimum density for low-income and very low-income units is 20 units per acre in accordance with the Town's Housing Element and Government Code Section 65583.2. Therefore, the parcels comprising the Costco site could not accommodate low- or very-low income units. With adequate acreage zoned in the Town to accommodate moderate-income units, development of the CG, RH, and RM-5 parcels in the Project area would not conflict with the Housing Element or the Town's ability to meet its RHNA numbers. Although lands zoned CG can accommodate housing units, this does not mean such parcels cannot be developed for commercial use, and likewise, this does not preclude RH or RM-5 parcels from being developed as parking spaces.

**EXHIBIT 4B  
RESOLUTION #20-\*\*  
CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT AND DESIGN REVIEW  
TOWN COUNCIL OF LOOMIS HEARING AUGUST 4 AND 11, 2020**

**GENERAL CONDITIONS**

1. \_\_\_\_ Owner shall comply with all provisions of the Town of Loomis Municipal Code.
2. \_\_\_\_ The project shall proceed only in accordance with approved plans on file in the Planning Department, the conditions contained herein and the Town of Loomis Municipal Code. Approval of this project is subject to the plans, conditions and Code(s), shall not be interpreted as the Town having waived compliance with any sections of the Town of Loomis Municipal Code (Zoning, Building Codes, etc.), Loomis General Plan, or applicable Plans.
3. \_\_\_\_ Development shall be substantially in accordance with the plans entitled "Costco Wholesale Loomis, CA Application for Use Permit" dated November 16, 2018, and with portions updated on April 10, 2019 (Preliminary Landscape Plan) and April 22, 2020 ( Option 1D), to be approved by Planning Director, as prepared by Kier & Wright Engineers and Surveyors, Inc. except as may be modified by the conditions stated herein.
4. \_\_\_\_ When submitting for Plan Check, the owner must provide to the Planning Department a copy of the final conditions of approval with a cover letter specifying how and where the revised plans address each of the conditions. Plan Check by the Planning Department and Town Engineer will not be initiated without compliance with this condition. All plans shall be consistent with that approved by the Planning Department. The owner shall be responsible for correcting any inconsistency which may occur through error or omission during plan preparation or construction.
5. \_\_\_\_ Owner shall defend, indemnify, and hold harmless the Town of Loomis and its agents, officers and employees from any claim, action, or proceeding against the Town, or its agents, officers and employees to attach, set aside, void, or annul, an approval of the Planning Commission, or Town Council concerning this project.
6. \_\_\_\_ The Conditional Use Permit approvals shall expire twenty-four months following approval on August 11, 2022.
7. \_\_\_\_ The conditions of approval of the application shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, which may or may not be shown on the map or improvement plans.
8. \_\_\_\_ Upon Project approval, the Town shall commence construction of the Sierra College Boulevard Capital Improvement Projects.
9. \_\_\_\_ Operation of the Costco Warehouse and Fueling Station may not commence until the Sierra College Boulevard Capital Improvement Projects associated with the Costco Project are fully completed and implemented.

**IMPROVEMENTS (STREET, DRAINAGE, GRADING AND PARKING DESIGN)**

10. **\_\_\_\_\_ PRIOR TO ANY CONSTRUCTION**, the applicant shall obtain an encroachment permit prior to any work within public rights-of-way.
11. **\_\_\_\_\_ PRIOR TO ISSUANCE OF ANY BUILDING PERMITS**, the Town reserves the right to amend or add to Town Standard Plates and Standard Land Development Specifications.
12. **\_\_\_\_\_ PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, the plans shall show the location and size of fire hydrants and water mains in conformance with the standards, requirements and approvals of the South Placer Fire District and Placer County Water Agency.
13. **\_\_\_\_\_ PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, an erosion and sediment control plan shall be prepared in compliance with Chapter 12.04 of the Municipal Code and included as part of the improvement plans. All the requirements of the Town's National Pollution Discharge Elimination System (NPDES) General Permit and the Town's Storm Water Management Program shall be followed. All erosion and sediment control best management practices shall follow the guidelines of the California Stormwater Quality Association (CASQA) handbooks.
14. **\_\_\_\_\_ PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, all grading shall conform to the Town Grading Ordinance (Municipal Code Section 12), and as recommended by a soils report prepared by the Geotechnical Engineer, with prior review and approval by the Town Engineer. A Grading Permit shall be obtained prior to any grading.
15. **\_\_\_\_\_ PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, the applicant shall submit final detail plans and specifications for the improvements, including the parking lot, street improvements, utility improvements, and profile drawings of the loading ramp area.
16. **\_\_\_\_\_ PRIOR TO ANY CONSTRUCTION**, the plans for improvements required as a condition of approval of this project shall be prepared by a California Registered Civil Engineer and shall be reviewed and approved by the Town Engineer and any effected outside agencies.
17. **\_\_\_\_\_ PRIOR TO ANY CONSTRUCTION**, the applicant shall submit a grading and drainage plan to the Town Engineer for review and approval that addresses the impacts to the drainage patterns and runoff increases. the project will be controlled by the Placer County Flood Control District Storm Water Management Manual and the Loomis Land Development Manual consistent with their letter dated February 9, 2017.
18. **\_\_\_\_\_ AS PART OF THE IMPROVEMENTS**, the disabled access ramp to be constructed in the public right-of-way, parking lot or adjacent to any buildings structure shall be designed to current ADA standards.
19. **\_\_\_\_\_ AS PART OF THE IMPROVEMENTS**, if access between the Costco property and Granite Drive is sought by the City of Rocklin and the adjacent landowner, Costco shall provide a connection point for said access at a location approved by both Costco and the Town of Loomis.
20. **\_\_\_\_\_ AS PART OF THE IMPROVEMENTS**, the applicant shall install standard streetlights per the Town of Loomis Improvement Standards.
21. **\_\_\_\_\_ AS PART OF THE IMPROVEMENTS**, a no U-turn sign shall be placed facing the eastbound left-turn lane on Brace Road serving the Homewood Lumber Company site.

22. \_\_\_\_\_ **AS PART OF THE IMPROVEMENTS**, if Option 1A, 1B, or 1C are approved, the position of the fueling station shall be moved 15 feet south of the proposed location to allow for an additional queuing position per lane.

23. \_\_\_\_\_ **DURING THE PROJECT**, the applicant shall be responsible for all actions of his contractors and subcontractors until such time as the improvements have been accepted as complete by the Town.

24. \_\_\_\_\_ **DURING THE PROJECT**, access to the parcels (for emergency and vehicular access) shall be maintained to the satisfaction of the Director of Public Works/Town Engineer at all times.

25. \_\_\_\_\_ **PRIOR TO OCCUPANCY**, a Performance-based Fuel Station Queue Management Plan shall be prepared and submitted to the Town for approval. The queue management plan shall define steps to be taken by Costco personnel to prevent queues from spilling back into the main drive aisle if atypical/unforeseen conditions occur that would cause fuel station queues to approach or exceed the fuel station queuing waiting area.

26. \_\_\_\_\_ **PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, existing public facilities, and real and personal property, damaged during the course of construction shall be repaired by the owner at his sole expense, to the satisfaction of the Town Engineer.

27. \_\_\_\_\_ **PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, the applicant shall construct all improvements required as a condition of approval of this project or enter into a contract agreement with the Town to construct all improvements, and shall post bond, cash deposit, or instrument of credit, guaranteeing the construction of all improvements listed below within the time period specified herein or an approved time extension in accordance with the provisions of the Loomis Municipal Code and other applicable laws.

27A. The applicant shall record a private access and sidewalk along Sierra College Boulevard and Brace Road and utility easements.

27B. The applicant shall construct curb, gutter, sidewalk, pavement and other street frontage improvements necessary to complete the roadway improvements on Sierra College Boulevard and Brace Road per Town specifications.

27C. The applicant shall provide primary vehicle access from a new signalized intersection along Sierra College Boulevard located approximately 750 feet south of Brace Road and 600 feet north of Granite Drive.

27D. The applicant shall provide right-of-way to widen Sierra College Boulevard along the Project site frontage, allowing for striping of a third northbound travel lane and northbound bike lane between Granite Drive and Brace Road.

27E. The applicant shall sign a legal agreement with the Town in a form acceptable to the Town Attorney to participate in a fair share of the improvement to construct a storm drain system along Sierra College Boulevard and Brace Road for the downtown drainage.

27F. The parking spaces shall be paved and striped and improved in accordance with the approved plans prior to issuance of the Certificate of Occupancy. Parking lot striping and curbing requirements in section 13.36.090 and loading space requirements in section 13.36.110 of the Municipal Code shall be met.

27G. Continuous concrete curbing at least six inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Individual wheel

stops may be provided in lieu of continuous curbing when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area.

27H. The applicant shall dedicate all necessary easements for streets, sewers, water facilities, utilities, drainage facilities, and other facilities as required by the Town and outside agencies

27I. On-site and off-site drainage facilities shall be designed and constructed as directed and approved by the Town Engineer in compliance with the Placer County Stormwater Management Manual. Onsite stormwater collection systems shall maintain at least a 50-foot setback from the well serving Sierra Meadows Apartments.

27J. The water distribution system installed by the applicant must provide sufficient flow and pressure to meet fire district requirements of 1,600 gallons per minute at a residual pressure of 55 pounds per square inch for sprinklers and 4,000 gallons per minute at a residual pressure of 20 pounds per square inch for firefighting flow.

27K. The applicant shall install sewer, water, and utilities prior to Final Acceptance of Improvements to the satisfaction of PCWA, Placer County Environmental Health Department, South Placer Fire District, and South Placer Municipal Utility District in compliance with town standards, the Municipal Code, etc. The Town Engineer, in consultation with the applicable agencies, shall determine whether this condition has been met.

27L. The gated emergency access driveway on Brace Road shall be 25 feet wide, and the gate shall be located 30 feet interior to the Costco property from the roadway. The gate shall be equipped with a Knox Box or similar mechanism to allow for fire protection and law enforcement access. Grasscrete pavers may be used at the gated entrance to ensure the driveway continued to be used only for emergency access only.

27M. The median to be installed under the project on Brace Road shall be sized to limit left turning movement to/from only the Costco driveway, and shall not prevent turning movement to/from Homewood Lumber or the Sierra Meadows Apartments, maintaining the existing roadway striping configuration at those driveways. California Manual on Uniform Traffic Control Devices (CA MUTCD) regulatory signage shall also be located along the egress aisle of the Costco driveway to notify customers the driveway only allows for right-turning movements.

28. \_\_\_\_\_ **PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, the applicant shall submit certified as-built plans and computer generated design files on disk detailing the completed improvements.

29. \_\_\_\_\_ **PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, cost of all inspections related to on-site and off-site improvements shall be paid by the applicant.

#### **AGENCIES**

30. \_\_\_\_\_ The applicant shall meet with the applicable utilities and services and provide will-serve letters from all applicable utilities and services, including Recology, SPMUD and the South Placer Fire Protection District, and pay the impact fees as determined by the school district, prior to building permit issuance, and shall pay all required fees.

31. \_\_\_\_\_ Utilities shall be placed underground as per Section 13.30.130 Undergrounding of Utilities of the Loomis Municipal Code.

32. \_\_\_\_ All utilities shall be placed so as to maintain at least the minimum required separation (electricity, natural gas, storm drains, sanitary sewer, and water), and per the standards and specifications of the utility districts, including grease separators.
33. \_\_\_\_ The applicant shall establish compensatory agreements or “zone of benefit” with the South Placer Fire Protection District.
34. \_\_\_\_ The applicant shall comply with the requirements of the South Placer Fire Protection District.
35. \_\_\_\_ Per the South Placer Fire Protection District, prior to building permit issuance, an all- weather access driveway shall be provided to any new development, which shall be properly graded, culverted, and surfaced with a 4-6 inch base material to allow emergency vehicle access to the parcels
36. \_\_\_\_ The applicant shall obtain a letter indicating “No Further Action” from the Department of Toxic Substances Control prior to construction.
37. \_\_\_\_ The applicant shall ensure the water well serving the Sierra Meadows Apartments is not located within 50 feet of storm drain or sanitary sewer facilities, and shall fulfill requirements outlined in California’s Water Well Standards, Bulletin 74-81 and 74-90 (DWR 1981, 1991), to maintain a minimum separation distance between the well and any potentially contaminating activities associated with the project, in consultation with the Placer County Environmental Health Department. If it is infeasible to maintain a 50-foot separation, the applicant shall provide for a service connection between Placer County Water Agency and Sierra Meadows Apartments.
38. \_\_\_\_ The applicant shall not discharge fuels, oils, other petroleum products, chemicals, detergents, cleaners, or chemicals to the surface of the ground or to drainage ways on or adjacent to the site and dispose of hazardous materials as per applicable laws and regulations.
39. \_\_\_\_ If the project stores 55 gallons and/or 500 pounds of a hazardous substance or 200 cubic feet of combustible gas, Costco must file an emergency response plan and hazardous materials storage and containment plan with Placer County Environmental Health in compliance with the California Hazardous Materials Release Response Plans and Inventory Law (also known as the Business Plan Act). A permit to install the underground storage tank must be obtained from Pacer County Environmental Health as well.
40. \_\_\_\_ The design and construction of sewer infrastructure shall conform to the Standard Specification of SPMUD and shall be submitted to SPMUD for review and approval.
41. \_\_\_\_ Prior to building permit issuance, the owner shall submit a Solid Waste Management Plan to the Town for review and approval in conformance with the Town's Solid Waste Management Plan.
42. \_\_\_\_ The applicant shall submit, a solid waste report to the Town on January 15 and July 15 of every year detailing items diverted, items reused, items sent for recollection/ reconditioning/ recycling, items composted, and other pertinent information in a form created and approved by the Town Manager for use in the Town's Solid Waste Report.
43. \_\_\_\_ The applicant shall submit refuse enclosure design and placement for review and approval by the Planning Director in accordance with good planning practices, and Recology prior to issuance of a building permit.
44. \_\_\_\_ The applicant shall ensure that dust controls are reviewed and approved prior to construction; and then implemented during all phases of project construction and operation in conformance with the Placer County Air



Pollution Control District (PCAPCD) Rules and Regulations.

45. \_\_\_\_ Construction impacting soils shall not occur when wind speeds exceed 25 mph for one hour, disturbed areas inactive for up to 3 months shall be seeded and watered, appropriate construction fencing shall be in place around the construction site to contain dust, disturbed areas shall be minimized, and fugitive dust shall be controlled by regular watering, paving, or other treatment, and other dust prevention measures utilized.
46. \_\_\_\_ The applicant shall distribute alternate transportation materials to all employees. This information should include but is not limited to ridesharing, mass transit schedules, etc.
47. \_\_\_\_ Prior to any on-site construction or grading the owner shall submit to the Planning Director and the Town Engineer verification from the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife that the project meets all regulations and that the owner has obtained all required permits relating to wetlands and waterways or mitigated at the no-net loss level- prior to issuance of improvement plans.

**USE PERMIT APPROVAL**

48. \_\_\_\_ The project shall conform to the General Plan, Noise Element, Section 13.30.070 Noise Standards of the Loomis Municipal Code and applicable State Regulations by implementing the noise mitigation measures established in the EIR, and use of noise shielding devices and BMPs during construction.
49. \_\_\_\_ Costco shall construct an 8-foot-tall screenwall along the eastern boundary of the Costco property, as it is necessary to address potential privacy and safety hazards associated with the presence of a commercial use adjacent to residences. In addition, a 13-foot sound wall shall be constructed along the western and southern property boundary of the Sierra Meadows apartment complex. Costco shall demonstrate these screening walls incorporate decorative features on both sides of the wall.
50. \_\_\_\_ Nighttime truck deliveries (loading and unloading) shall use the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM.
51. \_\_\_\_ Parking lot sweeping, landscape maintenance, and commercial garbage pick-up shall be limited to the hours of 7:00 a.m. - 7:00 p.m. weekdays and Saturdays and prohibited on National holidays and Sundays.
52. \_\_\_\_ The hours for on-site construction shall be limited to Monday through Friday, 7 AM to 7 PM, and Saturday, 8 AM to 5 PM to assure public health, safety and welfare. No work shall occur on Sundays. Work inside the building which cannot be heard at the property lines is specifically excluded from these restrictions
53. \_\_\_\_ The property owner shall be responsible to ensure all conditions to this permit are binding on all successors-in-interest (e.g. by incorporating into the standard provisions of any sale, lease and/or rental agreements, etc.).
54. \_\_\_\_ Prior to approval of improvement plans, or grading permits the owner shall obtain a Tree Removal Permit as per Section 13.54 Tree Preservation and Protection of the Loomis Municipal Code.
55. \_\_\_\_ No certificate of occupancy shall be issued until all conditions incorporated into this Conditional Use Permit are in compliance at the time of the request.
56. \_\_\_\_ A detailed final on-site exterior lighting plan, consistent with the requirements of amended Section 13.30.080 Outdoor Lighting shall be submitted for the review and approval of the Planning Director prior to building permit issuance. The plan shall indicate fixture design, illumination, location, height, method of shielding,

and timer shut-control detail so as not to adversely affect adjacent properties.

57. \_\_\_\_ Outdoor parking lot light fixtures shall be shielded, incorporate cutoff lenses, and cast downward on light poles of no more than 32 feet, in accordance with amended Section 13.30.080. Lighting adjacent to existing residences shall not exceed 28 feet in height. The lighting shall be installed prior to building final or any certificates of occupancy being issued.

58. \_\_\_\_ The following energy efficiency measures shall be incorporated and implemented:

1. Light-emitting diode (LED) lamps shall be used in lighting fixtures.
2. Pre-manufactured building components, including structural framing and metal panels, shall be used to minimize waste during construction.
3. Pre-manufactured metal wall panels with insulation that carry a higher energy efficiency rating (R-Value) and greater solar reflectivity shall be used to help conserve heating and cooling energy.
4. A reflective "cool roof" material shall be used to produce lower heat absorption.
5. Skylights shall be placed strategically throughout the metal roof.
6. High efficiency HVAC comfort systems and ducting shall be used and controlled by a computerized building management system.
7. Parking lot lighting shall be controlled by an energy management system.

59. \_\_\_\_ The applicant shall be required to provide at least 1 parking space for each 200 square feet of area devoted to commercial use, as depicted on the submitted site plan. Property owner shall provide parking, open and available on site, for all employees. All employees shall park on site in the employee designated spaces.

60. \_\_\_\_ The applicant shall provide 16 motorcycle parking spaces, as depicted on the site plans, and shall provide 39 bicycle parking spaces per Section 13.36.060 and 13.36.070. The majority of these spaces may be located at the employee entrance.

61. \_\_\_\_ Temporary construction signage shall follow Section 13.38.070 in regard to temporary sign limits. Signage height shall be limited to 6 feet and the sign area shall not exceed thirty two square feet. Only one sign shall be allowed, and it shall not be illuminated.

62. \_\_\_\_ Compactors and the transformer facing Sierra College Blvd. shall be screened per Section 13.30.120 with an architecturally compatible screening element or sufficient landscaping to provide year-round screening as approved by the Planning Director.

63. \_\_\_\_ If prehistoric or historical archaeological deposits are discovered during project activities, all work within 25 feet of the discovery shall be halted and the Town of Loomis Planning Department shall be notified. The archaeologist shall assess the situation, and consult with agencies and Native American Tribes as appropriate, as to the treatment of the discovery. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and providing recovered archaeological materials as appropriate with affected tribal groups.

## **LANDSCAPING AND DESIGN**

64. \_\_\_\_ The applicants' final design drawings shall be based on the conceptual plans provided by Kier and Wright Civil Engineers dated November 16, 2018, and with portions updated on April 10, 2019 (Preliminary Landscape Plan) and April 22, 2020 ( Option 1D), and modified to comply with the Town's Design Guidelines, showing:

- Screened and landscaped service areas;
- Screened and landscaped trash enclosures;

- Architectural details of the “Loomis fruit shed” architectural-style components such as the porch-style overhangs and other treatments.
- Proposed public art concepts in the style of fruit labels to be used as architectural treatment for either the proposed retaining wall along Sierra College Blvd. or the warehouse building;
- Architectural and landscape details for the soundwalls/privacy walls around the Sierra Meadows Apartments and along the eastern boundary of the Costco property, showing decorative features on both sides of the wall and landscaping per Section 13.30.110.
- Landscaping along the retaining wall along Sierra College Blvd.;
- Landscaping along the 13-foot soundwall, as depicted in the preliminary landscape plan.
- Signage detail that includes the site address, and conforms to the Sign Ordinance (Section 13.38);
- Parking lot landscaping and walkway designs showing dimensions of each feature and walkway detail;
- Loading ramp profile detail;

65. \_\_\_\_\_The applicant shall construct the buildings as shown in the final design plans. Minor modifications which do not have a material effect of the design of the project may be approved by the Planning Director consistent with the Planning Commission approval with a maximum height of 35’.

66. \_\_\_\_\_All heating, ventilation and air conditioning systems shall be screened from public view, as approved by the Planning Director (in accordance with the design of the project and the surrounding area). A roof plan shall be submitted with spot elevations showing location of all roof equipment including vents, stacks and skylights with the building permit submittals.

67. \_\_\_\_\_Final landscaping and street tree plans shall be approved by the Planning Director in accordance with Section 13.34 Landscaping Standards the Town Zoning Ordinance and the conceptual landscaping plans as approved by the Planning Commission. Minor Modifications which do not have a material effect of the design of the project may be approved by the Planning Director consistent with the Planning Commission's approval. Screening of all ground mounted utility equipment including air conditioners, transformers, backflow preventers, or other similar equipment shall be indicated on the plans and include the use, or combination, of shrubbery, berming or structures and will comply with the Utility’s Standards.

68. \_\_\_\_\_Final landscaping shall ensure no trees or tall shrubs above 30 inches in height are within the traffic safety visibility area. Tree canopies in the traffic safety visibility area shall be trimmed to 8 feet in height.

69. \_\_\_\_\_For the final landscape plan, an arborist shall assess whether 25 Heritage Southern Live oak planned for the stormwater treatment basins near the apartments and within the parking lot can be replaced with Valley oak. Valley oak has shown to withstand planting in such areas if planted on the side/slope of the basin to avoid oversaturation in winter. If feasible based on the final grading for the stormwater basins, Valley oak shall be planted instead of Heritage Southern Live Oak.

70. \_\_\_\_\_In accordance with the Tree Ordinance (Section 13.54), the applicant shall prepare and implement an Oak Woodland Tree Replacement and Protection Plan, including a planting plan, maintenance and monitoring schedule and methodology, annual reporting plan, and offsite planting and maintenance plan. Per the preliminary landscape plan, 37 Valley Oaks and 26 Interior Live Oaks will be replanted around the perimeter of the site. Additionally, offsite planting of 225 Valley Oaks and 6 Blue Oaks or in-lieu payment of \$155,470, or a combination thereof, is required to mitigate the remaining tree removal, as addressed through the Tree Removal permit. If replacement of the Heritage Southern Live Oak in the stormwater treatment basins with Valley oak is feasible based on the grading of the basins, then the offsite planting or in-lieu fee requirements would be reduced accordingly.

71. \_\_\_\_ The final landscape plan shall replace the Live oak previously proposed in the parking lot islands with an appropriate tree species based on the size of the planting area, such as Norway maple (*Acer platanoides*), red maple (*Acer rubrum*), seedless sweetgum (*Liquidambar styraciflua 'Rotundiloba'*), London plane (*Platanus hybrids*), Chinese elm (*Ulmus parvifolia*), and zelkova (*Zelkova serrata*), or other appropriate species as approved by the Planning Director.

72. \_\_\_\_ All landscape areas shall be maintained in a healthy, thriving condition, free from weeds, trash and debris. The owner shall enter into a landscape maintenance agreement prior to receiving final building approval or a certificate of occupancy. Owner shall dedicate landscape easements where necessary to ensure that planter strips are maintained by the property owners. Irrigation shall be provided to the planter strips.

73. \_\_\_\_ Prior to issuance of final building approval, the landscape professional shall submit a written statement confirming compliance with approved plans, materials and installation to the Planning Department.

74. \_\_\_\_ Final landscaping plans shall include the following requirements:

- A minimum one-foot depth of uncompacted soil shall be available for water absorption and root growth in each planted area.
- A soil test for horticultural suitability shall be required at time of landscape installation in each landscaped area. Soil shall be prepared and/or amended to be suitable for the landscape to be installed.
- A minimum of two inches of mulch shall be added in each nonturf area to the soil surface after planting. Any plant type that is intolerant to mulch shall be excluded from this requirement. Nonporous material shall not be placed under the mulch.

## **FEES**

75. \_\_\_\_ The applicant shall pay the required development fees (e.g. road circulation fees, drainage fees, community facilities fee, master plan fees and fire fees) in effect at the time of building permit issuance.

76. \_\_\_\_ The applicant shall contribute their fair share toward regional transportation improvements and shall provide traffic mitigation contributions to Caltrans, the City of Rocklin, and Placer County pursuant to the terms of the Town's agreements with those entities.

77. \_\_\_\_ The applicant shall pay all mitigation fees (e.g. tree mitigation in-lieu fees) prior to the issuance of building permits.

78. \_\_\_\_ As per Government Code Section 66000, the applicant shall be responsible for reimbursement of all monitoring costs to ensure compliance with conditions imposed upon the project incurred by the Town.

79. \_\_\_\_ Costco shall provide to the Town their Zone of Benefit agreement with the South Placer Fire Protection District.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT**

80. \_\_\_\_ The Mitigation Measures of the adopted EIR, as shown in the Mitigation Measure Monitoring Report are incorporated herein by reference as required conditions of approval. A mitigation monitoring fee of \$250 a year shall be included with the provisions of the proposed Maintenance District payable to the Town of Loomis.



**ATTACHMENT 5:  
VIABILITY OF PLANTING MITIGATION OAK TREES IN THE PROPOSED COSTCO PARKING LOT**

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June 11, 2020

Project #TLM-02

Mary Beth van Voorhis  
Town of Loomis  
3665 Taylor Road  
P.O. Box 1130  
Loomis, CA 95650

**Subject: Viability of Planting Mitigation Oak Trees in the Proposed Costco Parking Lot**

Dear Ms. van Voorhis:

The purpose of this letter is to provide information on the viability of planting mitigation oak trees on-site as part of the landscaping of the proposed Costco located at the southeast corner of the intersection of Brace Road and Sierra College Boulevard. According to the Preliminary Landscape Plan prepared by David Babcock + Associates, dated January 2019, the ~17-acre project includes 24,110 square feet of interior parking lot landscape consisting primarily of parking lot islands ranging in size from ~8' x 10' to ~34' x 26'. Additionally, the Preliminary Landscape Plan includes perimeter landscape strips ranging from ~10' to 20' wide. Interior live oak (*Quercus wislizeni*) is proposed to be planted in many of the smaller parking lot islands. Valley oak (*Quercus lobata*) is proposed for planting in some areas of the perimeter landscape.

The Town of Loomis protects certain native oak trees under the Tree Ordinance (Chapter 13.54 of the Municipal Code). The goals of the tree ordinance are to maximize the preservation of native oak trees, ensure public safety by maintaining healthy trees, and promote a healthy tree canopy. The tree ordinance protects interior live oak, valley oak, blue oak (*Quercus douglasii*), and oracle oak (*Quercus x morehus*), or hybrids of these species, with a single trunk greater than 6-inches in diameter or multiple trunks with a cumulative diameter of at least 10 inches. Mitigation is required for the removal of healthy protected native trees. The standard mitigation method is replacement planting of the removed tree with trees of the same species either on-site or off-site. Any planted mitigation trees that die within the first five years following planting must be replaced by the owner (Loomis 2020).

In parking lots and similar constrained areas, soil volume available for rooting is the most important limiting factor for mature tree size and longevity. Mature size has a linear correlation to available soil volume; approximately 1.25 cubic feet of soil are required per square foot of mature canopy. If sufficient soil volume is not available, a tree will never reach its mature size, and instead will stop growing at the size that the soil volume can support. Because the majority of roots are located in the upper two feet of soil, this depth is used to calculate the cubic feet of rooting area available in a planting area. Root



Letter to M. van Voorhis  
June 11, 2020

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volume can be shared between trees; trees planted in larger combined planters typically perform better than trees planted in smaller individual planting areas of the same volume (Urban 2008; Watson and Himelick 1997; Harris et al. 1999). Table 1 summarizes information about the four species of native oak trees (SelecTree 2020) and the soil volume recommended for long-term success.

**Table 1  
NATIVE TREE MATURE SIZE AND REQUIRED ROOT VOLUME**

Species	Mature Height (feet)	Mature Width (feet)	Approximate Mature Crown Area (square feet)	Soil Volume Required (cubic feet)	Annual Growth Rate
Interior Live Oak	30-70	40-80	1,200-5,000	1,500-6,250	1'-2'
Valley Oak	50-70	50	2,000	2,500	2'-3'
Blue Oak	50-65	40-50	1,200-2,000	1,500-2,500	1'
Oracle Oak	20-50	20-30	300-700	375-875	2'

The typical planting area proposed for interior live oaks on the Preliminary Landscape Plan is ~8' x 10', which is estimated to provide ~160 cubic feet of root volume. As shown in Table 1, this is 1/8 the minimum volume required to support a mature interior live oak. Any tree planted in this volume of soil will likely reach a maximum canopy diameter of approximately 12-15 feet, regardless of the potential for the species to grow larger. This is a result of the limited nutrients available to support the growth of the canopy, a principle similar to that used in the practice of bonzai. Unless additional design measures are taken to provide additional rooting volume, such as structural soils or cells under pavement, combining planting areas, or expanding planting areas, these parking lot islands will not provide a suitable location for planting mitigation oak trees.

A number of larger planting areas are shown in the Preliminary Landscape Plan that provide viable location for mitigation oak tree planting. The perimeter planting areas, in which valley oak planting is proposed, are generally both wider and provide a long linear shared root zone. The larger parking lot planting islands that do provide adequate area to support mature oak trees are designated as stormwater treatment planters and no native oak trees are proposed in these areas. Valley oaks are often found in riparian areas and are somewhat tolerant of saturated soils, thus they may be suitable for these stormwater planters, provided that they can be placed so that their root crown is will not be inundated for extended periods of time. Depending on the final grading, these larger stormwater treatment areas have the potential to be planted with up to 25 valley oaks in place of the currently proposed heritage southern live oak (*Quercus virginiana* 'Heritage').

Concerns have also been raised about whether a parking lot environment is suitable for mitigation oak trees. Reflected heat, heat that is absorbed by asphalt, buildings, and cars, is then released back into the surrounding environment, making parking lots particularly challenging for plant survival. The impact of reflected heat on plants can be reduced by providing increased irrigation and by protecting young trees from sunburn damage to their trunk. These techniques would be effective for native oak trees, although care should be taken to avoid wet soil directly around the trunk and root crown in summer, as this makes the tree susceptible to root rot (*Armillaria mellea*) and other fungal diseases that proliferate in warm, moist soil (Hagen et al. 2007).



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In addition to the impacts on vegetation within the parking lot, reflected heat also impacts the larger environment. Release of the absorbed heat can continue throughout the night, resulting in a developed area that remains warmer than the surrounding natural landscape. This situation is called the heat island effect. This effect can result in higher energy usage to run air conditioning, reduction in air and water quality, and impacts to human health. The shade provided by healthy mature trees is an effective way to reduce the heat island effect. Rather than energy from the sun reflecting off of paving, it is absorbed by the leaves and converted into energy for growth through photosynthesis. The photosynthesis process also releases water vapor from leaves, and the evaporation of this water further reduces the temperature under and around the tree. The benefits provided by mature trees can reduce temperatures of their surrounding neighborhoods 2 to 3 degrees Celsius (4-5 degrees Fahrenheit) below developed areas without trees (EPA 2020). Even sparse shade has been shown to have beneficial effects on parking lot climate (Scott et al. 1999).

Although there is not a universal standard for parking lot shade requirements in relation to heat island effects, the Sustainable Sites Initiative requires that plants shade paved areas within 10 years to be counted toward reducing urban heat island effects and that the total area of heat island reducing strategies exceed the sum of paved and roof areas (SITES 2014). Locally, the City of Sacramento requires shading of 50% of the parking lot within 15 years (City of Sacramento 2003). As discussed previously, the majority of the proposed planting areas will likely only support a moderately-sized tree with a canopy diameter of ~12-15 feet. A tree this size provides approximately 25% of the canopy area of a 30-foot diameter tree. This expected canopy size will result in large unshaded areas of the parking lot. While any shade is beneficial, to significantly reduce heat island effect through vegetation, total canopy cover should be increased, either through additional tree planting locations or increasing the available root soil volume to support larger trees. Other design strategies to reduce heat island effect include green roof or high-reflectance roof, high-reflectance paving, or shading the parking area with other structures (SITES 2014).

As discussed above, with the provision of adequate root volume to support the mature size of the tree, oak tree planting is viable in parking areas. However, the majority of the planting areas shown on the Preliminary Landscape Plan for this project do not provide the minimum soil volume for large trees, such as native oaks, to achieve their full growth potential. Those planting areas that are large enough to support mature oaks are proposed for stormwater treatment, which is incompatible with native oak trees other than valley oaks. Based on the proposed planting conditions, the expected canopy of the parking lot trees will be insufficient to significantly reduce the heat island effect.

Please do not hesitate to call me at (916) 365-8700 or e-mail me at [MeredithB@helixepi.com](mailto:MeredithB@helixepi.com) if you have any questions about this report.

Sincerely,



Meredith Branstad  
Landscape Architect/ISA-Certified Arborist  
CA License #5122/WE-6727A



**HELIX**  
Environmental Planning



Letter to M. van Voorhis  
June 11, 2020

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## **ATTACHMENT 6: AGENCY COORDINATION EFFORTS**

The Town of Loomis and Costco have made extensive efforts throughout the process to consult with the City of Rocklin, discuss their concerns, review and accommodate their requests where feasible, and have agreed to implement and/or fund many of these requests or “solutions” to traffic issues raised by Rocklin. Some of Loomis’s meetings with Rocklin and other agencies include the following:

- June 6, 2018: Rocklin and Loomis City Managers meet to discuss Costco and other projects on border
- July 10, 2018: Rocklin and Loomis Border Committees meet to discuss Costco and other projects on border
- August 8, 2018: Town staff met with Rocklin to discuss Rocklin’s July 25, 2018 Rocklin DEIR comment letter. The Town decided the DEIR would be revised, recirculated, and Rocklin’s comments addressed in the RDEIR.
- September through October 2018: Met with Sierra College, Placer County, and Caltrans regarding their comments and concerns.
- November 5, 2018: Request by the Town of Loomis to Sierra College for traffic trip assignments and implementation schedule for the Master Plan. College provided a list of projects and a graphic of the master Plan but did not provide traffic trip assignments. The Sierra College TIA was promised to be provided to the Town when internal review was completed. Throughout early November, traffic data was shared between Sierra College and the Town, although Sierra College did not share projected traffic counts as requested.
- December 5, 2018: Met with Rocklin to discuss the requests in the September 10, 2018 letter from William Abbott on behalf of Rocklin.
- April 8, 2019: Submitted to Rocklin the traffic impact analysis and appendices, draft agreement with Rocklin for Sierra College Blvd. improvements, preliminary mitigation cost estimates, a matrix response to the September 10 Rocklin letter, and a figure depicting traffic improvements.
- April 25, 2019: Sierra College email to the Town of Loomis stating they did not have time to review the draft Traffic Analysis or meet with the Town to discuss and stated they would wait to see the Final EIR to provide any further feedback.
- April 30, 2019: Met with Caltrans regarding the traffic impact study and received concurrence on the on traffic study and fair share cost methodologies.
- May 2019: Shared the Draft Traffic Study with Caltrans, Placer County APCD, Placer County Resources, City of Rocklin and Sierra College.
- May 1, 2019: Met with Placer County Resources Agency regarding the traffic impact study and received concurrence on traffic study and fair share cost methodologies.
- May 6, 2019: Met with PCAPCD regarding the traffic impact study and received concurrence on the methodology.
- May 20, 2019: Met with Rocklin to discuss the results of the traffic impact study and agreed to include and compare SimTraffic modeling to Synchro modeling, which subsequently took several months to prepare and resulted in fundamentally the same impact conclusions. Rocklin concurred with the presented fair-share calculation methodology.
- June 5, 2019: Met with Rocklin to continue discussion of traffic and mitigation solutions with Rocklin traffic consultant present.
- July 10, 2019: Submitted to Rocklin a response to the June 10, 2019 Steven Rudolph Proposal at a 2x2 meeting between Sean, Loomis Mayor and Vice Mayor, and Rocklin’s City Manager, vice-mayor, and a City Council member.
- August 20, 2019: Submitted to Rocklin a Memorandum of the Synchro and SimTraffic modeling.

- September 3, 2019: Submitted to Rocklin the requested additional Sim Traffic Memo modeling data (traffic volume data, SimTraffic and Synchro model screenshots, and calculation results).
- Week of September 6, 2019: Sean Rabe contacted Rocklin City Manager to try to set up a meeting with him prior to the more formal meeting on the 12<sup>th</sup>.
- September 9, 2019: Sean and Rocklin City Manager met to coordinate September 12, 2019 meeting
- September 12, 2019: Met with Rocklin and their traffic consultant to discuss the traffic study modeling, draft MOU, Rocklin's June 10, 2019 proposal, and traffic mitigation.
- September 23, 2019: Sean called Steve Rudolph, Rocklin City Manager regarding Rocklin's request to move the driveway intersection north and for two turn lanes into the driveway. They discussed what Loomis can and cannot agree to.
- Week of September 23, 2019: Loomis and Rocklin Mayors met to discuss Costco, amongst other issues.
- October 7, 2019: Sean met with Rocklin's City Manager to discuss new requests by Rocklin.
- October 8, 2019: Caltrans and Placer County were contacted regarding draft agreements.
- Week of October 15, 2019: Brit met with SPRTA.
- October 22, 2019: Response packet to Rocklin's recent requests sent to Rocklin City Manager. A draft agreement with Rocklin was included in the packet. Loomis Mayor wrote a cover letter to be attached to each packet and hand delivered the packet to each Rocklin Council member.
- Week of October 22, 2019: An agreement with Caltrans was drafted and provided to Caltrans for review.
- November 5, 2019: Costco (Mike Dobrota) met with the Rocklin Mayor and Petrovich.
- November 7, 2019: AB 52 letters sent to the area tribes for consultation.
- November 19, 2019: Costco provides a presentation to the Loomis Planning Commission regarding the changes to the site plan and improvements.
- December 10, 2019: Anders Hauge received a response from Caltrans after numerous follow-up calls. They indicated they would review the agreement and would follow up following review of the RDEIR. Placer County was also contacted to update them on the status of the RDEIR and agreement.
- Week of December 17, 2019: Sean, Loomis Mayor, and Rocklin City Manager and Mayor are scheduled to meet to discuss concerns. Meeting was cancelled by Rocklin.
- December 17, 2019: Met with Robert Auguscik owner of Sierra Meadows Apartments at Town Hall
- January 8, 2020: Met with South Placer Fire Department regarding impact funding.
- January 20, 2020: Email received from PCAPCD regarding EIR modeling.
- January 22, 2020: Conducted a conference call with Yushuo Chang and Lauren Moore of PCAPCD
- February 4, 2020: Caltrans responds to Andy's calls and indicates they are in agreement with the traffic data.
- February 5, 2020: Met with PCAPCD (Yushuo Chang and Lauren Moore) to discuss modeling.
- April 2020: Consulted with PCAPCD on their questions regarding VMT methodology
- May 2020: Provided PCAPCD a revised Transportation Impact Analysis, trip-based VMT memo, and revised Health Risk Assessment
- May 20, 2020: Met by videoconference with PCAPCD regarding project modeling and the revised VMT memo

**ATTACHMENT 7:  
POST-FINAL EIR COMMENTS AND RESPONSES AND BRACE ROAD DRIVEWAY SPACING DEVIATIONS AND BRACE ROAD DRIVEWAY IMPROVEMENTS TECHNICAL MEMORANDUMS**

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
<b>Cheryl Benson (7/6)</b>	There are not enough police personnel to enforce safety at a Costco because they don't even enforce the laws in Town now	Costco has security and added tax revenues would help support public services. See Benson 1-2, 1-5 and 1-8	X	Old		X
	The site was residential, when did that change?	As shown in the 2001 GP, the majority of land is Commercial, with some medium-density residential. The residentially-zoned portion would only be used for parking and vehicle circulation, permitted uses. See Auguscik-3 and Mooney-34		Old	X	
	Home value and quality of life declines	No supporting evidence was provided by the commenter. CEQA does not require an analysis of economic impacts. The EIR comprehensively evaluates all topics relating to quality of life, including noise and air pollutant emissions. See Benson-3-2 in FEIR	X	Old		X
	Traffic and vehicles will turn around and park in the neighborhoods	No supporting evidence was provided by the commenter. The site has adequate parking in excess of Code requirements to meet Costco's peak parking demand. See Benson 1-1, 1-2, 3-1, Citizens Object -2, Jackson 1-1, etc.	X	Old		X
	Don't allow right in/out at Brace, just right in only	No supporting evidence was provided by the commenter. The restriction is not necessary to mitigate a project impact to a less than significant level or otherwise improve operations.		New		X
	Put up residential only parking signs and issue permits	No supporting evidence was provided by the commenter to suggest this is necessary. See Benson 1-2, 1-3 and 1-4.	X	Old		X

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	Include a center island monument sign to identify the neighborhood entry to give the impression of limited access to the residential area	No supporting evidence to suggest this is necessary.		New		X
	EVA only on 2 <sup>nd</sup> Brace access	The EVA only at the eastern portion of the site along Brace Road is proposed, as depicted in the site plan for Option 1D (See FEIR Chapter 2) and stated in Response to Comment Benson 2-1	X	Old		
	Based on Mooney comments, Costco should buy the apartments and build a wall to stop the diesel exhaust and noise from trucks all night.	No supporting evidence was provided by the commenter. The EIR requires a 13' wall for noise mitigation. The FEIR and COA 27L require that night deliveries not use the driveway adjacent to the apartments after 10:00 PM and before 7:00 AM (nighttime hours) and revised mitigation has been imposed to require this restriction. Delivery trucks will use the main driveway off Sierra College Boulevard during nighttime hours. The EIR includes detailed and comprehensive analysis of substantial pollutant concentrations, including summary of a health risk assessment, which uses conservative assumptions to evaluate impacts, finding no significant effects related to diesel pollutant emissions. Supporting evidence was not provided by the commenter for why Costco should buy the apartments or how this would address a significant Project impact.	X	Old		X
<b>Cheryl Benson 7/7</b>	I do not agree to the town of Loomis taking property in front of my house for any reason.	No property is proposed to be taken by or for the Costco Project, including the commenter's property.		New		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
<b>Daljit Bains (7/5)</b>	The meeting during Covid-19 limitations is not fair to those with limited communications capabilities or who are fearful to attend in person. Delay the meeting until conditions change.	Arrangements have been made to provide remote access and safely distanced in-person attendance. Everyone has been afforded several alternative opportunities to provide comments in advance for the Planning Commission and Town Council to consider in their decision-making process. The Governor's Executive Order allows public meetings to be held in this format.		<b>New</b>		<b>X</b>
	The truck noise and tire center noise will affect the apartments. A video from the Roseville Costco shows how loud truck deliveries are at night taken at a distance of 50 feet. The Staff Report, EIR and traffic study states that the cumulative noise will not be below the threshold tolerance even with a proposed sound wall on three sides of the apartment complex. Also, a sound wall on three sides of the apartment complex overall seems very insensitive and would cause many other significant negative impacts for these residents and the owners of this apartment complex. A recommendation that the tenants can just choose not to open their windows anymore sounds very insensitive and is not a mitigation for the noise level. A recommendation that the tire center at Costco will keep their doors closed is not realistic. There is no Costco tire center that keeps its doors closed	Supporting evidence was not provided by the commenter. The tire center is not located near the apartments and would not contribute to a cumulatively significant noise event with truck deliveries. The tire center doors are often closed and can be opened and closed while work is being conducted. Costco uses modified pneumatic tools that are quieter than standard pneumatic tools. Third, the video is taken in the open with no verification of distance, noise metering, or calibration. The noise levels presented do not account for noise deadening from a 13' wall. Truck deliveries would not be near the apartments at night and would be blocked by both the warehouse and the wall, so the noise levels in the video are not representative of the proposed Loomis Costco. The EIR and staff report do not indicate an operational noise impact. Only temporary construction noise is considered significant and unavoidable. The FEIR states:	<b>X</b>	<b>Old</b>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>3.6.5 Significance after Mitigation</p> <p>Implementing Mitigation Measures Noise-1 and Noise-2 would reduce project-related impacts under all Project Driveway Access Options but not all noise impacts would be reduced to a less-than-significant level. The Town cannot demonstrate at this time that implementing these mitigation measures would enable the proposed project to avoid a substantial temporary, short-term increase in ambient noise levels <u>due to construction</u>, or that it would fully reduce the construction short-term impacts to a less-than-significant level. No additional feasible mitigation is available. <u>Therefore, Impact 3.6-1 would be significant and unavoidable.</u></p> <p>Noise associated with delivery trucks entering or exiting the project site under all options could exceed applicable standards at the adjacent apartment building under all of the access options. Noise levels at residential uses attributable to the proposed project's tire center could cause a temporary or periodic noise-level increase. <u>Implementing Mitigation Measure Noise-2 would reduce the impact related to operational noise to a less-than-significant level.</u> Therefore, the impact is less than significant with mitigation.</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		See also Response to Comments Mooney-20, 21, 22, etc. The commenter provides no substantial evidence demonstrating that the wall will result in significant secondary impacts.				
<b>Tyler Aita– Representing Harmon Property (7/2 and 7/6)</b>	They would like compensation for removing their left turn lane into their business center. They would like to meet with the town to discuss options if the left turn lane is eliminated with access possibly from Brace or Granite	Noted. Town staff have met, and will continue to meet, with the commenter to discuss access options.		<b>New</b>		
	They have no issue with the location of the driveway intersection and feel the proposed location provides adequate area for circulation on their property when developed	Noted	<b>X</b>			
<b>Eric Walder SPFD (7/6)</b>	Correct the Staff report attachment 4B to reference the South Placer Fire District, rather than the Loomis Fire Department	Corrections made to COA #12 and #27A.		<b>New</b>		
<b>Fallon Cox, Caltrans (7/7)</b>	Caltrans Hydraulics and Freeway Operations Division has determined that Caltrans has no comment on the FEIR.	Noted.	<b>X</b>			
<b>Robert Auguscik (7/7)</b>	The EIR has not sufficiently addressed the negative impacts of restricted access, traffic, sound walls, parking, noise, vibration, lights and problematic planning on the adjacent residential properties.	The more specific comments raised in the commenter’s letter are responded to in detail in the following responses. The EIR has fully addressed the impacts of the project, comments received, and CEQA Findings, a Statement of Overriding Considerations, and Mitigation	<b>X</b>	<b>Old</b>		



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		Monitoring and Reporting Program were prepared for the Council's consideration.				
	The EIR calls the site infill when clearly it is not.	Supporting evidence was not provided by the commenter. The property is located adjacent to existing residential to the east, an apartment building and Homewood Lumber to the north, a McDonalds and gas station to the south, and is located along two arterials. With development on all sides, this is an "infill" site under the common understanding of the term. See Response to Comment Mooney-14.	<b>X</b>	<b>Old</b>		<b>X</b>
	Residential parcels can't be use for commercial truck or EVA use.	Supporting evidence was not provided by the commenter. Commercial trucks routinely use residential parcels for deliveries or movement of goods, such as moving vans, appliance delivery trucks, trash collection trucks, etc. EVAs are typically located in residential areas as a means of secondary emergency access and evacuation for residential developments and commercial development as a safety feature. See Response to Comment Auguscik-3.		<b>Old</b>	<b>X</b>	<b>X</b>
	The Project alienates the apartments from the other residential areas in the vicinity by surrounding the apartments on all sides. It will have a devastating operational and economic consequence on the apartments.	Supporting evidence was not provided by the commenter. The apartments are adjacent to commercially-designated and zoned properties as shown on the Loomis Land Use Diagram. There are residences across the street and nearby, so it is unclear how the apartments are alienated or any more alienated by the development of the Costco property. The sound wall is proposed to be located on two sides of the Apartment Complex, the west		<b>Old</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>and south side. Parking and landscaping are located on the east side of the apartment complex. A wall is not proposed on the north side of the property. The apartments would be gaining Starlight Lane through the lot line adjustment and dedication of land by Costco. This would be an operational improvement. The wall would protect the apartments from noise, which would occur with any commercial use on the Costco property. See Response to Comment Auguscik-13.</p>				
	<p>Restricting the apartments to a right in/out only at the west access on Brace, closes that entrance to residents and guests leaving the apartments. This forces traffic onto Starlight and is impossible given the current site restrictions. Repositioning the parking is not feasible because it restricts access for fire, garbage and resident use on Starlight Lane. Traffic flow only works because one way traffic enters at Starlight and leaves at the west entrance.</p> <p>Restricting our access to a right in right out on the west side will not only cause significant disruption to our traffic flow but is an obvious taking of our property access rights just to give Costco access. Restricting the apartment entrance is being done to accommodate Costco's entrance. I believe this is called Inverse Condemnation and</p>	<p>Supporting evidence has not been provided by the commenter. The Loomis Costco Transportation Impact Analysis report and the FEIR identify the need to restrict the proposed Costco driveway located between Sierra College Boulevard and Sierra Meadows Apartments to right-turns only, but does not discuss limiting apartment access to right-turn only. Section 5.1.1 of the Loomis Costco Transportation Impact Analysis does not prescribe a median length but does state "A raised median will be installed on Brace Road to limit the proposed west Costco driveway to right-turns only. The median will be installed between Sierra College Boulevard and the existing Homewood Lumber access on the north side of Brace Road. The median will maintain the existing eastbound left turn pocket on Brace Road that provides access to Homewood Lumber (no change to</p>		<p><b>New</b></p>		<p><b>X</b></p>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	<p>would require the town and or Costco to compensate us for future loss of rents and property value, as required by the 5th Amendment to the Constitution</p>	<p>Homewood Lumber access) and will also maintain the existing queue storage for the westbound left turn at Sierra College Boulevard.” There is no mention of restricting the Sierra Meadows Apartments access in the Loomis Costco Transportation Impact Analysis although it is mentioned in Response to Comments Auguscik-11 and Mooney-14, which indicate that the median would limit apartment turning movements; however, the Town will limit the median sizing to ensure the median only affects turning movements at the Costco driveway (Condition of Approval 27M), and is sized to maintain existing turning movements at the Sierra Meadows Apartments.</p> <p>Staff further note there are no signs or pavement markings provide at the Sierra Meadows Apartments site that identify the one-way on-site circulation pattern presented by the commenter.</p> <p>The proposed approvals would not “take” private property rights. The apartments have been using neighboring property for decades without compensation for the use or paying the property tax associated with the land. The proposed Lot Line Adjustment would give Starlight Lane to the apartment parcel. The property value would likely increase as additional land has been gained.</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	The 13-foot soundwall will not resolve noise issues and nighttime headlights because of sightline setback.	<p>Supporting evidence was not provided by the commenter. The RDEIR comprehensively addresses all noise sources, including truck noise, and the Final EIR includes updated analysis showing the benefits of restricting the location of nighttime deliveries. With respect to the sound wall set-back, this is factored into the analysis – the analysis focuses on the maximum truck delivery noise adjacent to the apartments – the noise from trucks that would not be directly attenuated by the sound wall due to its set-back from Brace Road would be at a greater distance. The benefit of the sound wall would be essentially the same, so long as it is installed anywhere between the roadway and the apartments (assuming the ground level is the same). Please see the Responses to Comments Auguscik-12, and Mooney-20, -21, -22, and -39.</p> <p>The apartments are set back from Brace Road and therefore, any reduction in wall length to allow for traffic sightline safety would not occur behind the apartment structures. There would still be a wall to protect windows from noise and light at that point.</p>	<b>X</b>	<b>New</b>		
	Nobody can force nighttime deliveries to use only the main signalized driveway. The truck entrance needs to be relocated or mitigated.	Supporting evidence was not provided by the commenter. The proposed conditions of approval assure the enforcement of the nighttime deliveries; failure to comply would be a violation of the terms of the Project Use Permit. Just because other Costco stores allow trucks to enter at		<b>New</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		different locations does not mean that must be the protocol at every store. Daytime truck noise would be reduced by the sound wall and other noise measures in Mitigation Measure NOISE-2.				
	Tire center noise is significant, and the tire center should be relocated	Supporting evidence was not provided by the commenter. Tire center noise is addressed in the EIR, and mitigation measure NOISE-2 addresses this impact. The eight foot soundwall on the east property boundary would reduce noise from Costco reaching adjacent neighbors. Selected doors can be closed to reduce noise while tire replacement occurs. In addition, Costco uses lower--noise-emitting equipment compared to that which was used for the analysis in the EIR. Refer to Responses to Comments Granada-4 and Mooney-20.	X	Old		
	The soundwall creates a prison around the apartments, trapping heat, exhaust, and gases. The soundwall affects the rentability and property value.	<p>The soundwall forms an “L” shape on the west and south sides of the apartments; it does not “surround” the apartments. The RDEIR studies potentially significant adverse hazardous air pollutant emissions effects – the number of vehicles at the apartments, the fact that there will still be air flow, the lack of anticipated diesel trucks within the apartment complex, means that the soundwall would not create any significant effect.</p> <p>There are 26 parking spaces at the rear of the apartment buildings. Based on the vehicle fleet mix data for the county, it is anticipated that greater than 90% of the vehicles would be gasoline</p>	X	New		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>(less than 10% would be diesel). In addition, vehicles should not be idling in this space for more than 5 minutes and due to the small number of vehicles, short idle time, and variable times of arrival and departure, the build-up of emissions would be minimal.</p> <p>At 13 feet high and with wind flow, locations 26 to 65 feet prior to the wall will experience some turbulence from the wind approaching the wall. On the downwind side, locations 130 to 185 feet away from the wall will experience some turbulence from the effect of the wall structure. The Costco building would contribute turbulence in addition to the wall due to the height and size of the building. Beyond those distances, the effect of the wall will be minimal.</p> <p>Based on the windrose, the wind would often come from the south/southeast, which means it would traverse the Costco building and create turbulence downwind (i.e. where the apartments are). The wall will create secondary turbulence. When the wind is coming from the north, the apartments will still get the breeze they do now. Theoretically they should see higher winds due to the building and wall, but it depends on how far downwind they are. Again, in summary, any build-up of emissions would be minimal and there could</p>				

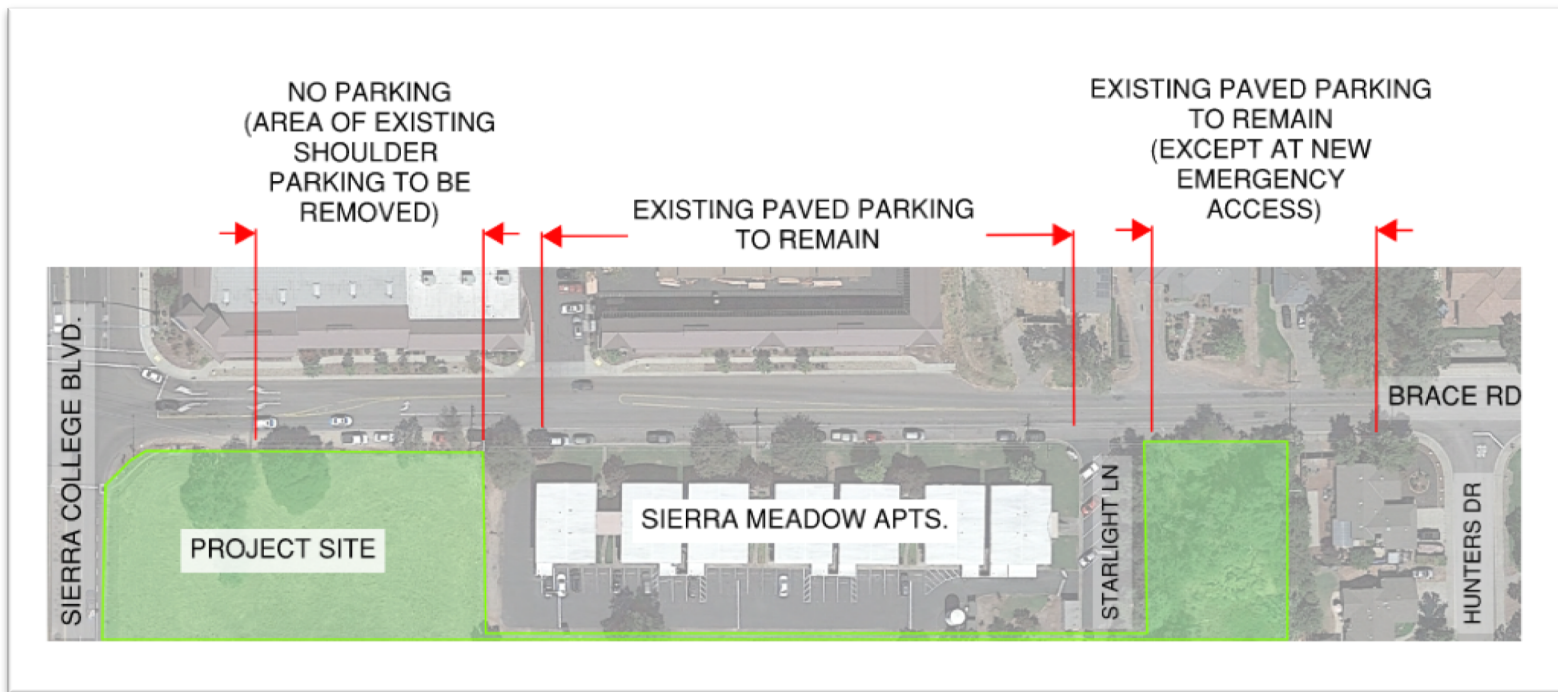
Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		actually be increased circulation in certain locations.				
	<p>The apartments were constructed in 1962 and consist of 28 2-bedroom units with 30 onsite parking spaces including 6 street parking spaces. The Code currently requires 65.3 spaces for a 28 unit complex. Costco will cause the spaces on Brace to be unsafe and impairs apartment operations and if they are forced to be eliminated, Costco should provide replacement parking.</p>	<p>The Town was not incorporated until 1984. The apartment complex has been operating outside of the Code requirements for decades and has not addressed the issue by providing additional onsite parking. Supporting evidence was not provided by the commenter regarding how Costco using its property as allowed by the Town Code would create a parking issue for the apartment.</p> <p>Exhibit 1 below illustrates the segment of Brace Road between Sierra College Boulevard and Hunters Drive and identifies the unpaved and paved areas along the south side of the roadway where vehicles may park currently.</p> <p>The use of Brace Road for on-street parking by Sierra Meadows Apartment residents does not represent a property entitlement, nor is on-street parking provided on Brace Road for the exclusive use of Sierra Meadows Apartment residents. The paved area along the Sierra Meadows Apartment site frontage is used by apartment residents for parking and would remain available for on-street parking upon completion and occupancy of the proposed Project (accommodating approximately 14 vehicles assuming 25 feet of curbside space is needed per vehicle). The current unpaved areas west of the Apartment site (along the proposed</p>		New	X	

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>Project site frontage) that are used for undesignated on-the-shoulder parking will be constructed to the Town’s current roadway design standards including provision of curb and sidewalk and would no longer accommodate on-street parking (representing the loss of approximately 7 unpaved/unmarked parking spaces assuming 25 feet per vehicle). Additional on-street parking is available east of Sierra Meadows Apartments extending to Hunters Drive as shown in Exhibit 1. This area will remain available for on-street parking upon development of the proposed Project, except for the area where the gated emergency access to the Project site is provided (the new access will likely result in approximately 3 fewer on-street parking spaces assuming 25 feet per vehicle).</p> <p>FEIR Response to Comment Nakashoji-2-5 identifies the ultimate cross-section improvements on Brace Road per the Town’s General Plan, Figure 6 (page IV-33). As shown, the Town is planning for future improvements that include 5-foot bike lanes, 5-foot sidewalks and 12-foot travel lanes (34-foot curb-to-curb paved width, refer to General Plan Figure 8E). While no on-street parking is included in the future roadway section; the segment of Brace Road fronting Sierra Meadows Apartments will maintain on-street</p>				



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>parking on the south side of the street upon completion of the proposed Project.</p> <p>No change to the FEIR is necessary in response to this comment.</p>				

Exhibit 1. On-Street Parking Along Brace Road



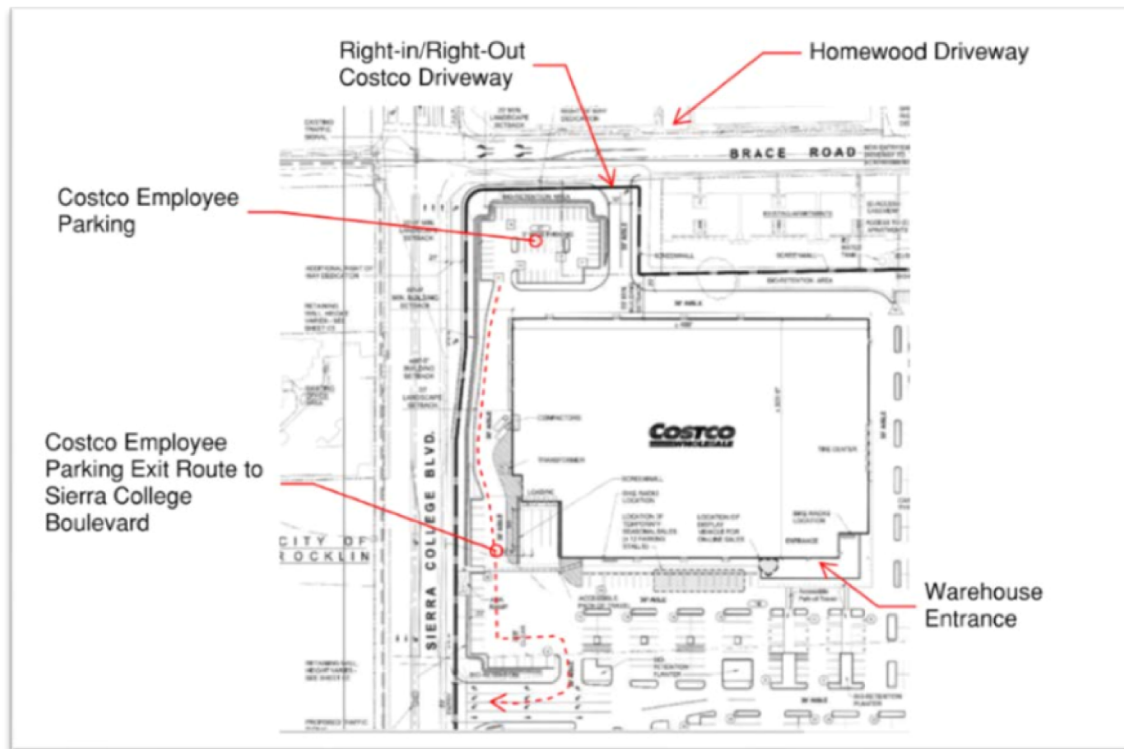
Aerial Image Source: Google Earth

	The right-in/out restrictions will force cars down Brace and cause them to make an	The commenter speculates that Costco members will make U-turn maneuvers on Brace Road, but	X	Old		
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Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	<p>unsafe U-turn at Homewood Lumber or Starlight. This unsafe traffic has not been sufficiently evaluated in the EIR</p>	<p>provides no substantial evidence to support this assertion. Referring to FEIR Figure 3-14 presented in FEIR Response to Comment Noorani-3, the U-turn movement is very unlikely as Costco members would have to travel to the back of the warehouse building, through the loading and employee parking areas and make the U-turn movement onto Brace Road. It is not anticipated that Costco members will exit the site from the Brace Driveway to travel to Sierra College Boulevard. The Costco Project on-site parking area shown on the south side of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only. Costco employees will be entering and leaving the site at off-peak hours and can readily travel south through the site directly to the new traffic signal to reach Sierra College Boulevard. This issue is addressed in the FEIR Response to Comment Noorani-3.</p> <p>Regarding the potential for Costco trips to cut through the Homewood site, FEIR Response to Comment Noorani-5 notes that use of the Homewood property as a short-cut to Sierra College Boulevard is further deterred by the combination of the existing configuration of drive aisles within the Homewood property, the out-of-direction travel required to traverse the Homewood site, and on-site parking and building</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		operations identified in Comment Noorani-5. No change to the FEIR is necessary in response to this comment.				

**Figure 3-14. Costco Site Plan and Employee Parking**



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	<p>The Costco entrance is too close to Sierra College Blvd. and the west entrance of Sierra Meadows apartments. It does not meet the Land Development Manual requirements and is on residential property. Commercial truck and EVA access on residential parcels is poor planning and noncompliant with the General Plan</p>	<p>See FEIR Response to Comment Mooney-14 regarding driveway compliance with the Land Development Manual and the attached Brace Driveway Spacing Deviation Memo.</p> <p>EVAs are typically located within residential developments, so it is unclear from this comment how an EVA near a residential development is problematic. An EVA is not a type of driveway addressed by the Land Development Manual as it is a supplemental safety access, not a publicly accessible driveway. Driveways can be located on residentially designated land and there is no Code or General Plan violation by placing a driveway on residential land. There is, after all, a driveway serving the apartments on residential land.</p> <p>The residential and commercial parcels used by the Project are under common ownership. Furthermore, driveways are allowed on residential properties. The Code does not list driveways as a use in any zone. It is technically access, which is allowed in all zones.</p>	<b>X</b>	<b>Old</b>	<b>X</b>	<b>X</b>
	<p>The EVA is a placeholder for a future entrance which will eliminate parking on Brace Road.</p>	<p>Provision of public access to the potential Brace Road Project east driveway was evaluated as part of site access Option 1A and Option 1C in the FEIR and was dismissed largely based in part on community feedback received through the RDEIR process. The Staff-Recommended Project Description in Section 2 of the FEIR clearly defines</p>		<b>New</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>the east access as being gated for emergency use only (refer to FEIR Section 2.3.2.1.4).</p> <p>There is no evidence to support the claim that the EVA will become a full access driveway. Town Staff addressed the process that would have to be followed to convert the emergency access to a public access at the July 7, 2020 hearing. As stated at that meeting, there is no proposal to do so and no anticipated desire to open the emergency access to public traffic (the potential for the access was identified through the FEIR review process, not by Costco). The COA #27L requires that Costco maintain this access as an EVA only. Modifying the Use Permit to allow use of the driveway for purposes other than an EVA is not proposed and would require further environmental review and public hearings, and would be subject to the Town's policies and regulations.</p> <p>No change to the FEIR is necessary in response to this comment.</p>				
	Keep the residential zoning on the east side of the apartments along Brace to maintain a buffer with Costco, which eliminates the need for a soundwall on the east side	Even if the residentially zoned portion of the site were developed as residential, a soundwall would still be needed between the commercial use on the remainder of the site and existing residential uses further east, as well as any future residential units.		New	X	X
	The EIR does not accurately interpret the Lot Line Agreement between Costco and the	The Town is not a party to the agreement referenced, which was entered into after the	X	Old		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	Augusciks, which was entered into prior to Costco's purchasing the property and the current EIR.	Notice of Preparation of the Project EIR had been circulated. Granting entitlements relating to the Costco and adjacent properties prior to EIR certification could constitute impermissible piecemealing under CEQA, and for that reason the Town refused Mr. Auguscik's demands to approve the lot line adjustment ahead of the EIR certification and other project approvals. See also Response to Comment Mooney-8.				
	The Augusciks were ready to sell the apartments in May 2019 and have suffered a significant loss of value in the apartments because of delays by Costco and the Town.	There has been nothing to prevent the Augusciks from selling the apartment in the configuration they purchased the property, which did not include legal title to Starlight. Costco and the commenter submitted the lot line adjustment application, but neither Costco nor the commenter can dictate the timing of the Town's processing of the lot line adjustment. Granting entitlements prior to EIR certification could constitute impermissible piecemealing under CEQA. See also Response to Comment Mooney-8.		Old		X
	Reject the EIR	The commenter's opinion is noted. Please see above responses.				X
<b>Margo Rabin 7/7</b>	Regrets that the meeting during Covid-19 conditions limits access	The comment is noted. See also Response to Comment Daljit Bains 7/5 above, regarding the Town's public review and meeting accommodations during the current pandemic.				X
	One-way in, one-way out to enter Costco is unacceptable and insane.	The commenter's opinion of the proposed access plans for the Costco is noted. Access is provided at the signalized main driveway on Sierra College Boulevard, at a right-in/right-out driveway on	X			X

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		Brace Road, an emergency vehicle access point on Brace Road and may be provided via access to Granite Drive in the future if Rocklin provides approval.				
	I am an involved Rocklin resident and shop in Rocklin along Sierra College Boulevard. This impacts Rocklin citizens and Loomis needs to carefully consider site configuration.	The comment is noted. The EIR and staff report shows that the Town has carefully considered the site planning.				<b>X</b>
	Loomis decision makers need to listen to Rocklin decision makers as there are more residents of Rocklin and the leaders have more experience and expertise. If not planned correctly, the traffic will affect everyone	The commenter's opinion regarding the wisdom of Rocklin's leaders and citizens is noted. Loomis staff have met many times with Rocklin representatives regarding the proposed project, as disclosed in the staff report Attachment 6 and as shown in the FEIR Response to Comment Rocklin-57.		<b>Old</b>		<b>X</b>
	If Loomis fails, this will be a disaster.	The commenter's opinion is noted. The Town has no reasonable expectation that the warehouse, or the mitigation that is required to be implemented if the warehouse is approved, will fail. As part of the EIR process, the Town has thoroughly analyzed the traffic issues that currently exist on Sierra College Boulevard as a result of all the development approved by Rocklin along this corridor. Rocklin has not managed to resolve these issues, but the Town, for its part, has ensured through the CEQA process that that traffic impacts from Costco are appropriately mitigated to the extent feasible. Please refer to the EIR for all the traffic mitigation proposed and responses to Rocklin's comments.	<b>X</b>	<b>Old</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
<b>Roger Smith 7/6</b>	I disagree with the response to my comments regarding access ramps to I-80 at King Road. Ramps should be studied as long-term mitigation for Costco's traffic impacts and the response is a subjective conclusion. Costco will affect downtown Loomis where there is already traffic and near failing LOS levels. A 2 <sup>nd</sup> access point to I-80 at King Road should have been studied and a supplemental traffic study should be provided to evaluate the effects of constructing access to I-80 at King Road as a possible mitigation measure	Traffic modeling does not indicate that Costco will have a significant impact for which I-80 ramps at King Road would be appropriate mitigation as stated in Response to Comment Smith-2. Caltrans has also not indicated that they require such an action, and has communicated to the Town that they do not support an interchange at this location due to the proximity of the Horseshoe Bar interchange. While this facility may be something for the Town to consider for future roadway improvements, it is not shown to be required because of Costco, and CEQA does not require projects to address issues that the project does not cause or exacerbate.	<b>X</b>	<b>Old</b>		
	There are significant and unavoidable traffic impacts that the residents of Loomis will be expected to tolerate.	As disclosed in the EIR, most traffic impacts that are determined to be significant and unavoidable are feasible to reduce or avoid, but cannot be guaranteed to be implemented due to jurisdictional restrictions. Since Loomis cannot guarantee that encroachment or permit approvals required from other jurisdictions will be granted, or that mitigation funds provided to Rocklin, Placer County, or Caltrans will be used specifically to implement the proposed mitigation in those jurisdictions, the Town cannot guarantee they will be appropriately implemented and therefore must conservatively conclude that the impacts are significant and unavoidable.	<b>X</b>	<b>Old</b>		



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The conceptual agreement with Caltrans and Placer County on an MOU governing the use of those funds indicates those jurisdictions are amenable to approving mitigating actions as funded; however, those agreements have not yet been signed and Rockling has not communicated with the Town regarding the draft MOU the Town provided to them.</p> <p>Therefore, the EIR conservatively identifies the associated impacts as significant and unavoidable. If those jurisdictions implemented those measures with the funding provided to them, then the impacts would be reduced to a less than significant level. See Responses to Comments Cupler-2, Granada-3, Rocklin-80, 81, and 89.</p>				
<b>Gary Liss 7/7</b>	I agree with Roger Smith that a supplemental traffic study should be done to evaluate the effects of constructing access to I-80 at King Road as a possible mitigation measure for impacts from Costco as well as existing traffic impacts the Town is facing.	Traffic modeling does not indicate that Costco will cause a significant impact for which I-80 ramps at King Road would be appropriate mitigation, as disclosed in FEIR Response to Comment Smith-2. Caltrans has also not indicated that it requires such an action. While this facility may be something for the Town to consider for future roadway improvements, this is not shown to be required because of Costco, and CEQA does not require projects to address issues that the project does not cause or exacerbate. See Responses to Comments Smith-2, Smith-3.	<b>X</b>	<b>Old</b>		
<b>Brace Taylor LLC</b>	Traffic is not adequately addressed in the EIR	Please refer to responses to comments in the FEIR, particularly Noorani-1 through 6.	<b>X</b>	<b>Old</b>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
<b>(Homewood Lumber) 7/7</b>						
	Homewood made significant and costly accommodations to serve the requirements of the Town of Loomis, the community, and other agencies	Noted.			X	
	Inaccurate and Unacceptable Traffic Studies: Reviews performed by Smith Engineering and Fehr & Peers Transportation Consultants indicate the project study's traffic data and analysis are flawed. The Town cannot approve a report based on inaccurate data	Studies for the project were prepared by Kittelson and independently reviewed by Wood Rodgers. The Town staff and consultants have met with Rocklin's traffic consultants and the traffic information generated for the project was shared with them. The Smith and Fehr and Peers comments have been considered and responded to in Responses to Comments from Rocklin and Mooney. The Town has received concurrence from Caltrans, Placer County, and the Placer County Air Pollution Control District that the methods and assumptions used in the traffic reports prepared for the project are appropriate. The data is not flawed, and the commenter's assertion is based on opinion, not substantial evidence. Courts interpreting CEQA have recognized that experts may disagree regarding the analytical methodology and conclusions presented in an EIR, but the Town is responsible for determining the weight and credibility of the expertise to be used in making its decisions. The Town, as lead agency, has carefully considered the Smith and Fehr & Peers comments and does not find them to include credible evidence of a new or increased impact not		Old		X

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		disclosed in the EIR. See FEIR Responses to Comments from the City of Rocklin and Mooney.				
	The roads, intersections, and interchanges that will service Costco cannot effectively handle anticipated traffic increases. This oversight will create massive gridlock and congestion on Sierra College Blvd and Brace Roads. Note: Current traffic patterns include long queues on northbound Sierra College Blvd at the Taylor Road intersection particularly at peak hours. This congestion is exacerbated by passing trains. It does not appear the train situation has been addressed in Costco planning	As discussed in the EIR, significant impacts are identified, and mitigation was proposed to reduce impacts to a less than significant level when implemented. The Project mitigation measures address impacts resulting from Costco. In addition, the Town proposes roadway improvements to address the existing traffic on Sierra College Boulevard and Taylor Road. These improvements are part of the current Capital Improvement Plan. Trains operate sporadically and if added to modeling, create an inaccurate result. See Response to Comment Auguscik-21 where this is already discussed.	<b>X</b>	<b>Old</b>		
	A more practical and robust access point to the Loomis Costco via Granite Drive should be a condition of approval. In addition, Loomis and Rocklin need to both agree to mitigate traffic issues. The current lack of communication between these agencies is unacceptable. Significant traffic issues are not even being discussed	Access through Granite Drive is Condition of Approval #19 (see Attachment 4 of the Staff Report). However, Granite Drive is located in Rocklin and is subject to approval by Rocklin and the landowner of that property. Loomis has made numerous attempts to work with Rocklin on these issues as shown in Staff Report Attachment 6; however, since the fall of 2019, Rocklin has refused any additional attempts at communication and, to date, has not indicated support for access to Granite Drive. See also Response to Comment Rocklin-57.	<b>X</b>	<b>Old</b>		
	The proposed Brace Road access violates the Loomis Land Development Manual given its proximity to Sierra College Blvd	The property is located adjacent to existing residential to the east, an apartment building and Homewood Lumber to the north, a McDonalds and	<b>X</b>	<b>Old</b>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	and the Sierra Meadows Apartments driveway. The basis by which it is potentially allowed is an exception for “infill” projects, yet the description of an “infill project” given is unacceptably vague and does not fit the Costco site description.	gas station to the south, and is along a major arterial. With development on all sides, this is an infill site under the common understanding of the term. See FEIR Response to Comment Mooney-14 regarding the compliance with the Land Development Manual. Please also refer to the attached Brace Driveway Spacing Deviation Memo				
	Costco’s secondary access point on the West side of the Sierra Meadows Apartments will significantly and negatively impact our business operations. It will be used by Costco customers to bypass traffic at the main Sierra College Blvd access. This exiting traffic will indeed use Homewood’s Brace Road entrance as a U-turn to return to Sierra College Blvd. Based on our experience and observations, traffic will cut through the Homewood lumber yard to right exit on to Sierra College Blvd. As Sierra College Blvd cannot handle the anticipated traffic load, Brace Road will become easily gridlocked due to traffic queues from Sierra College Blvd.	The commenter does not provide any supporting substantial evidence for the claim that drivers would make a U-turn using Homewood’s driveway rather than the three exit lanes at a signalized driveway. Referring to FEIR Figure 3-14 presented in FEIR Response to Comment Noorani-3, the U-turn movement is very unlikely as Costco members would have to travel to the back of the warehouse building, through the loading and employee parking areas and make the U-turn movement onto Brace Road. It is not anticipated that Costco members will exit the site from the Brace Driveway to travel to Sierra College Boulevard. The Costco Project on-site parking area shown on the south side of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only. Costco employees will be entering and leaving the site at off-peak hours and can readily travel south through the site directly to the new traffic signal to reach Sierra College Boulevard. This issue is	<b>X</b>	<b>Old</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>addressed in the FEIR Response to Comment Noorani-3.</p> <p>Regarding the potential for Costco trips to cut through the Homewood site, FEIR Response to Comment Noorani-5 notes that use of the Homewood property as a short-cut to Sierra College Boulevard is further deterred by the combination of the existing configuration of drive aisles within the Homewood property, the out-of-direction travel required to traverse the Homewood site, and on-site parking and building operations identified in Comment Noorani-5.</p>				
	<p>The Town of Loomis has suggested that a “No U-turn sign” could be installed at the left turn lane into Homewood to prevent Homewood’s entry being used as a turn around. This will be ignored by many drivers and will further encourage other drivers to cut through the Homewood yard.</p>	<p>Substantial evidence supporting this statement was not provided by the commenter. It is speculative to state that drivers will ignore signage and that signage will actually encourage people to cut through other properties. Costco customers are members and will access the site in a pattern based on their travel direction. Customers will not routinely take routes that are inconvenient, and members making U-turns through other properties or traveling in the wrong direction to purposefully make a U-turn is speculative and unsupported.</p>		<p><b>New</b></p>		<p><b>X</b></p>
	<p>Currently Homewood utilizes the Brace Road access for exiting traffic as it is the only efficient route to Highway 80. The Costco project includes adding a raised median at the Homewood “left-in” access on Brace Road. Given the size of Brace Road, currently</p>	<p>Brace Road is a minor arterial road and the Town is working with Homewood Lumber to ensure delivery truck are not prohibited from returning southbound on Sierra College Boulevard. The median would be sized to prevent left turning movements to/from Costco, but not to/from the</p>		<p><b>New</b></p>		

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	designated minor street, this median along with the unacceptable traffic increases will make it impossible for most Homewood exiting trucks to return to southbound Sierra College efficiently. The trucks will be forced to exit Homewood on the “right out” Sierra College Blvd. exit which will often be queued up with traffic backed up from the Taylor Road intersection. These trucks will need to find a route through Rocklin or Loomis to return to return to southbound Sierra College or another access to Highway 80. The bottom line here is this situation will significantly impact traffic on Sierra College Blvd and Brace Road, along with costing us significant time and money	other uses as discussed in the EIR. In relation to the Costco project, the median will be sized to ensure turning movements to/from Homewood Lumber are not restricted. Furthermore, Town staff have met and are working with Homewood to identify resolutions to the existing turning movement constraints and issues that result from their existing site and roadway configurations.				
	The Final EIR does not properly or accurately assess the impacts of this project per CEQA requirements. Given the significant impact on our local business operations at 4011 Sierra College Boulevard, which include damages to real estate values and limits on future tenant usage, we urge the Planning Commission and Town Council to reject the Final EIR and deny the conditional use permit	The commenter does not provide substantial evidence supporting this statement. The commenter’s claims are speculative, but the opinion is noted. Moreover, CEQA does not require analysis of economic and social issues, such as real estate values.				X
<b>Daljit Bains 7/7</b>	It is the Town’s decision on site design and mitigation, not Costco’s; therefore, please consider the comments and make the necessary changes to the plan and	The commenter’s opinions are noted.		Old		X

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	infrastructure. If not, the businesses and residents may take the same action as on the Villages, indicating that Loomis leaders defy the General Plan, Land Development Manual, Circulation element, and the health and safety of the community.					
	The EIR does not meet the legal requirements of CEQA	There is no substantial evidence provided to suggest this is an accurate statement. The EIR has been prepared by experts and has been independently reviewed by the Town, which found it to be fully consistent and compliant with CEQA. See Response to Comment Mooney-1.	X	Old		X
	The local residents and all of the Loomis businesses near the project and in Rocklin oppose the project as designed and request additional mitigation.	The commenter's opinion is noted. The Town will carefully consider all comments made on the project.				X
	Citizens object to access to the east of the apartments, including an EVA. An EVA is too difficult to implement in an emergency, is inadequate, and Brace Road can't handle emergency traffic, trapping customers with life-threatening consequences. A better site plan is needed instead.	The proposed Brace Road emergency access will be gated with a lock accessible to emergency officials only, such as a Knox Box. The emergency access is intended for facilitating fire department apparatus on and off site in the case of a building or other on-site emergency for which secondary access may be beneficial. There is no substantial evidence provided by the commenter to support the assertion that the EVA is inadequate or cannot be implemented. The commenter appears to misunderstand the intended purpose of the gated access. The purpose of the EVA is to provide access only during an emergency, meaning it allows emergency vehicles additional access into the site	X	New		X

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>and, in addition to the other Costco driveways, provides emergency access out of the site. Brace Road, an arterial, would usher customers out of the area, as would Sierra College Boulevard. Removal of the EVA would not improve emergency response, but would instead impair it. As a minor point of clarification, the proposed Loomis Costco Transportation Impact Analysis Report estimates the total Costco site trip generation at 12,290 daily trips per day as documented in the FEIR (not over 12,500 trips per day as stated by the commenter).</p>				
	<p>Citizens object to the fueling stations and its location at Sierra College Boulevard. The location causes traffic impacts on Sierra College Boulevard and two left hand turn lanes at the signal should be provided</p>	<p>The current location at the driveway intersection places the fueling station the farthest away from homes and also is the most sensible location as cars traveling on Sierra College Boulevard would be able to easily access the fueling station.</p> <p>The FEIR documents that the transportation system and the proposed access points can support the proposed Project through provision of transportation mitigation measures. The subject of two lanes entering the Costco at the signalized Project Driveway on Sierra College Boulevard was considered and dismissed due to potential weaving movements between drivers as well as to anticipated lane balance and utilization issues; refer to FEIR Response to Comment City of Rocklin-90. No change to the FEIR is necessary in response to this comment.</p>	<p><b>X</b></p>	<p><b>Old</b></p>		



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	<p>Consider the impact on the Westerncare property and the removal of the median to allow for the left turn pocket at the Costco signal. Work with the property owner on design.</p>	<p>This property has been considered, and the Town has met with the landowner to discuss their concerns. The Sierra College Boulevard &amp; Project Driveway signalized intersection has been designed to accommodate a future fourth (west) approach with one entering and two exiting lanes based on an analysis of future capacity needs. If the Westerncare property develops in the future, the need for a second left-turn lane can be evaluated at the time based on then-current traffic impact considerations associated with whatever development is proposed. No change to the FEIR is necessary in response to this comment.</p> <p>The proposed Project will retain a raised median on Sierra College Boulevard along the east side of the southbound left-turn lane proposed to serve the project site consistent with the median treatments to the north and south.</p>	<b>X</b>	<b>New</b>		
	<p>Costco has selected a confined site with limited access and must consider downsizing, and eliminating or relocating the fuel station, which has been recommended by others. Even the FEIR suggests this is the best alternative that meets most of the objectives. Fuel at this location is not necessary, since it is provided at the Roseville store.</p>	<p>Downsizing and elimination of the fueling station are analyzed in the EIR, and this comment has been addressed in Response to Comment Mooney-27. As set forth in the EIR and the Findings, this alternative would not meet several project objectives. It is unreasonable to expect Costco members to shop at the Loomis location and buy fuel at the Roseville location. The opinion of the commenter, who owns a nearby fuel station, regarding the necessity of a fuel station at the Costco site, is noted.</p>	<b>X</b>	<b>Old</b>		<b>X</b>

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	The FEIR states that noise will have a considerable impact and not below the threshold with trucks and the tire noise.	Noise is analyzed in the EIR, and the EIR finds that mitigation would reduce operational noise to a less than significant level. Please refer to mitigation measure NOISE-2 and the materials in Staff Report Attachment 1. The Findings discuss the noise impacts as well as the EIR. Please refer to Response to Comment Mooney-20, which already addresses this comment.	X	Old		
	The tire center won't close its doors and residents to the east will be impacted. The tire center should be relocated.	Tire center noise is addressed in the EIR and mitigation measure NOISE-2 addresses this. The eight foot soundwall would reduce noise from Costco affecting adjacent neighbors. Selected doors can be closed to reduce noise while tire replacement occurs. In addition, Costco uses quieter equipment. Refer to Responses to Comments Granada-4 and Mooney-20.	X	Old		
	A video was provided showing truck noise which will impact the apartment building. A noise and vibration study would show the impacts are significant and need to be mitigated.	Truck noise is mitigated through Mitigation Measure Noise-2. The video does not provide evidence of the distance from the trucks, and the commenter provides no substantial evidence, such as readings from a properly calibrated noise meter, to show the actual decibel produced. The commenter's video is therefore not a credible, accurate, or reliable source of data. The noise analysis in the EIR provides a thorough evaluation of the potential impact. See Response to Comment Auguscik-15.	X	Old		X
	The apartments currently operate with a one-way traffic pattern, entering at Starlight and exiting at the driveway to the west.	Vehicles have been observed using Starlight lane in both directions and the apartments provide no directional signage to limit residents and visitors	X	New		

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	Restricting the western driveway as right only forces a traffic pattern that is not safe or feasible and impacts the value of the property.	from using the driveways in a one-way pattern. The Town is working with the apartments' owner, and will ensure that the median will be sized so that only the Costco driveway is restricted to right-in, right-out only. Current access to or from the apartments will not be restricted by the proposed median.				
	Costco access at the Brace driveway causes health and safety risks for the apartments and approving an overriding consideration can't be justified. Mitigation and/or just compensation is necessary, or abandonment of this Costco access should occur.	A Health Risk Assessment (HRA) was conducted for the project and is included in the EIR. Please refer to that document. Mitigation is provided where needed and impacts are fully disclosed in the EIR, Findings, and Statement of Overriding Considerations. As set forth in the EIR and the Findings a significant health and safety risks for the apartment residents would not occur. See Response to Comment Auguscik-19 and Rocklin-121.	X	Old		
	The median on Brace Road cripples Homewood truck access and damages their operations. It also conflicts with their circulation as Costco customers will make U-turns onto their property. Mitigation or compensation should be provided, or abandonment of this Costco access should occur	As stated in the EIR, the Brace Road median would be sized so as to restrict turning movement only from Costco and would not limit or change access or turning movements at Homewood Lumber. Existing conditions result in path overlap for an eastbound left-turning auto entering the Homewood Lumber site and an existing Homewood truck making a southbound right turn or a westbound left-turn entering the apartment access. The median will be sized to ensure turning movements to/from Homewood Lumber are not restricted. Furthermore, Town staff have met and are working with Homewood to identify	X	Old		

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		<p>resolutions to the existing turning movement constraints and issues that result from their existing site and roadway configurations.</p> <p>Section 5.1.1 of the Loomis Costco Transportation Impact Analysis does not prescribe a median length but does state “A raised median will be installed on Brace Road to limit the proposed west Costco driveway to right-turns only. The median will be installed between Sierra College Boulevard and the existing Homewood Lumber access on the north side of Brace Road. The median will maintain the existing eastbound left turn pocket on Brace Road that provides access to Homewood Lumber (no change to Homewood Lumber access) and will also maintain the existing queue storage for the westbound left turn at Sierra College Boulevard.” There is no mention of restricting Homewood access in the Costco TIA.</p> <p>Referring to FEIR Figure 3-14 presented in FEIR Response to Comment Noorani-3, the U-turn movement is very unlikely as Costco members would have to travel to the back of the warehouse building, through the loading and employee parking areas and make the U-turn movement onto Brace Road. It is not anticipated that Costco members will exit the site from the Brace Driveway to travel to Sierra College Boulevard. The Costco Project on-site parking area shown on the south</p>				

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		<p>side of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only. Costco employees will be entering and leaving the site at off-peak hours and can readily travel south through the site directly to the new traffic signal to reach Sierra College Boulevard. This issue is addressed in the FEIR Response to Comment Noorani-3.</p> <p>Regarding the potential for Costco trips to cut through the Homewood site, FEIR Response to Comment Noorani-5 notes that use of the Homewood property as a short-cut to Sierra College Boulevard is further deterred by the combination of the existing configuration of drive aisles within the Homewood property, the out-of-direction travel required to traverse the Homewood site, and on-site parking and building operations identified in Comment Noorani-5.</p>				
	<p>The Brace road truck access is unsafe and is too close to the apartment driveway. The access points are not lined up and vehicle visibility for cars leaving at the same time is unsafe.</p>	<p>Please see Responses to Comments Auguscik-11 and Mooney-14, as well as the attached Brace Driveway Spacing Deviation Memo. The driveway is required to conform to the Town's sightline requirements in the Code.</p>	<p><b>X</b></p>	<p><b>Old</b></p>		
	<p>The soundwall creates visibility issues.</p>	<p>The commenter does not provide any supporting evidence for this assertion. The soundwall would not need to be extended to the street as the apartments are setback from the roadway. Therefore, there would be adequate visibility for</p>	<p><b>X</b></p>	<p><b>New</b></p>		

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		vehicles exiting either Costco or the apartments. The Town will confirm adequate sight distance as part of the normal building permit process. Refer to the attached Brace Driveway Improvements Memo, which indicates sight distance triangles which should be kept clear of obstructions				
	There are posted truck weight signs near the driveway and Costco trucks exceed these limits. Homewood requires all deliveries to be from Sierra College Boulevard. Brace road is not a truck route and this access should be removed.	The truck weight sign is in reference to weight limits for the bridge further east on Brace Road, which are discussed in Response to Comment Rocklin 138. No Costco trucks would travel on Brace Road beyond the Costco driveway, as that is not the planned truck route to the project. The EIR indicates that Sierra College Boulevard is the truck route for the project.	X	Old		
	The Costco parcel west of the apartments is residential and can't be used for commercial deliveries. Are all residential parcels potential truck entrances to commercial uses? This will set a precedent. Leave this as a buffer to the apartment complex and abandon this driveway.	<p>The Costco parcel west of the apartments is residential; however, the Code does not prevent driveways and parking spaces from being developed on residential properties, especially when the residential parcel is under common ownership. See Responses to Comments Auguscik-3 and Mooney-9 and 34. No buffer is warranted, as impacts during operations would be less than significant with mitigation.</p> <p>The idea that the parcel should be a buffer to the apartments insinuates that one property owner may prevent another property owner from using their property simply because they don't like the proposed use. The Town does not require property</p>	X	Old		

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		owners to leave their parcels undeveloped as buffers to existing adjacent uses.				
	Mitigate for the loss of residential property per SB 330.	Please see the staff report regarding a discussion of use of the property in relation to the recent housing legislation. This is also addressed in Response to Comment Auguscik-4.	X	Old		
	This property is not in-fill.	The property is located adjacent to existing residential to the east, an apartment building and Homewood Lumber to the north, a McDonalds and gas station to the south, and is along a major arterial. With development on all sides, this is an infill site under the common understanding of that term. See Response to Comment Mooney-14.	X	Old		X
	The residentially designated portion of the site on the eastern boundary will never be used for residential units and after processing the lot line, there will be no direct access to these parcels and can't be used to buffer the commercial property from the existing residences and apartments. This does not comply with the General Plan	As noted above, a buffer is not warranted. Use of the land for parking and access does not conflict with the General Plan. Moreover, if the land was developed with residential units rather than parking, the apartments would still be located immediately adjacent to commercial uses and a soundwall would still be required. Also, it should be noted that in such case the apartments would be required to remove their parking within Starlight Lane to ensure access to those residential units. See Response to Comment Mooney-9.		Old	X	
	The parking barely meets the standards for this project and will cause impacts. The FEIR indicates peak queues will back up and block westerly parking aisles and trucks at the docks. Parking behind the store is not visible and won't be used because people will have	The parking meets and actually exceeds the Town's parking standards. The parking in the northwest quadrant of the site behind the Warehouse would be designated for Costco employees. Refer to FEIR Response to Comment Benson 1-2, which documents how the number of		New	X	X

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	to walk all the way around the building. More parking is needed.	on-site parking spaces provided satisfies both the Town's and Costco's own minimum parking requirements. FEIR Response to Comment Benson 1-2 also documents the Costco employee parking area behind the Warehouse. Costco employees would access the warehouse building via an employee door located on the west wide of the warehouse north of the truck loading dock area. Customers would park near the entrance to avoid pushing heavy carts a longer distance, and sufficient parking spaces are provided per Town Code requirements.				
	Reducing the compact parking stall sizing is required to meet the requirements	Compact stall dimensions are amended to bring the Code up to date on current compact spacing dimensions as the existing compact sizing in the Code is outdated and not considered "compact" by industry standards. See Response to Comment Mooney-34		Old	X	
	Alternate fuel queuing will block needed parking spaces and cause backups on Sierra College Boulevard. Propose an alternative for queuing at the fueling facility and relocate fueling away from the intersection.	There is no evidence to suggest queues will back up onto Sierra College Boulevard. Since publication of the DEIR and as documented in FEIR Response to Comment Mooney-13, Costco took two specific actions to address queuing on-site: 1) The on-site queue storage waiting for an available fueling position was increased from 30 to 40 cars, which totals 70 positions available (40 queuing positions plus 30 vehicle fueling positions); and 2) Additional queuing observations were recorded at other Costco sites with 32 fuel positions to provide additional data that helps to validate that the	X	Old		



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		<p>available queueing proposed at Loomis will accommodate peak queues without impacting the public street system.</p> <p>In addition, the Town imposed a condition of approval requiring Costco prepare an on-site queue management plan in the event that an unexpected queue event occurs. This plan would restrict drive aisle parking maneuvers and would only be implemented if excessive queueing occurs and have the potential to reach Sierra College Boulevard.</p> <p>The fueling station is located near the intersection because this location is farthest from all residential units and is the best location onsite in relation to the neighbors. No change to the FEIR is necessary.</p>				
	<p>The FEIR and traffic study do not address the fact that trucks are longer and take time to maneuver, so this will cause issues with trucks leaving the site at the main driveway. The driveway and fueling area should not be near each other.</p>	<p>The traffic study and modeling include delivery trucks and truck maneuverability. The driveway and fueling station are frequently located together at other Costco sites, as this provides better access to and from the fueling station.</p> <p>Section 5.5 of the Loomis Costco Transportation Impact Analysis presented in the FEIR provides documentation of anticipated truck traffic. As documented in Section 5.5, deliveries to and from the Project site on a typical day are expected to include:</p>	X	New		

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		<ul style="list-style-type: none"> <li>• 10 to 13 Costco trucks making Costco Warehouse deliveries using trucks that are approximately 70 feet long</li> <li>• deliveries made by local vendors using single unit trucks and/or single axle trailers</li> <li>• 5 to 7 fuel deliveries made to the Costco fuel station</li> </ul> <p>While many of the deliveries will be made outside the warehouse operating hours (the majority will exit the site before the warehouse opens to members each day), the operations analysis presented in the Loomis Costco Transportation Impact Analysis does indeed account for the impacts of heavy vehicles (trucks) entering and leaving the Costco property at the Sierra College Boulevard signalized intersection serving the Project site during the three peak periods analyzed. Per this analysis, the signalized intersection is forecast to function acceptably when considering the needs of all vehicles.</p> <p>Costco fuel station deliveries are typically made by a tractor trailer cab pulling two two-axle tank trailers. The swept path of fuel delivery vehicles entering, circulating through and exiting the Project site were assessed using a design vehicle consisting of a tractor trailer cab pulling two two-axle tank trailers as shown on the Project site plan.</p>				

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		<p>As stated in Section 5.5 of the Loomis Costco Transportation Impact Analysis, typical Costco warehouse receiving time is from 2:00 AM to 1:00 PM, averaging two to three trucks per hour, with most of the deliveries completed before the 10:00 AM warehouse opening time. Section 5.5 also states that Costco fuel deliveries occur any time between 6:00 AM and 7:00 PM.</p> <p>The site plan illustrates the truck delivery paths, demonstrating the delivery vehicles are readily accommodated.</p>				
	<p>The nighttime deliveries using Sierra College Boulevard are not well designed for safe access. The project description says it is only when the store is not in operation.</p>	<p>The Costco warehouse truck deliveries entering and exiting the Project site between 10:00 PM and 7:00 AM will be required to use the Sierra College Boulevard Project access. Deliveries would occur within an empty parking lot when no customers are present. Interaction between Costco warehouse delivery and Costco employee personal vehicle traffic is expected to be minimal and can be readily accommodated on-site without impact to the public street network. This also allows the truck extensive clear area to turn around and back into the loading bays. It shifts truck traffic away from the apartments, which further improves safety and reduces noise impacts. There is nothing to suggest that use of Sierra College Boulevard is not safe.</p>	<b>X</b>	<b>New</b>		
	<p>Loomis requires multiple zoning code amendments to make this work as shown on</p>	<p>The Code amendments clarify the existing definition of warehouse retail, provide an</p>		<b>Old</b>	<b>X</b>	

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	page 17 of the staff report (warehouse and fuel are not allowed at this site).	assignment for warehouse retail to a zone, update the outdated dimensions for compact parking, define warehouse retail loading space requirements, define signalized driveway requirements, and increase lighting height allowance for large parking areas associated with warehouse retail structures. These are clarifications, updates to reflect current standards, and additions to better define uses. See FEIR Response to Comment Rocklin-99.				
	Redesign the site to be safe for trucks and customers that avoids queuing on Sierra College Boulevard.	The site is designed to be safe and the traffic improvements proposed by the project and the Town would improve circulation and safety. Mitigation is provided to address traffic impacts. Please see Response to Comment Rocklin-66 an Mooney-13.	X	Old		X
	A bus turnout should be provided as previously requested. This will reduce the parking deficiency.	A bus stop or turnout is not necessary as discussed in FEIR Response to Comment Rocklin-128.	X	Old		
	Truck turning movement onto Brace Road shows trucks encroaching on through lanes on Sierra College Boulevard and the left turn lane into Homewood on Brace, which is not a truck route. Visit the Roseville site to see how the trucks encroach on other lanes. Provide mitigation for a better truck route with more turning radius.	The truck weight limit signage is in relation to the bridge further east on Brace Road. It does not prohibit trucks from travelling at all on Brace Road. Site Plan drawings are included in the EIR showing turning movements by trucks on Brace Road, which is included in the responses to the Mooney 7/7 letter. See Response to Comment Rocklin-138.	X	Old		
	Placer County commented that the pass-by trip percentages were higher than those	Leigh Chavez of Placer County's comments on the RDEIR did not address pass-by trips (See pages 3-337 to 338 of the FEIR). Additional documentation	X	Old		

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	used in other similar documents. Revise the FEIR and VMT analysis.	supporting the percentage of pass-by and diverted trips in the traffic analysis was provided in the FEIR. Meetings were held with Placer County prior to the release of the RDEIR and the methodologies and assumptions were discussed and approved. Placer County has reviewed the revised FEIR and the supplemental VMT analysis and had no further comments. Please see Responses to Comments Rocklin-9 and 60, in relation to pass-by trips. No change to the FEIR is necessary in response to this comment				
	The sound wall at the apartments will cause hazards and safety issues, such as traffic sightline.	The soundwall would be setback from the road while remaining in front of the apartment to allow for adequate sightline. See previous response above and the attached Brace Driveway Improvements Memo, which indicates sight distance triangles which should be kept clear of obstructions.		<b>New</b>		
	The Costco driveway is too close to the apartment driveway and conflicts with the Land Development Manual.	See Response to Comment Mooney-14 in the FEIR and the attached Brace Driveway Spacing Deviation Memo.  The fourth paragraph under Section 6-1 of the Land Development Manual addresses infill sites. The project site is located at an intersection, is adjacent to an apartment complex that the Costco site surrounds on three sides, is bounded by existing residences to the east, and a Chevron fueling station and McDonald's restaurant to the south. Within Loomis, the Costco site is located	<b>X</b>	<b>Old</b>		

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		<p>within and adjacent to developed land. Therefore, the Costco property is considered an infill site. Section 6-1 states:</p> <p><i>“The Town recognizes that infill projects (projects within older, previously developed areas) may have certain constraints such as lot size, existing driveways near the property line on adjacent parcels, etc. which may deem it impractical to achieve the requirements contained in this manual for site access. Infill projects such as these will be evaluated on a case-by-case basis by the Town. However, the goal will be to achieve the requirements contained herein to the extent practicable.”</i></p> <p>Since the apartment driveways are located adjacent to the project site, their location makes it impractical for any future development of the property to locate driveways on Brace Road, while also achieving the requirements listed in Section 6-3 of the Land Development Manual. Therefore, the Town is able to evaluate the project individually pursuant to Section 6-1 to determine how best to achieve the requirements in the Land Development Manual to the extent practicable.</p> <p>Town engineers have reviewed the project and proposed driveway placement and conclude that an exception is appropriate for this project because (1) the proposed placement of the</p>				

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		<p>driveway is consistent with the Municipal Code and meets the Land Development Manual standards to the extent practicable, (2) the proposed placement of the driveway is consistent with NCHRP Report 348 driveway spacing recommendations, and (3) the placement of a right-in/right-out only Costco driveway near the apartment complex's western driveway would not result in substantial use conflict due to both driveways having low usage and different peak traffic times. Municipal Code Section 13.36.100.B states that driveways shall be located a minimum of 150 feet from the nearest intersection, measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street, while Section 13.36.100.C states that where two or more driveways serve adjacent development, the centerline to the driveways shall be separated by a minimum of 50 feet. As measured by the Town engineer, the Costco western Brace Road driveway would be located 225 feet from the centerline of the nearest travel lane of Sierra College Boulevard, and 50 feet from the centerline of the apartment complex's western driveway. Since the Costco driveway would be over 150 feet from the Sierra College Boulevard/Brace Road intersection, and 50 feet from the apartment driveway, the proposed driveway location meets these standards of the Municipal Code, while most closely achieving the</p>				

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		<p>direction in the Land Development Manual. Since the spacing is consistent with the Municipal Code, since the project site is an infill site constrained by the placement of the apartment driveway 275 feet from the intersection of Sierra College Boulevard and Brace Road, measured from the centerline of the driveway to the centerline of the nearest travel lane at the intersection, and would not result in substantial traffic turning conflicts, the Town may reasonably conclude that the proposed Project right-in/right-out only driveway placement is consistent with the Town's Land Development Manual.</p>				
	<p>Homewood was not allowed to make truck deliveries off of Brace Road, so the Town is making an exception for Costco and this is discriminatory. The driveway must comply with the General Plan and the Land Development Manual.</p>	<p>See the response above regarding the Land Development Manual and Response to Comment Mooney-14. Review of the Homewood Project records indicates two conditions were placed on Homewood in relation to Brace Road. Condition 32 prohibited on-street parking on Brace Road. Condition 37 indicates delivery trucks shall use Sierra College Boulevard and have limited use of Brace Road, with no delivery truck use of Brace Road east of the site unless it is conducting a local delivery. The truck weight sign on Brace Road, as discussed in Response to Comment Rocklin-138, is in regard to the bridge on Brace Road further east. Costco trucks would not be using the Brace Road bridge or Brace Road beyond the Costco driveway and therefore the sign does not prohibit Costco's</p>	<p><b>X</b></p>	<p><b>Old</b></p>	<p><b>X</b></p>	



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		trucks from using Brace Road to access secondary driveway into the project site.				
	Britton Snipes asked the Costco traffic planner if this driveway was sufficient in 2017. The Town should work with the landowners and Costco to mitigate this driveway impact.	<p>This prior communication illustrates the Town’s attention to ensuring that the project is designed appropriately and demonstrates that the Town has been working with Costco and the traffic analysis team since the early project scoping process, when this question was posed, to ensure adequate access is provided. The e-mail text quoted was prepared during the transportation impact study scoping phase and is taken out of context. The full text associated with the quoted text reads as follows:</p> <ol style="list-style-type: none"> <li>1. The memorandum identifies the proposed access to the proposed Costco site indicating only one new signalized intersection on Sierra College Boulevard for Costco member access. Separate access will be provided for truck delivery. Knowing the potential trip generation from successful Costcos, we are concerned as to whether one such access driveway access is sufficient. To address this concern, micro-simulation of traffic operations in the vicinity of the proposed Costco along Sierra College Boulevard from I-80 to Taylor Road is requested to be provided for both existing and cumulative conditions. In addition to Level of Service analysis, queuing analysis is also requested at the key Sierra College Boulevard intersections and the proposed Costco access driveway.</li> </ol>	X	Old		

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		<p>The analysis requested by Mr. Snipes as part of the e-mail scoping direction was prepared along with an evaluation of multiple access options as documented in the Loomis Costco Transportation Impact Analysis Report included in the FEIR. See Response to Comment Rocklin-86.</p>				
	<p>The one lane northbound entering Costco needs more storage as suggested by the traffic study and the one lane southbound into Costco requires more storage. This likely doesn't account for larger vehicles coming to Costco that occupy more queue storage.</p>	<p>The Staff Report requires Costco to provide adequate storage for the turn lanes on Sierra College Boulevard serving the site as per the recommendation of the Loomis Costco Transportation Impact Analysis and related updates documented in the FEIR. The turn lanes provide adequate storage as designed as suggested in the traffic study and EIR. The methodology used was agreed upon by Caltrans and the Placer County and is consistent with the industry standard. The traffic impact memo for Site Plan Option 1D concludes this is not a significant project impact. Please refer to the memo attached to the FEIR. The presence of large vehicles entering and exiting the Costco site was accounted for in the peak hour operational analyses presented in the Loomis Costco Transportation Impact Analysis as previously noted in response to the earlier comment. The analysis assumed an average of 25 feet storage required per vehicle, which is the typical industry practice. See Responses to Comments Rocklin-23, -66, -86, and -90.</p>	<p><b>X</b></p>	<p><b>Old</b></p>		

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	Include peak holiday hours in the traffic analysis	FEIR Response to Comment Mooney-66 addressed the request for peak shopping season analysis. The analysis requested by the commenter is not required with the Town's development review methodology or industry practices, nor was such analysis requested by Placer County, Caltrans or the City of Rocklin. Peak holiday data is not representative of normal operations during the majority of the year and it is not industry standard to use peak holiday data for traffic analysis.	X	Old		
	Avoid traffic backups on Sierra College Boulevard by providing more access points into Costco.	Three alternative site access options were analyzed and presented in the RDEIR. A fourth hybrid access option was presented in the FEIR based on the analysis findings and feedback gathered through the RDEIR process. The site plan in Staff-recommended Project Description will operate adequately with or without the potential Granite Drive access and no additional access points are warranted. While no additional access is necessary, the site plan in Staff-recommended Project Description includes provisions for accommodating an additional Project site access connection to the south linking with Granite Drive if allowed by the City of Rocklin in conjunction with off-site development by others. A recommended Condition of Approval is to provide access to Granite Drive <i>if</i> Rocklin and the adjoining property approve access. See Staff Report Attachment 4 COA #19 and see Responses to Comments Rocklin-23, -66, -86, and -90 regarding access and queuing	X	Old		

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		on Sierra College Boulevard. No further access options were specifically identified in the comment to respond to and no change to the FEIR is necessary in response to this comment.				
	Attached pictures show the Roseville Costco traffic impacts. Consult with the City of Roseville on the traffic impacts. The fuel station makes it worse. The situation is Loomis will be worse because it has less traffic infrastructure than the roads serving the Roseville Costco.	As acknowledged in the EIR, the Roseville Costco is heavily utilized, which is one reason for the proposed Loomis store. If the Loomis store is approved and opens, some of the customers currently shopping at the Roseville store will regularly visit the Loomis store instead, thereby relieving some of the traffic at and around the Roseville store. It's also a different store with a different layout. Photos could have been taken at other Costco stores in the area, showing no such problem, such as at the Citrus Heights store which has two access points, of which only one is signalized, and both of which also serve a large Walmart store and a restaurant. Please note that the VMT analysis demonstrates the expected shifting of trips from Roseville to Loomis but the TIA assumes all trips to Costco Loomis are new (no captured trips in Loomis today assumed in TIA). The methods used for the traffic analysis are conservative, and would tend to overestimate the actual effects.	<b>X</b>	<b>New</b>		<b>X</b>
	The Town should work with residents and neighbors to present an FEIR and site plan that complies with CEQA and mitigates the impacts. The FEIR and Statement of	The FEIR and site plan comply with CEQA requirements and mitigation is provided to reduce impact significance to the extent feasible. There are significant and unavoidable impacts; however, none of these impacts would pose extreme danger	<b>X</b>	<b>Old</b>		

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	Overriding considerations leaves significant impacts that pose extreme danger.	and CEQA allows lead agencies to approve projects with significant and unavoidable impacts. Under CEQA, the Town may still approve a project and certify an EIR with significant and unavoidable impacts as long as it fully analyzes and discloses those impacts, mitigates significant impacts to the extent feasible, and adopts findings and a statement of overriding considerations that are supported by substantial evidence. Refer to section 1.3 of the FEIR which discusses CEQA requirements in relation to significant and unavoidable impacts.				
	There is no substitute for having multiple access points into a Costco facility.	This statement conflicts with earlier requests to eliminate the truck access driveway and EVA on Brace Road.				X
<b>Geoff McLennan</b> <b>7/7</b>	<p>The circulation plan is inadequate and does not address safe access for senior citizens because senior parking is not designated/easily accessible, there are no transit stops or benches, and no special accessibility is provided within the warehouse. Many seniors cannot drive or navigate crowded store aisles.</p> <p>Why generate traffic when transit can be provided?</p> <p>Amend the plans to accommodate senior shoppers.</p>	<p>The commenter does not provide any substantial evidence to support the claims that the circulation plan is inadequate. There are no designated senior parking spaces, as this is not a requirement of or defined by the Town. ADA accessible spaces are provided near the entrance. Since this is a bulk retail warehouse store, items are sold in large quantities. Therefore, customers must handle large, bulk items, which is typically not conducive via transit. Therefore, there is not enough demand for transit use to support development of transit infrastructure at this location. As discussed in the EIR, dial-a-ride services are available DEIR Page 3.7-10 and 3.7-36.</p>	X	New		X

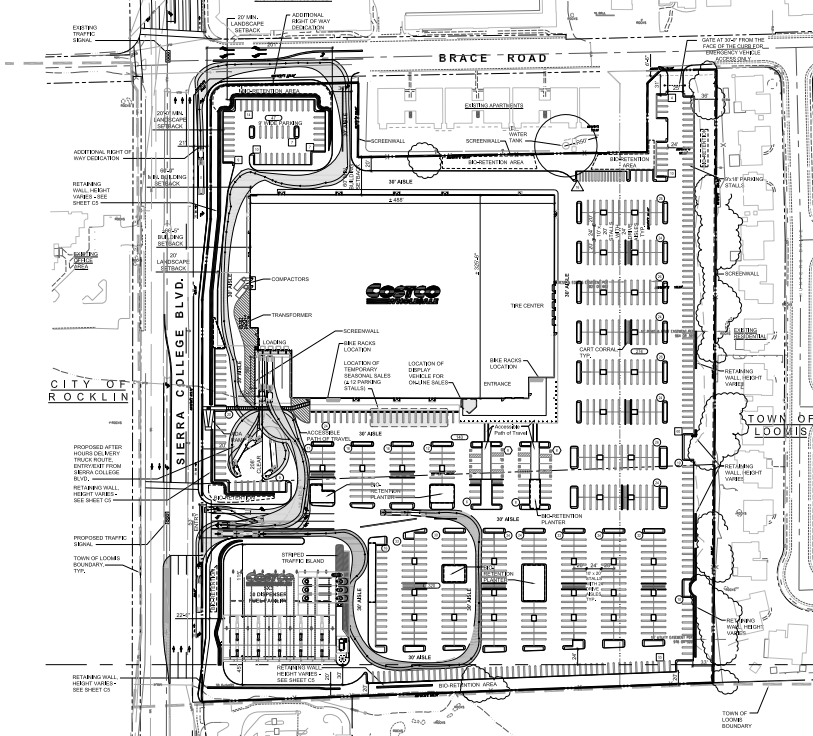
Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		The store's interior layout is designed in the standard Costco format in regard to aisle widths and product placement. Because large bulk items are sold, the aisles are wider than most retail stores.				
<b>Mooney 7/7</b>	The EIR fails to meet the legal requirements of CEQA and the project violates the requirements of Planning and Zoning law and is inconsistent with the General Plan.	The EIR was prepared by experts and was independently reviewed by the Town, which determined that the EIR fully complies with the requirements of CEQA and the project entitlements comply with the Planning and Zoning Law and is consistent with the General Plan. See the Responses to Comments Auguscik-2, 3, and 4 and the Responses to Comments Mooney-3 through 44.	<b>X</b>	<b>Old</b>		<b>X</b>
	Traffic impacts are not adequately analyzed, disclosed, and mitigated. The project description misstates and misrepresents the project.	The commenter did not provide substantial evidence to support the claim that traffic impacts have not been adequately analyzed or mitigated. the commenter's opinion regarding the traffic impacts is noted. The analysis and description of the project in the EIR, as detailed throughout the 2019 RDEIR and throughout the FEIR, complies with CEQA. Please refer to Response to Comment Letter Mooney.	<b>X</b>	<b>Old</b>		<b>X</b>
	The EIR and staff report fail to adequately discuss the Project's inconsistency with the current zoning. The zoning code does not indicate that a commercial parking lot is an allowable use in RM and RH zones. No findings have been made to support this. The	Please refer to Response to Comment Mooney-9 regarding zoning. The project does not include commercial parking as defined in the Code, which is a paid parking lot. The Brace Road access includes a driveway, which is allowed in residential zones, landscaped setbacks, which are also allowed, and a small number of parking spaces,	<b>X</b>	<b>Old</b>		

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	Brace Road driveway is also on residentially zoned land.	which are also allowed. Features such as parking, landscaping, and driveways are not specific uses limited to one type of use or another, but accessory uses that are necessary to be provided for both residential and commercial uses, especially where (as here) the residential and commercial portions of the site are all under common ownership. The majority of the parking lot at the intersection of Brace Road and Sierra College Boulevard is on land zoned commercial. Design Review is provided in Staff Report Attachment 4.				
	How can the requirements to use the main access for nighttime truck deliveries Noise-2 be enforced?	<p>The Town will impose an enforceable condition of approval (Condition of Approval #50) requiring delivery trucks to use the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM. The Town can take enforcement action upon any non-compliance with the time of day delivery requirements.</p> <p>Costco dispatches its warehouse delivery fleet from the Costco Depot in Tracy, California and directs the warehouse delivery fleet in a manner that complies with the time of day delivery route restrictions. Costco fuel delivery vehicles will use the signalized Sierra College Boulevard Project driveway to enter and exit the site and thus have no impact on the Brace Road Project site access.</p>	X	New		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		No change to the FEIR is necessary in response to this comment.				
	Nighttime deliveries still violate the code 13.30.070.	The Code allows for deliveries outside of daytime hours to avoid traffic impacts, as disclosed in the EIR. The Town has the ability to enforce all conditions. The Director has determined that nighttime deliveries are appropriate to reduce daytime traffic impacts and to allow Costco to restock before the warehouse opens. This comment was addressed in the FEIR (Responses to Comments Auguscik-11 and Mooney 39 through 43).	X	Old		
	The EIR does not disclose why there are no alternatives to truck delivery location or overriding transportation management benefits for night deliveries	The EIR provides multiple truck delivery routes (fuel, daytime warehouse, and nighttime warehouse). Truck delivery routes are dependent on access driveway locations and the reason for the chosen routes are discussed in the EIR, so it is unclear what alternatives are alluded to in this comment. The project addresses multiple access configurations and provides a new nighttime delivery configuration to further address truck noise. Night deliveries are addressed in Responses to Comments Auguscik-11 and Mooney 39 through 43.	X	Old		
	What truck delivery options were analyzed? The EIR does not address adjusting site design so that truck traffic does not occur on Brace Road. Alternative 2 is a feasible alternative	Options were based on the site and driveway configurations. As discussed in the EIR, the site is designed to minimize impacts on neighboring residents and avoid blue granite configurations. This limits layout and driveway placement and therefore delivery route options. It is unclear how	X	Old		



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		Alternative 2 (no fueling station) affects the delivery route, as it would continue to use the same route for the warehouse as proposed. Moreover, Alternative 2 would not meet a number of project objectives, as detailed in the Findings and EIR.				
	Alternatives are to reduce the size of the warehouse and eliminate the fuel station.	These are analyzed and disclosed in the RDEIR Chapter 6	X	Old		
	The distance of the Brace Road driveway from Sierra College Boulevard is incorrect.	The approximate 280 feet reported in the FEIR reflects the centerline to centerline spacing as stated in the third bullet of FEIR Section 2.3.2.1, which is consistent with the Town Code. The curb-to-curb distance between the two intersections measures approximately 201 feet. No change to the FEIR is necessary in response to this comment. See Response to Comment Mooney-14.	X	Old		
	Single-unit, double-axle fuel delivery trucks are nearly nonexistent, and most are 3, 5, or 7-axle	<p>Costco fuel station deliveries are typically made by a tractor trailer cab pulling two two-axle tank trailers. The swept path of fuel delivery vehicles entering, circulating through and exiting the Project site were assessed using a design vehicle consisting of a tractor trailer cab pulling two two-axle tank trailers as shown on the Project site plan. These trucks have multiple axles, and are addressed in the EIR and traffic analysis.</p> <p>The site plan illustrates the truck delivery paths and demonstrates the delivery vehicles are readily accommodated:</p>	X	New		

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 <p><b>Costco Project Site Plan</b></p>						
	<p>The nighttime delivery route causes a blind right hand backing turn into the loading dock. More likely the trucks pull straight in past the aisle to the loading dock to make a sighted left hand backing turn. This is problematic if employees are entering the area for night shifts.</p>	<p>The commenter provides his opinion regarding the route but does not provide substantial evidence showing that the proposed route would result in significant impacts.</p> <p>The site plans show the actual paths for deliveries. Employee parking is located at the rear of the building near Brace Road. The Costco warehouse truck deliveries entering and exiting the Project</p>	X	New		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>site between 10:00 PM and 7:00 AM will be required to use the Sierra College Boulevard Project access. Interaction between Costco warehouse delivery and Costco employee personal vehicle traffic is expected to be minimal and can be readily accommodated on-site without impact to the public street network. The site plan shows the circulation pattern that would occur.</p> <p>No change to the FEIR is necessary in response to this comment.</p>				
	<p>What is the process by which the EVA would be converted to public access if so desired in the future?</p>	<p>At the July 7, 2020 Planning Commission hearing Town Staff addressed the process that would have to be followed if there were a proposal to convert the emergency access to a public access. As stated, there is no anticipated desire or need to open the emergency access to public traffic (the potential for the access was identified through the FEIR review process, not by Costco). The COA #27L requires that Costco maintain this as an EVA only. Modifying the Use Permit to allow use of the driveway for purposes other than an EVA is not proposed and would require modification of the Project Use Permit, additional environmental review, and public hearings, and would be subject to the Town's regulations and policies.</p> <p>No change to the FEIR is necessary in response to this comment.</p>	<b>X</b>	<b>New</b>		<b>X</b>
	<p>There is no mention in the FEIR of limiting access to the apartment's western driveway.</p>	<p>Limiting access at the Costco driveway is shown via the median on Brace Road and this is discussed in</p>	<b>X</b>	<b>Old</b>		

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		<p>FEIR Response to Comment Auguscik-11 and Mooney-14. While those responses indicate the apartment driveway turning movements would also be restricted by the median, the traffic analysis did not analyze the median as restricting apartment circulation. The median would be sized to only restrict turning movements at the Costco driveway, maintain the current striping on Brace Road east of the Costco driveway, and maintain existing turning movements at the Sierra Meadows Apartments driveway (Condition of Approval 27M).</p>				
	<p>The discussion of a Granite Drive extension is ambiguous.</p>	<p>The EIR fully addresses a variety of access scenarios, including one that would provide improved connectivity in the corridor via a southern access to the project site via Granite Drive. The connection to Granite Drive is uncertain because Rocklin has indicated it no longer supports such access despite its original request for such access and the Town's and Costco's interest in having such access. The EIR however analyzes future access within a broad potential location along the southern boundary of the property (see RDEIR analysis for Option 1B). Further, the City has not approved this access yet and, as such, no connection will be made unless and until the City takes further action. It is a definite element, if Rocklin ever agrees to an access point per the conditions of approval #19 (See Staff Report</p>	<p><b>X</b></p>	<p><b>Old</b></p>		

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		Attachment 4). This is summarized in the FEIR section 2.3.2.1.3.				
	There are safety concerns in relation to truck swept area overruns into traffic lanes or circulation aisles. There is no room for driver error	Town staff has carefully analyzed the proposed truck routes illustrated in the site plan provided in the response above, and determined that they will operate safely.	X	New		
	Customers will exit at Brace and make a U-turn onto the Homewood property	The commenter speculates that Costco members will make U-turns maneuvers on Brace Road, but provides no substantial evidence showing this is likely to occur. Referring to FEIR Figure 3-14 presented in FEIR Response to Comment Noorani-3, the U-turn movement is very unlikely as Costco members would have to travel to the back of the warehouse building, through the loading and employee parking areas and make the U-turn movement onto Brace Road. It is not anticipated that Costco members will exit the site from the Brace Driveway to travel to Sierra College Boulevard. The Costco Project on-site parking area shown on the south side of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only. Costco employees will be entering and leaving the site at off-peak hours and can readily travel south through the site directly to the new traffic signal to reach Sierra College Boulevard. This issue is addressed in the FEIR Response to Comment Noorani-3.	X	Old		X

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		Regarding the potential for Costco trips to cut through the Homewood site, FEIR Response to Comment Noorani-5 notes that use of the Homewood property as a short-cut to Sierra College Boulevard is further deterred by the combination of the existing configuration of drive aisles within the Homewood property, the out-of-direction travel required to traverse the Homewood site, and on-site parking and building operations identified in Comment Noorani-5. No change to the FEIR is necessary in response to this comment.				
	The distance between the Brace driveway and the apartment driveway is only 30 feet. This causes sight-distance and traffic hazards.	The distance between the Brace Road Project driveway and the Sierra Meadows Apartments driveway is 50 feet measured centerline to centerline, consistent with Town code. The City Engineer has reviewed and determined that there will be no significant operational or safety issues. See FEIR Response to Comment Mooney-14 regarding driveway compliance with the Land Development Manual. Refer to the attached Brace Driveway Spacing Deviation Memo.	X	Old		
	Homewood Lumber truck movements currently cross the limits of the eastbound left turn lane. The median obstructs the turning of trucks existing the lumber yard driveway.	This indicates the lumber yard truck exit path (southbound right out) overlaps with lumber yard entrance path (eastbound left-in) today, and is an existing issue outside of Costco. As indicated in the FEIR, the median would not extend to the Homewood driveway, and the median will be sized to ensure turning movements to/from Homewood Lumber are not restricted. Furthermore, the Town	X	New		

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		is working with Homewood to identify resolutions to the existing turning movement constraints and issues that result from their existing site and roadway configurations.				
	All truck movement should be limited to Sierra College Boulevard and all Brace access driveways should be emergency only. Also eliminate the median. Or require additional ROW on Brace Road to allow for adequate truck turning and provide a raised median on the south side of the eastbound left turn lane into the lumber yard to prevent U-turns.	This indicates Costco should fix the lumber yard path overlap that currently occurs. By moving night deliveries to Sierra College Boulevard, a reduction in proposed truck deliveries on Brace Road would occur. As indicated in the FEIR, the median would not extend to the Homewood driveway, and the median will be sized to ensure turning movements to/from Homewood Lumber are not restricted. The Town is also working with Homewood to identify ways in which existing circulation issues can be reduced through modifications at the Homewood Lumber property, and the Town is willing to look in the future at other roadway improvements as may be helpful.	X	New		
	The queue issues caused by the fueling station are not adequately addressed and traffic impact analysis should consider peak holiday seasons	FEIR Response to Comment Mooney-55 addresses each of the specific site queuing comments identified by the commenter. In addition to adding context to the commenter's review of other Costco fueling station sites through the FEIR Response to Comment Mooney-55, the FEIR addressed comments related to potential fuel station queue spillback with three specific actions as documented in Response to Comment Mooney-13: The comment ignores the fact that the FEIR includes 1) Additional Costco fueling station queue data was collected at other Costco sites with 32	X	Old		

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		<p>fuel positions to provide additional queuing data (demonstrating the available queueing proposed at Loomis will accommodate peak queues without impacting the public street system), 2) The on-site queue storage waiting for an available fueling position was increased from 30 to 40 cars and 3) Costco will be required to provide an on-site queue management plan to address potential queue spillback if an unexpected queue event occurs. The commenter has not produced any substantia evidence that reflects queues at Costco fuel station sites with 30 fuel positions nor have the comments addressed the 40 queue storage positions proposed in the FEIR. No change to the FEIR is necessary in response to this comment.</p> <p>The transportation analysis is focused on typical, worst-case conditions for the purposes of identifying transportation improvements rather than speculating on future peak holiday conditions. See Response to Comment Mooney-66 regarding the use of peak holiday season data.</p>				
	Street queuing is inadequately analyzed.	<p>FEIR Response to Comment Mooney–60 addressed the queuing analysis comment and explains how the queuing information provide is sufficient. The RDEIR contains all information necessary for the reader to understand the analysis, impacts and mitigation. As permitted under CEQA, technical information was included in technical appendices. The Town’s expert, Wood Rogers, also</p>	X	Old		



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		independently verified the analysis. No change to the FEIR is necessary in response to this comment				
	Alternatives for smaller facilities or facilities without fueling stations are dismissed. There is no evidence to support that Costco can't operate a smaller or no fuel station warehouse.	<p>The Town rejected the smaller Costco alternative as it would not meet the Project objectives to the same extent as the Project. The fact that Costco may have smaller warehouses elsewhere is not determinative of whether a smaller warehouse meets the objectives here.</p> <p>The traffic analysis shows that smaller facilities require more frequent deliveries and add more traffic. Analysis of the alternatives is provided in the RDEIR Chapter 6 and in the FEIR. See Responses to Comments Mooney 45 and 47, and the Rocklin responses, particularly Rocklin-43 through 52.</p>	X	Old		
	The traffic analysis dismisses future development of the Harmon parcel. It fails to provide a left turn lane or turn phasing and eliminates left turn access with a new median. Sierra College Boulevard should be widened to accommodate adequate ROW.	<p>The cumulative transportation analysis is inclusive of all future reasonably foreseeable development and reasonable assumptions for undeveloped properties that could accommodate future development. See the Responses to Comments in the Final EIR, particularly City of Rocklin-14, -15, and -69.</p> <p>The FEIR indicates the proposed new signalized intersection on Sierra College Boulevard will be designed to accommodate a potential fourth approach (west leg) to serve potential future development on the vacant lot to the west. Operational analysis of the intersection in the Loomis Costco Transportation Impact Analysis</p>	X	Old		

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		<p>under Cumulative Conditions Long Term Baseline and Cumulative Conditions Long Term Plus Project both assume trips made to and from the future west approach.</p> <p>The Project does not propose to construct the fourth (west) approach to the intersection. If and when the future west approach is constructed in conjunction with development of the property the fourth approach will serve, a northbound left-turn lane on Sierra College Boulevard can be developed by others to serve the west property. No change to the FEIR is necessary in response to this comment.</p>				
	The peak shopping season should have been considered in the analysis.	FEIR Response to Comment Mooney–66 addressed the request for peak shopping season analysis. The analysis requested by the commenter is not required with the Town’s development review methodology or industry practices, nor was such analysis requested by Placer County, Caltrans or the City of Rocklin. No change to the FEIR is necessary in response to this comment.	X	Old		
	The EIR is inadequate and not certifiable	Opinion noted				X
<b>Abbott &amp; Kindermann, D. Cucchi, City of Rocklin, 7/7</b>	The FEIR has not fully addressed errors regarding trip generation assumptions and VMT calculations and therefore there are critical errors related to Noise and GHG. There are other outstanding issues related to alternatives, general plan and zoning issues	Opinions noted. Please refer to the following responses.	X	Old		
	The new VMT study fails to fix the problems of the old VMT analysis. The assumptions	The alternative supplemental VMT methodology was prepared per the guidance of the Placer	X	New		

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	<p>used are unsupported such as average transactions, store square footage, and visit frequency. Pass-by trip numbers are not substantiated and unorthodox.</p>	<p>County Air Pollution Control District (APCD) who subsequently accepted the analysis findings. The original VMT results from the TIA (with a higher VMT) were retained in the environmental modeling as Rocklin was previously informed during the Town's consultations with the City on this issue.</p> <p>The FEIR includes an alternative approach, based on APCD input, that confirms the VMT analysis of the RDEIR. Further details on analysis methodology and findings are included in both the supplemental VMT analysis memorandum and FEIR response to Comment PCAPCD-2. The supplemental VMT analysis affirmed the reasonableness of and findings associated with the original VMT estimates presented in the RDEIR. The APCD concurred with the VMT analysis and conclusions. This comment disagrees with methodology but does not provide any substantial evidence that contradicts the EIRs conclusions. As lead agency, the Town has the discretion to select an appropriate methodology, supported by substantial evidence. The methodology used by the Town in the EIR received concurrence from APCD, Placer County and Caltrans. Although the comment questions the traffic assumptions, these questions were answered fully in the FEIR. Please refer to the Responses to Comments to Rocklin.</p>				

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		<p>The Costco pass by rates were based on actual collected data. The methodology presented by the commenter does not demonstrate substantial evidence why that pass-by data is not reliable. As comprehensively described in the 2019 RDEIR and the Final EIR, the methods for estimating VMT are conservative, and would tend to overestimate the actual impacts.</p> <p>Although the VMT sensitivity assessment in the FEIR (which is based on the methodology accepted by PCAPCD staff) projects a 11,444 VMT increase when considering both the new Loomis Costco and the change in Roseville Costco trip-making, the FEIR continues to rely on the more conservative (higher) 17,865 VMT estimate presented in both the Loomis Costco TIA and RDEIR. Accordingly, no change to the VMT analysis or conclusions presented in the FEIR are necessary in response to this comment.</p> <p>The supplemental VMT analysis clearly documents the data sources relied upon related to transaction history, trip generation and change in member visits. As documented in the supplemental VMT analysis, all data was provided by Costco from realized store transactions. Further information related to each of the three topics identified by the commenter is addressed below.</p> <p><i>(1) Average number of Roseville transactions</i></p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The average number of transactions (both Costco warehouse and fuel station) was obtained directly from Costco for the Roseville store for the recorded number of transactions (Costco maintains sales records for each warehouse and fuel station for each day) during the analysis period evaluated.</p> <p>Each recorded transaction was assumed to be equivalent to one vehicle trip as part of the VMT analysis. This use of transactions as a proxy for trips is expected to slightly overstate vehicle trips because 1) some employees purchase products during their work shift (the transaction summary does not differentiate between member and employee transactions yet an employee transaction does not result in any addition entering or exiting trips because the employee is already on site), and 2) some members may make two transactions in the warehouse on the same trip (for example, a member could run two separate transactions while checking out. This can occur in in situations where members are shopping for another family member and need two receipts, members needing two receipts for tax or other purposes, two extended family members visiting the store together but paying for their transactions separately, etc.). It should also be noted that the supplemental VMT analysis specifically accounted for fuel station and warehouse station transactions that occurred on the same day (internal trip) to</p>				

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		<p>avoid potential over-estimation of Roseville site trips.</p> <p><i>(2) Daily Trip Rate for Loomis is Lower than Daily Trip Rate at Roseville</i></p> <p>The Roseville Costco warehouse is currently serving member demand levels that exceed its design capacity and at a level atypical of other Costco sites. The proposed Loomis Costco is planned to lower demand at the Roseville Costco and, after accounting for redistribution of existing Costco member shopping and projected future new Costco member shopping, future demand at the Loomis Costco is expected to be lower than existing demand at the Roseville Costco and more in-line with other Costco Warehouses serving similar markets. The anticipated change in member shopping patterns results in the cited difference in daily trip generation between the existing Roseville Costco site and the proposed Loomis Costco site. This topic is addressed further below in response to Abbott &amp; Kindermann Comment 3.</p> <p><i>(3) Assumed Change in Member Visit Frequency</i></p> <p>The text on page 9 and accompanying Table 3 of the June 1, 2020 Supplemental VMT analysis memorandum presented in the FEIR documents the measured change in Costco member shopping frequency. These analyses demonstrate how the opening of three new Costco sites in northern California impacted the market area of another</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>existing nearby Costco warehouse. The average annual visit frequency before and after the new Costco opening is provided for each of the three sites and the specific site locations are noted. As noted above, the VMT analyses are based on actual recorded data that is well documented in the supplemental VMT analysis. Accordingly, we conclude no change to the FEIR is necessary in response to this comment.</p> <p>The Roseville Costco site is exceeding Costco's target capacity for the size of the warehouse. As such, the demand for services and crowding is not satisfying Costco member's expectations and needs and the associated Costco operating standards. Costco is planning for the Loomis Costco Project to both improve the member experiences at Roseville and provide quality member experiences at Loomis, as well as to minimize impacts on the transportation system and access to both warehouse locations.</p> <p>The trip data presented in the Loomis Costco Transportation Impact Analysis reflects studies of other Costco sites. Comparison of the average Costco trip rates with the Roseville Costco site demonstrates that the Roseville site has above average trip generation reflective of the over-capacity condition experienced by Roseville members.</p> <p>While both the proposed Loomis and existing Roseville Costco sites are located a short distance</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>north of Interstate 80, the Roseville Costco site is also proximate to Highway 65, which leads north to other large population centers whereas the Loomis site does not. Costco market data indicates that the Roseville site serves a comparatively larger population area and is expected to have higher member transaction volumes compared to the Loomis site for the foreseeable future.</p> <p>The comment states the commenter's assumption that the Loomis Costco and the Roseville Costco warehouse will reach equilibrium over time. The commenter's assumption does not reflect the location of the two sites with respect to major roadway facilities, does not account for the Costco member population serving each site and is inconsistent with Costco's market expectations based on the location of existing and anticipated future Costco members.</p> <p>The pass-by and diverted trip data presented in the FEIR are based on surveys of Costco members and is the most reliable and realistic Costco data available. The trip data was documented in Appendix F of the Loomis Costco Transportation Impact Analysis report consistent with the format used in the <i>Trip Generation Manual</i>.</p> <p>The commenter appears to misunderstand the point that, in the absence of Costco voluntarily providing its own trip data, standard practice would be to use trip data from the <i>Trip Generation Manual</i> that would have resulted in an assessment</p>				



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>with fewer total trips and more pass-by trips than is reflected in the Costco provided trip generation. No change to the FEIR is necessary in response to this comment.</p> <p>The 4<sup>th</sup> bullet of the comment suggests the commenter may not recognize that all trip types were considered. The supplemental VMT analysis specifically accounts for primary, pass-by, and diverted trips – each with an assigned average trip length that directly impacts VMT as documented in the FEIR.</p> <p>Figure 1 prepared by Fehr + Peers documents an existing weekday PM peak hour volume of 2,060 vehicles on Sierra College Boulevard along the Project frontage. As documented in FEIR Response to Comment Rocklin-59, the Institute of Transportation Engineers <i>Transportation Impact Analyses for Site Development: An ITE Recommended Practice</i> identifies a 15% pass-by threshold, suggesting up to 309 pass-by trips would be justifiable per typical industry practice. The Loomis Costco Transportation Impact Analysis assumed 179 entering pass-by trips (approximately 9%), far fewer than the number ITE practice suggests is possible.</p> <p>Figure 1 prepared by Fehr + Peers focuses on the existing weekday PM peak hour volume of 2,060 vehicles on Sierra College Boulevard but does not consider the cumulative conditions long term volumes along the same segment of road. From a</p>				

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		practical perspective, the Loomis Costco will take some period of time to reach its ultimate projected trip generation as future members move into the area and the market matures, yet the transportation impact study conservatively assumes the Loomis Costco will generate the same volume of trips near-term and long-term.				
	There are critical errors in the cumulative buildout including assumptions for the Harmon property. There are inconsistencies.	FEIR Response to City of Rocklin-69 provides a detailed response to the subject of buildout assumptions in the cumulative analysis. It appears that the commenter disagrees with the response and does not seem to understand what is actually contained in the City of Rocklin 2030 model. Exhibit 2 below is a screen capture obtained directly from the City of Rocklin 2030 travel model. Exhibit 2 shows the weekday PM trips routed by the City of Rocklin model in and out of Transportation Analysis Zone 866 (Granite Marketplace) and Transportation Analysis Zone 814 (the Undeveloped Commercially-Zoned Property on the West Side of Sierra College Boulevard). Exhibit 3 provides notation and context explaining the weekday PM peak hour volumes shown in Exhibit 2. As detailed in FEIR Response to City of Rocklin-69, the volumes shown entering and exiting the two properties in the Loomis Costco Transportation Impact Analysis match the volume information provided by the City of Rocklin 2030 model.	X	Old		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The Town’s approach is accurate and appropriate. While the City of Rocklin may in the future elect to employ a different approach to cumulative impact assessment for projects where the City is the lead agency, the City’s disagreement with the Town’s methodology is noted, but ultimately is not determinative of the accuracy or reliability of the Town’s methodology with respect to the proposed project.</p> <p>Responding to the Granite Marketplace comment regarding a possible trip inconsistency between the model and the FEIR, the City of Rocklin 2030 model identifies 162 trips entering and 252 trips exiting (414 trips total) accessing the Transportation Analysis Zone encompassing the Granite Marketplace area. The commenter appears to incorrectly assume that the 414 trips shown in the City of Rocklin model reflect a net increase over existing conditions whereas the City of Rocklin model reflects the total trip generation of the transportation analysis zone in 2030 (existing plus future growth within the Transportation Analysis Zone).</p> <p>The Transportation Analysis Zone 866 area includes the future Granite Marketplace as well as the existing commercial property between the proposed Loomis Costco project site and the Interstate 80 westbound ramp terminal. These commercial properties are served by three existing driveways on Sierra College Boulevard in addition</p>				

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		<p>to having access on Granite Drive. Referring to Figure 26A of the Loomis Costco Transportation Impact Analysis. A total of 240 trips are projected to exit the portion of Granite Drive serving Transportation Analysis Zone 866 (Granite Marketplace plus other existing commercial) and 180 trips are projected to enter (420 total trips) under Cumulative Conditions – Long Term Baseline weekday PM peak hour conditions. Thus, the future weekday PM peak hour trips assumed on Granite Drive in the Loomis Costco Transportation Impact Analysis (420) exceed the total trip generation assumed for the Transportation Analysis Zone in the City of Rocklin 2030 model (414) prior to accounting for the additional trips that are able to use the existing commercial property south of Granite Drive and the two additional commercial property driveways north of Granite Drive on Sierra College Boulevard. Recognizing that crossover access is provided for between the existing commercial properties and the potential future Granite Marketplace development, the projected trip loading of Granite Drive reasonably accounts for future Granite Marketplace development.</p>				

Exhibit 2. Screen Capture of City of Rocklin 2030 Weekday PM Peak Hour Model

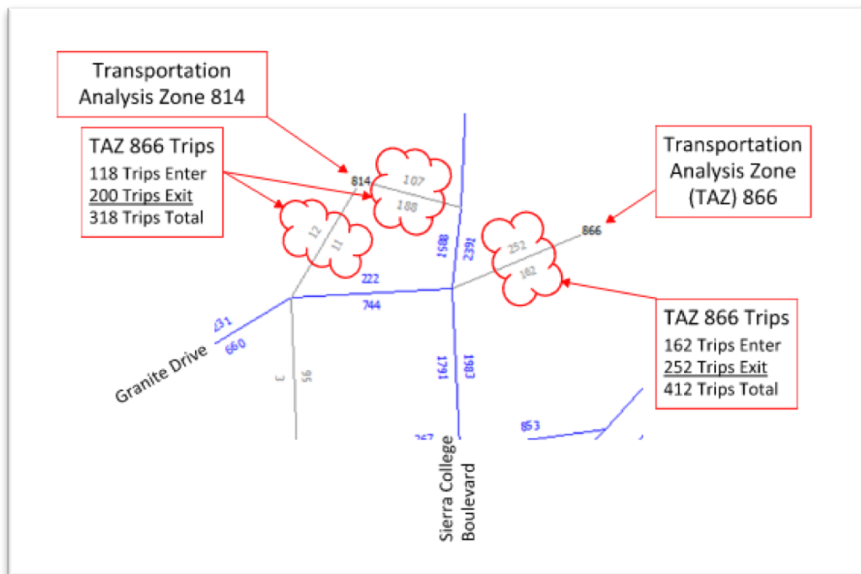
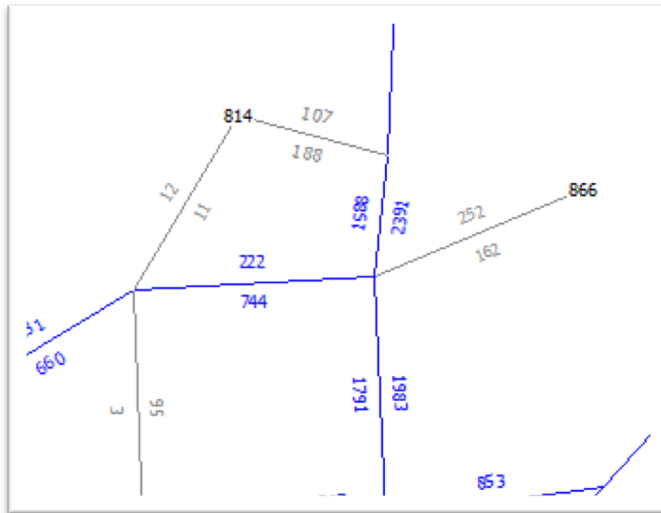


Exhibit 3. Screen Capture of City of Rocklin 2030 Weekday PM Peak Hour Model With Explanatory Notes Added

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	The FEIR does not adequately respond to comments regarding Brace Road trip-share assumptions.	The FEIR contains a comprehensive and detailed response in Response to Comment City of Rocklin-65. As noted in this previous response, the alternative route postulated by the reviewer requires significant out of direction travel on relatively rural roadways. While the comment suggests that there may be disagreement with the analysis methodology, it is not true that the Final EIR does not include an adequate response. Also, while technology and the use of directional applications may guide people to the “fastest” route, although often longer, drivers quickly learn their own routes and avoid the advice of the application if they find that the guided route takes them too far away or causes inconvenient turns. This comment assumes drivers always follow GPS guidance to familiar destinations without independent thought, which is not a supported speculation.	X	Old		
	The FEIR appears to confirm an additional impact at SCB/I-80 WB off-ramp.	The commenter appears to have misunderstood FEIR Response to Comment Rocklin-89. There is no unidentified queuing impact on the I-80 westbound off-ramp to address, nor has the commenter provided any substantial evidence of such an impact. The Loomis Costco Transportation Impact Analysis identifies queuing issues at the I-80/Sierra College Boulevard intersection and more specifically, long-term queuing on Sierra College Boulevard between the two interstate ramp terminals.	X	Old		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The DEIR identifies potentially feasible and effective mitigation, but conservatively concludes that impacts will be significant and unavoidable because the Town does not have control over the implementation of the mitigation measure outside the Town’s jurisdiction. This is disclosed in the Findings and Statement of Overriding Considerations, in the 2019 RDEIR, and in the Final EIR. As noted in Response to Comment Rocklin-89, the impact can be feasibly mitigated to a less-than-significant level, but due to the jurisdictional limits, the Town is unable to guarantee implementation.</p>				
	<p>Mitigation Measure Noise -2 is improperly deferred mitigation.</p>	<p>Mitigation Measure Noise-2 is not illegally deferred mitigation and includes multiple actions that would be implemented. Tire center doors will be closed when it is feasible to do so, but this is not necessary to reduce operational noise impacts to less than significant. The analysis shows that the other components to that mitigation measure, such as the 8-foot soundwall and limits on the timing and use of noise-generating equipment in the vicinity of occupied residences, will reduce impacts to less than significant. As these measures will be implemented up commencement of operations, there is no deferral of mitigation. No further modifications to the proposed Mitigation Measure Noise-2 is warranted. In any event, the DEIR shows that noise from the tire center would be less than significant even without door closures. In addition, Costco will use tools within the tire</p>	<p><b>X</b></p>	<p><b>New</b></p>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		center that produce less noise than what were assumed in the EIR analysis and therefore, as with the balance of impact analysis throughout the EIR, the noise analysis is conservative and would tend to overestimate impacts.				
	The RDEIR's objectives are impermissibly narrow and prevent a range of alternatives from being considered.	As lead agency, the Town selects the objectives. They are not impermissibly narrow. They are geared toward a commercial use and economic development as the site is primarily zoned commercial. However, a reasonable range of possible projects could meet these objectives. Numerous alternatives are analyzed in the DEIR as well as various site access configurations. While to comment indicates the EIR dismisses a reduced project and/or no fuel alternative, the DEIR in fact analyzes these exact alternatives. The alternatives are analyzed for their individual environmental impacts, and then considered in relation to the objectives, not vice-versa. See Response to Comment Rocklin -45, -49, -50, and -51.	X	Old		
	Response to Comment Rocklin-52 relies on unsupported suppositions regarding Alternative 3.	The Town's rejection of Alternative 3 is based on substantial evidence, including that provided by Costco that showed that a smaller warehouse would include fewer goods and services. Logically, a smaller warehouse would have less room to provide goods and services and that some of those goods or services could not be provided in a smaller warehouse due to a lack of adequate space. Evidence from Costco, as well as simple logic supports the fact that space constraints	X	Old		



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		would limit the number of products/services in the store. This comment provides no substantial evidence to the contrary. See also Response to Comment Rocklin-52.				
	The FEIR fails to adequately respond to comments Rocklin-22 (queue on SCB at Granite), Rocklin-23 and -90 (Costco driveway alignment), Rocklin-115 (soundwall decorative features on both sides), Rocklin-137 (widening of Sierra College Boulevard), Rocklin-138 (truck delivery on Horseshoe Bar interchange), and Rocklin-140 (amortized construction fuel amounts).	<p>The FEIR contains full responses to each comment.</p> <p>Comment City of Rocklin-22 highlighted queue spillback issues at the intersections of Sierra College Boulevard/Granite Drive and Sierra College Boulevard/Brace Road resulting from queuing impacts at the Sierra College Boulevard/Project Driveway intersection noted in Comment City of Rocklin-21.</p> <p>FEIR Response to Comment City of Rocklin-86 documents an enhanced mitigation for the Sierra College Boulevard/Project Driveway intersection. As documented in FEIR Response to Comment City of Rocklin-86 and FEIR Response to Comment City of Rocklin-21, the enhanced mitigation at the Sierra College Boulevard/Project Driveway intersection results in projected 95<sup>th</sup> percentile queue lengths that are accommodated within the available storage so that the queues will not impact the operation of adjacent lanes or intersections. As such, the response addressed the highlighted queue spillback issues at the intersections of Sierra College Boulevard/Granite Drive and Sierra College Boulevard/Brace Road in Comments City of Rocklin-22 resulting from queuing impacts at the Sierra College</p>	<b>X</b>	<b>Old</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>Boulevard/Project Driveway intersection noted in Comment City of Rocklin-21.</p> <p>FEIR Response to City of Rocklin-23 and 90 addresses the comments provided but did not directly address the two examples provided by the City of Rocklin in RDEIR Comment City of Rocklin-23. Exhibit 1 in RDEIR Comment City of Rocklin-23 provides an aerial photo illustrating a Sam’s Club retail store in Yuba City, CA, while Exhibit 2 provides an aerial photo of a Costco warehouse in Rancho Cordova, CA. While both aerial photographs illustrate a main drive aisle that passes directly in front of the retail building, the aerial photos offer no evidence that either site operates well in front of the building entry from a pedestrian/vehicle interaction perspective. Further the main drive aisle path illustrated in Exhibit 2 prepared by the City connects to a right-in/right-out only driveway to the west, not a signalized intersection as would be the case in Loomis. The proposed Loomis Costco Project site plan expressly seeks to avoid creating pedestrian/vehicle interaction in a main drive aisle linking to Sierra College Boulevard that crosses between the warehouse building entry and the parking field (refer to FEIR Response to Comment City of Rocklin-90 for more detailed discussion of this topic). The commenter does not offer any</p>				

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		<p>additional evidence to review and/or substantiate the continued assertion.</p> <p>Driveway alignment varies by store access configuration and the fact that there are loading docks at the front of the store to reduce residential noise plays a role in the driveway configuration. It is a reasonable assumption that aligning a driveway indirectly with the main path of pedestrian travel would be the safer choice.</p> <p>Attachment 4 of the Staff Report indicates the soundwall is a condition of approval. Widening of Sierra College Boulevard occurs adjacent to the Costco site, and those impacts are addressed. Secondary impacts, such as those related to off-site improvements are explicitly addressed in the EIR. It appears that the commenter is suggesting that the second northbound left-turn lane would require widening of Sierra College Boulevard. The project does not propose a second northbound turn lane. The comment also suggests that an additional westbound right-turn lane could have impacts, but the westbound right-turn lane onto Sierra College Boulevard is on the project site itself and impacts are comprehensively addressed in the EIR. The comment may instead be referring to the westbound right-turn lane on the westbound I-80 off-ramp. Assumptions were disclosed regarding off-site improvements and used in the EIR analysis,</p>				

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		<p>including the construction-related air quality and greenhouse gas emissions analysis. Both on- and off-site biological and cultural resources effects are described in the 2019 RDEIR and Final EIR, as well, including on pages 3.4-25 through 3.4-34 and 5-4 through 5-6 of the 2019 RDEIR, including details on existing regulations that apply both to areas within the Town of Loomis, as well as to locations in the City of Rocklin and unincorporated Placer County. However, for the northbound left-turn lane on Sierra College Boulevard at I-80 and the additional westbound right-turn lane at the I-80 westbound offramp, these improvements would require widening of the ramp pavement section and Sierra College Boulevard structural section. Therefore, during a meeting on the Project with Caltrans, these improvements were determined to be infeasible by Caltrans as short-term cumulative mitigation measures, and instead, Caltrans proposed ramp metering improvements.</p> <p>Requiring trucks to use the Horseshoe Bar interchange would not offer any environmental advantages, would increase VMT, and is not necessary to mitigate a significant project impact. the Sierra College Boulevard interchange is much closer to the Costco site and does not require trucks to backtrack since they would be coming from the west.</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The commenter says that the Final EIR “fails to address the concerns over the RDEIR’s energy impacts analysis use of amortized construction fuel amounts given the short-term nature of the Project’s construction vehicles’ consumption of fuel.” The analysis related to the consumption of energy (Impact 3.8-1, pages 3.8-6 through 3.8-11) provides a detailed narrative analysis as well as quantified estimates of the energy needs during each sub-phase of construction – grading, site preparation, paving, foundation work, building construction, and application of architectural coatings. Total estimates as well as amortized estimates of energy demand are presented. In addition, the 2019 RDEIR presents a detailed narrative description and quantified estimate of the project’s energy demand related to building energy for the warehouse, the fueling center, and the parking areas of the project (RDEIR, pages 3.8-7 and 3.8-8). The RDEIR provides a detailed description of the proposed project energy efficiency features, along with the energy reducing benefits of these features. The 2019 RDEIR also provides a detailed narrative description of the energy demands of the project related to transportation (RDEIR, pages 3.8-9 and 10).</p> <p>As detailed in the RDEIR, energy would be consumed through all phases of project construction and operations. The proposed project</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>would incorporate several processes and design elements specifically selected with the goal of reducing the proposed project’s overall energy requirements. The proposed project does not include unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region. The proposed project would incorporate construction practices that would reduce the waste generated during construction and reduce overall VMT for material deliveries to the project site. Building operations are designed through various site features to be energy efficient. Therefore, the EIR properly concluded that the project would not result in the wasteful, inefficient or unnecessary use of energy</p> <p>In addition, there is no adverse physical environmental effect associated with energy demand or use that is not already addressed in detail in other topic-specific sections of this EIR. The adverse physical environmental effects associated with energy use and the efficiency of energy use are detailed throughout this EIR in the environmental topic–specific sections. For example, the use of energy for transportation leads to air pollutant and greenhouse emissions, the impacts of which are addressed in Sections 3.3 and 3.5 of the EIR.</p>				

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The commenter has requested that the project component calling for local materials be made a requirement for the project bidding process. There is no significant impact related to energy, so there is no need for mitigation or restructuring of the local materials information.</p>				
	<p>The Project does not comply with the General Plan.  The Town improperly defers the compliance determination of the Projects mandatory obligation to conduct CO modeling by relying on the Air District’s determination on whether it is necessary.  The Town improperly amends Land Use Policy F.5 without a General Plan amendment.  The Town does not comply with the park and ride lot policy 1.j.  The Town can modify or delete policies but hasn’t done so.</p>	<p>Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy.</p> <p>As stated in Response to Comment Rocklin-34: For the purposes of CO impact analysis in the 2019 RDEIR, both the Town of Loomis General Plan Policy and the PCAPCD CEQA Guidelines methodology were considered. As the agency responsible for establishing policies to maintain a level of air quality within Placer County that is protective of human health, the PCAPCD-recommended screening criteria were selected as an appropriate threshold of significance to evaluate potential CO impacts in a manner that considers the protection of human health and meeting the requirements for selecting a threshold of significance defined in Section 15064 of the CEQA Guidelines. Dispersion modeling would not add any valuable information and has no relationship to any potentially significant effect</p>		<p>Old</p>	<p>X</p>	

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>associated with the proposed project. Therefore, the Project has addressed this policy through an Air District-approved methodology.</p> <p>Policy F.5 states, “New commercial development shall preserve and integrate existing natural features (e.g. creeks, native trees, rock outcrops) and topography into project <u>landscaping</u>.” Note specifically this addresses landscaping, not the entire property. The project preserves native oaks and drainages within the landscaped setbacks around the perimeter of the site. The policy does not require that all native trees, rock outcrops, etc. are preserved onsite as alluded to in this comment.</p> <p>Policy 1.j regarding park-and-ride lots states that land should be dedicated for park and ride lots <u>when the location is appropriate for such facilities</u>. It does not state that all developments must set aside land for a park-and-ride lot. The Town may determine which proposed facilities could be appropriate park-and-ride lot locations and determined that it is not. Furthermore, if there is already a park-and-ride lot in nearby Rocklin Commons as stated in the comment, it begs the question why another park-and-ride lot in Loomis would be necessary so close to the existing lot.</p>				



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The referenced Town policies would not be amended because the project complies with them, and therefore, the project entitlements do not include amendments of these policies.</p> <p>Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact <i>under CEQA</i> if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect. The EIR concludes that the project would be consistent with such policies and impacts are less than significant. Moreover, the Town has determined that the project is consistent with its General Plan. See also Response to Comment Rocklin-104.</p>				
	<p>The project is inconsistent with the site's residential zoning. Either rezone the residential parcels or remove Project uses from those areas zoned residential.</p>	<p>A small portion of the site is zoned residential; however, this portion would only be used for parking and access, which are permitted uses under this zoning. See FEIR Responses to Comments Auguscik-3 and Mooney-34.</p>	<b>X</b>	<b>Old</b>	<b>X</b>	
	<p>Rocklin anticipates Loomis will be obligated to address these concerns and recirculate the EIR for additional review and comment. The City of Rocklin is committed to working with the Town to successfully address these concerns and can be contacted through the City Manager's office if you wish to engage the City further.</p>	<p>Please refer to the responses to these comments above. Please see Response to Comment Rocklin-57 and Attachment 6 of the Staff Report regarding the Town's attempts to consult with the City to resolve the City's concerns. The City has not responded to the Town since the fall of 2019. There is no requirement that Loomis must implement project modifications to accommodate every one of Rocklin's requests, nor to delay the CEQA process indefinitely in light of the City's</p>	<b>X</b>	<b>Old</b>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		refusal to continue discussions. That consultation process does not render the EIR inadequate. As detailed in the material prepared to support the Town’s consideration of this project, there is no need to recirculate the EIR.				
	Fehr & Peers is concerned their comments were not fully addressed and the EIR retains technical analysis deficiencies.	The general comment introducing Fehr & Peers’ comments is noted. See the following responses to more specific comments.	<b>X</b>	<b>Old</b>		
	The Rocklin-58 response ignores concerns the approach doesn’t consider the number of fueling pumps and therefore trips associated with the number of pumps.	Please refer to the response to the second comment on behalf of Rocklin, above. The Costco trip generation rates were based on actual collected data from other Costco sites. The commenter does not demonstrate with substantial evidence why that trip generation data is not reliable. It is unclear what additional data Fehr & Peers requests, other than agreement with their opinions, as the detailed modeling data was provided to them last September. At the last meeting with Rocklin and Fehr & Peers in September 2019, Rocklin and Fehr & Peers received the detailed Transportation Impact Analysis for the project, screenshots of the intersections run by SimTraffic, and input on the SimTraffic model on a hard drive for their review, yet their comments on the EIR did not address that modeling data. Furthermore, they have refused to engage in any additional attempts at communication. As previously noted, Costco fuel stations are different than typical fuel stations in that they are only available to their members. As	<b>X</b>	<b>Old</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>such, the trips associated with the fuel station is directly correlated with the member base served and not as strongly correlated to number of fueling positions as a typical gas station might be. To this end, Costco provided its own data regarding trip generation for their fueling stations. These trip rates are higher than the gas station rates contained in the Trip Generation Manual. This data was shared to provide parameters for on-site queuing design and to correctly analyze that the transportation system is sufficient to support the development. The commenter has not provided any substantial evidence to refute the trip generation provided in the FEIR.</p>				
	<p>The Rocklin-59 response retains a pass-by trip level that is too high.</p>	<p>A thorough response was provided in FEIR Response to Comment Rocklin-59 and is based on detailed member and site data. The methodology presented in the comment does not demonstrate why that data is not reliable., nor does the commenter provide any data of its own. The commenter’s opinion is noted, but without an explanation of why the Costco member data should be considered unreliable, the opinion is not substantial evidence of any undisclosed significant impact.</p> <p>The questions in Figure 1 are questioning Costco’s member data and the assumptions used in the modeling, which were approved by other reviewing agencies, in addition to the Town as lead</p>	<p><b>X</b></p>	<p><b>Old</b></p>		<p><b>X</b></p>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>agency. There is no deficiency and no revision is necessary.</p> <p>The statistic presented by the commenter does not apply directly to the area that the Loomis Costco would serve. Sierra College Boulevard, particularly the large-scale retail establishments in Rocklin, is an existing regional draw that attract trips from dispersed locations.</p>				
	<p>The Rocklin-60 response uses a peak-hour pass-by percentage that is too high.</p>	<p>The pass-by percentage comment was raised during the RDEIR comment process and responded to in the FEIR. FEIR Comment Rocklin-60 does not provide new information or analysis of pass-by data. FEIR Response to City of Rocklin-60 contains a complete response to the subject of daily pass-by trip assumptions. The FEIR traffic analysis reasonably documents the estimated Costco peak hour pass-by trips are based on measured values at other Costco sites and further provides a comparison to pass-by trip rates for other similar uses in the Trip Generation Manual and companion Trip Generation Handbook. The opinion that the pass-by trips are too high is noted, but does not constitute substantial evidence demonstrating a deficiency related to the transportation analysis supporting consideration of the Loomis Costco project.</p>	<p><b>X</b></p>	<p><b>Old</b></p>		<p><b>X</b></p>
	<p>The Rocklin-61 response underestimates VMT due to a number of unsubstantiated assumptions.</p>	<p>It appears the commenter may not understand the previously provided data related to the purchase amount per member. As noted in the Final EIR, the</p>	<p><b>X</b></p>	<p><b>Old</b></p>		

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		<p>supplemental VMT methodology was prepared per the guidance of the Placer County Air Pollution Control District, which subsequently accepted the analysis findings, and demonstrates that the VMT analysis prepared to support the 2019 RDEIR is conservative, and would tend to overestimate actual impacts.</p> <p>In response to the data in the comment letter's Table 2, trips to area Costco stores increase by 55+%, indicating an increase in revenue.</p> <p>In response to the comment regarding VMT decreases at the Roseville Costco, it is common that new retail projects located closer to customers can result in a decrease in regional VMT at previously existing stores. The California Governor's Office of Planning and Research acknowledge this in their technical VMT guidance. While the commenter disagrees with the data, he provides no evidence showing that it is inaccurate.</p>				
	<p>The Rocklin-65 response does not adequately address the trips eastbound on Brace Road attempting to reach I-80.</p>	<p>Comment Rocklin-65 was raised during the RDEIR comment process and responded to in the FEIR. The commenter has not provided new information or analysis. FEIR Response to Comment City of Rocklin-65 provides a comprehensive response to the subject of Brace Road trip routing. The commenter asserts that I-80 eastbound east of Horseshoe Bar Road can be reached more quickly via Brace Road in lieu of Sierra College Boulevard.</p>	<p><b>X</b></p>	<p><b>Old</b></p>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>The commenter opines that Brace Road travel eastbound to I-80 will be approximately 100 seconds (100 seconds per the original Comment 65, 1.5 minutes per the July 7 comment) faster than using Sierra College Boulevard to the I-80 interchange. The 100 seconds of travel time savings appears to be predicated on:</p> <ol style="list-style-type: none"> <li>1) The commenter’s analysis that approximately 86 seconds of additional delay will be experienced traveling from the Project access to I-80 due to queuing and congestion along Sierra College Boulevard at the Project signal, Granite Drive, and the two I-80 ramp signals. This 86-second estimate is reportedly based on the commenter’s simulation modeling comparing existing and existing plus project conditions but makes no mention of the simulation analysis incorporating the existing plus project mitigations identified in the Loomis Costco Transportation Impact Analysis. It is not possible to verify what assumptions or mitigation (if any) the simulation modeling cited by the commenter is based on, but it is clear the commenter relies on their simulation modeling to show higher levels of delay and congestion along Sierra College Boulevard.</li> <li>2) The commenter’s analysis using Project access Option 1A and assuming that members will</li> </ol>				

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		<p>use the right-in/right-out driveway at the east end of the Project site onto Brace Road. Because the FEIR Staff-Recommended Project Description requires the east access be gated for emergency use only, this access is not available for use. As such, the travel time savings reported by the commenter that rely on this access for a direct connection to Brace Road are likely overstated. If a Costco member were to choose to exit the Costco site onto Brace Road via the FEIR Staff-Recommended Project site plan, they would have to first travel north to the back side of the warehouse, then travel west to the employee parking area, travel north to Brace Road, and then turn right and travel back east on Brace Road – all requiring additional travel time beyond the Project Site Option 1A travel time apparently accounted for in the commenters assessment. Refer to Exhibit 4 below.</p> <p><i>Sensitivity Analysis</i>  RDEIR Comment City of Rocklin – 65 opines that use of Brace Road east of the project site by outbound Project trips results in Project impacts at the I-80/Horseshoe Bar Road interchange being potentially not identified. Setting aside the two issues impacting travel time differences described</p>				

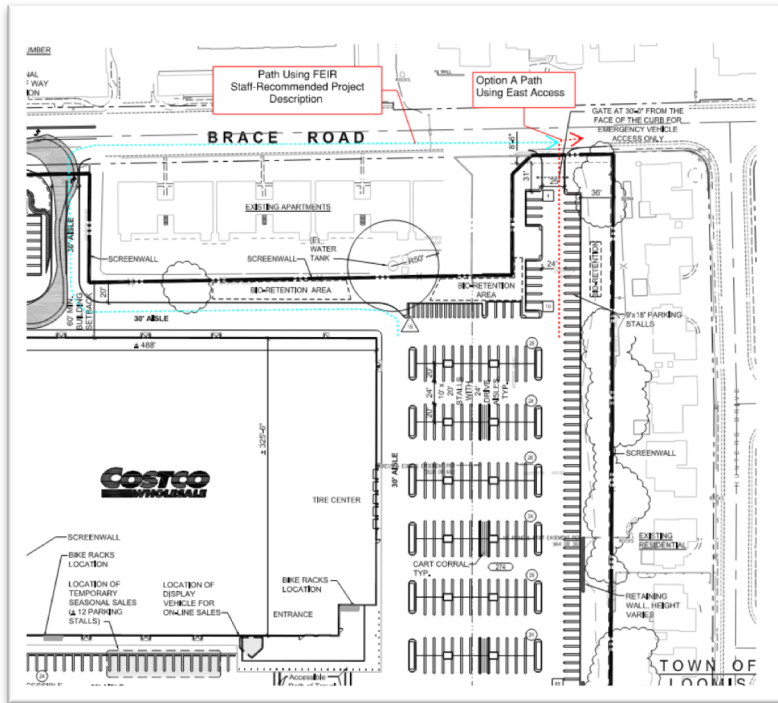
Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>above, the impact of adding Costco project-generated trips to the Horseshoe Bar Road/I-80 Eastbound Ramp was tested for sensitivity assessment purposes in response to the July 7 comment.</p> <p>As documented in FEIR Loomis Costco Transportation Impact Analysis Table 17, no Costco trips were assumed to use the Horseshoe Bar Road/I-80 Eastbound Ramp during the weekday PM peak hour. Accordingly, the southbound intersection approach was projected to operate at LOS F with a delay of 68.2 seconds under both Existing Conditions and Existing Plus Project Conditions for Site Access Option A (no Project trips added to the intersection).</p> <p>Based on the commenter's presumed routing of Project trips to I-80 at the Horseshoe Bar Road/I-80 Eastbound Ramp, Costco trips would use the Horseshoe Bar Road northbound right-turn movement (turn onto I-80). Given the free-flow nature of this movement, the impact to the stop controlled westbound I-80 off-ramp intersection approach is limited. To illustrate this point with an example, shifting approximately 25 percent (40 of 161 total) Costco trips destined to I-80 eastbound from Sierra College Boulevard to Horseshoe Bar Road increases the stop controlled westbound I-80 off-ramp intersection approach delay from 68.2 to 70.3 seconds during the weekday PM peak hour under Existing plus Project conditions, adding 2.1</p>				



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		<p>seconds of stop controlled approach delay. This impact would not be significant in light of the pre-development LOS F for the same stop controlled intersection approach and the fact that 40 site trips amount to approximately 3.2 percent of the pre-development total entering volume (40 site trips/1,257 trips total entering volume pre-development) at the intersection. Consequently, from a sensitivity perspective, even if 1 in 4 of the weekday PM peak hour outbound Costco trips destined east on I-80 were to re-route along the Brace Road path suggested by commenter under Existing plus Project conditions (which is not expected), the resultant impact would not be significant at the Horseshoe Bar Road/I-80 Eastbound Ramp intersection per the significant impact thresholds identified in FEIR Loomis Costco Transportation Impact Analysis Table 1.</p> <p>The FEIR traffic analysis reasonably accounts for proposed Project trips using Brace Road. The sensitivity analysis findings demonstrate that there is no significant impact to I-80/Horseshoe Bar Road interchange if usage of Brace Road east of the Project site by outbound Project trips were to realize as suggested by the commenter.</p>				

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Exhibit 4 Egress Route Path from Costco Site to Brace Road Eastbound under Site Access Option 1A and Under the FEIR Staff-Recommended Project Description



	<p>The Rocklin-66 response provides 6 pages of new information and has not been thoroughly reviewed, yet two consultants believe excess queuing is a concern.</p>	<p>The commenter's response indicates they have not had time to review the new information provided and note that another consultant also identified fuel station queuing considerations. FEIR Response to Comment City of Rockin-66 addressed comments related to potential fuel station queue spillback with three specific actions:</p>	X	Old		
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Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<ol style="list-style-type: none"> <li>1. The on-site queue storage waiting for an available fueling position was increased from 30 to 40 cars</li> <li>2. Additional Costco fuel queue data was collected at other Costco sites with 32 fuel positions to provide additional queuing data (demonstrating the available queuing proposed at Loomis will accommodate peak queues without impacting the public street system)</li> <li>3. The Town imposed a condition of approval requiring Costco prepare an on-site queue management plan to address potential queue spillback if an unexpected queue event occurs.</li> </ol> <p>The commenter has not produced evidence addressing the changes made between the RDEIR and FEIR to address Costco fuel station queuing. Accordingly, no change to the FEIR is necessary in response to this comment.</p>				
	<p>The Rocklin-69 response disregards the point of the comment which is that the cumulative analysis does not reflect the projects in its forecasts and operations analysis along Sierra College Blvd.</p>	<p>The basis for the 100-trip net increase is unclear, except perhaps the commenter is not counting all the potential future development access points. The comment disregards the fact that the trip data provided by the Rocklin model was directly incorporated into the EIR's analysis. The cumulative analysis does provide a focused analysis of the project relative to cumulative</p>	<b>X</b>	<b>Old</b>		

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		<p>conditions, using Rocklin’s model, augmented, as appropriate, to ensure accurate results. The FEIR Response to Comment City of Rocklin-69 contains a complete response to the subject of buildout assumptions; however, the commenter disagrees with the response. As noted in the Rocklin comment response, the potential future Granite Marketplace development has been reasonably demonstrated to be accounted for in the cumulative analysis.</p>				
	<p>Fehr &amp; Peers disagrees with the Rocklin-71 response regarding SimTraffic vs. Synchro modeling.</p>	<p>The commenter identifies four studies they prepared that were performed using microsimulation. The commenters citation of the four studies does not change the fact that other traffic impact analyses have been recently completed using HCM methodologies with Synchro software as identified in FEIR Response to City of Rocklin-71. While certain studies in the area may have used microsimulation, many other studies use HCM and deterministic methodologies. The appropriate analysis methodology can vary with different projects in different contexts, and the Town as lead agency selected the most appropriate and effective methods for the proposed project. While other projects have used SimTraffic, this does not mean that it is superior in every instance to Synchro, which is also used on projects too numerous to list and is accepted by Caltrans and other cities and counties. Please refer to the previous traffic analysis which includes</p>	<p><b>X</b></p>	<p><b>Old</b></p>		<p><b>X</b></p>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		SimTraffic data. Disagreement with the particular methodology does not demonstrate any inadequacies in the analysis. The FEIR traffic analysis reasonably incorporates microsimulation for identified portions of the Loomis Costco Transportation Impact Analysis. Caltrans and Placer County have both reviewed and accepted the analysis findings and recommendations, as have Town of Loomis staff and their independent traffic consultant reviewer for the FEIR, Wood Rodgers.				
	Fehr & Peers disagrees with the Rocklin-72-81 responses and feels microsimulation should be conducted on Sierra College Blvd.	See above response on modeling. The commenter's opinion is noted. The Town has received concurrence on modeling from Caltrans, Placer County, and PCAPCD. Concurrence on modeling assumptions were also provided by Fehr & Peers during a meeting between the Town, City, and their traffic consultants. There is no flaw in the methodology that requires any revision.	X	Old		X
	The Rocklin-86 response revised analysis of the signalized driveway indicates the cumulative long term plus project approaches and left turns operate at LOS F and don't provide enough storage and lane configurations are inadequate.	FEIR Response to Comment Rocklin-86 documents revised analysis that addressed the Sierra College/Project Driveway queuing analysis issues identified in response to RDEIR comments. This comment is referring to the Cumulative Long Term Plus Project Conditions, when Sierra College Boulevard will likely be operating near capacity no matter what projects are contributing to growth. The LOS "C" noted by the commenter is the average intersection LOS. It is common for individual intersections movements to have much	X	Old		X

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		<p>longer delays, and worse LOS, than others. Generally, average intersection delay is the primary metric considered at signals. The revised analysis does document long queues within the Costco parking lot waiting to exit during the cumulative long-term weekday PM peak hour; however, this queuing will be an on-site issue that does not impact the public street system. All of the signalized intersection movements are projected to operate under-capacity, and the side street delays, while long and projected to operate at LOS F, also reflect a coordinated signal system in which the Sierra College Boulevard north-south through movements are favored and operate at LOS B (northbound) or C (southbound).</p>				
	<p>The Rocklin-87 response is flawed because it ignores the queuing backups that are shown in SimTraffic modeling that Synchro fails to capture.</p>	<p>The Loomis Costco Traffic Impact Analysis identifies significant queueing impacts on Sierra College Boulevard at multiple intersections prior to mitigation and highlights multiple queue backups on Sierra College Boulevard similar in nature to those highlighted in the comment. While certain studies in the area may have used microsimulation, many other studies use HCM and deterministic methodologies. The appropriate analysis methodology can vary with different projects in different contexts, and the Town as lead agency, selected the most appropriate and effective methods for the proposed project. We further note that Caltrans has reviewed and the analyses and has not identified any additional</p>	<p><b>X</b></p>	<p><b>Old</b></p>		<p><b>X</b></p>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		mitigation needs. Accordingly, we conclude no changes to the FEIR are needed.				
	The Rocklin-89 response states that queues could extend beyond available storage length at the I-80 /Sierra College ramps which supports Fehr & Peers assertions in Comment Rocklin 87.	The commenter appears to have misunderstood FEIR Response to Comment Rocklin-89. There is no unidentified queuing impact on the I-80 westbound off-ramp to address. The Loomis Costco Transportation Impact Analysis identifies queuing issues at the I-80/Sierra College Boulevard intersection; specifically, long-term queuing on Sierra College Boulevard between the two interstate ramp terminals. Feasible mitigation was identified in the EIR and, as stated in Response to Comment Rocklin-87, Caltrans has not identified the need for additional mitigation at this location.	X	Old		
	The Rocklin-90-91 responses don't acknowledge the driveway placement is self-serving, negatively affect traffic operations, and adversely affect access opportunities on the other side of the street.	Response to Comment City of Rocklin-90 addressed the site plan-related considerations to the proposed configuration of the Project Sierra College Boulevard access. In addition to incorporating site development opportunities and constraints, the location of the proposed signalized Project access also considers both northbound and southbound queuing needs along the Sierra College Boulevard corridor. The commenter suggests shifting the proposed signalized access north and focuses many comments on the need to provide adequate queue storage northbound between Granite Drive and the Project signal but does not acknowledge the need to also manage southbound queuing that could otherwise impact Brace Road as the project signal is shifted north.	X	Old		X

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		<p>Please see the comments by Tyler Aita, who represents the property owner of the Harmon parcel across the street. His comments have identified no significant environmental impact associated with the placement of the driveway. Relocation of the driveway north would place the driveway at the loading docks and within the flow pedestrian movement, which is inferior in terms of circulation and safety.</p> <p>In addition, Comment City of Rocklin-91 requested an additional northbound right-turn inbound lane from Sierra College Boulevard that serves the fueling station to reduce the volume of traffic using the main signalized driveway and to decrease the likelihood of vehicle queues spilling out of the fueling station and blocking the path of inbound vehicles. The commenter fails to acknowledge that the FEIR includes a revision to the Costco fuel station to increase the on-site queue storage area from 30 to 40 vehicles waiting to fuel their vehicle.</p>				
<b>Anna Nakashoji</b> <b>7/7</b>	<p>The right-in/right-out driveway on Brace Road is confusing. It appears to put traffic onto Brace Road to access the freeway at Horseshoe Bar Road. If that occurs, there should be stop signs at Betty Lane and Dias Lane.</p>	<p>The right-in/right-out discourages vehicles leaving Costco from using Brace Road as drivers would not need to make U-turns when there are three conveniently located exit lanes onto Sierra College Boulevard. The amount of traffic on Brace Road as a result of the Costco project does not warrant a stop sign a Betty Lane or Dias Lane. Should traffic patterns change in the future as a result of other</p>	<b>X</b>	<b>Old</b>		



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		projects in the region, the Town may consider stop signs if needed. See Response to Comment Nakashoji 2-5.				
<b>Ed Kester 7/16</b>	Will the northeast gated entrance at Costco allow pedestrian access?	The Town engineer has not specified the details of the public improvements adjacent to the Emergency Vehicle Access, that will be done when the applicant submits the detailed plans based on a project approval. The Town codes do not provide guidance for the configuration of the EVA. Based on personal observation of EVAs in other communities, a pedestrian most likely will be able to walk past, but not push a cart through, the EVA to access a public road. The final configuration of the EVA will occur after project approval with the submittal of detailed plans.		<b>New</b>		
<b>Verbal Comments Received During the 7/7 Planning Commission Meeting</b>						
<b>Robert Auguscik</b>	The EIR is insufficient in addressing impacts to parking, traffic, noise, lights, and misrepresents the LLA.	This is a broad opinion. Please refer to the following responses.		<b>Old</b>		<b>X</b>
	Right in/out access at Brace Rd. will effectively close the apartment entrance and force them through the parking lot onto Starlight Lane which is not wide enough to handle it. Starlight is one way, and reverse flow is unsafe.	This is discussed in FEIR Response to Comment Auguscik-11 and Mooney-14. The Town will ensure the median is sized to allow for current turning movements at the apartments and Homewood Lumber to continue (Condition of Approval 27M), and will retain the existing striping east of the proposed median. The Town is working with Mr. Auguscik to identify circulation improvements to improve apartment traffic.	<b>X</b>	<b>Old</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	<p>Convergence of 3 access points could lead to street parking loss and hazards. There are 30 parking spaces including six on Starlight and the apartments rely on Brace Road parking. They would need 65 spaces to comply with the Code. This is a taking of access rights and inverse condemnation. The Town must have considered this when approving the apartments, and something needs to be done about it.</p>	<p>The Town was not incorporated until 1984. The apartment complex has been operating outside of the Code requirements for decades and has not addressed the issue by providing additional onsite parking.</p> <p>The use of Brace Road for on-street parking by Sierra Meadows Apartment residents does not represent a property entitlement, nor is on-street parking provided on Brace Road for the exclusive use of Sierra Meadows Apartment residents. The paved area along the Sierra Meadows Apartment site frontage is used by apartment residents for parking and would remain available for on-street parking upon completion and occupancy of the proposed Project (accommodating approximately 14 vehicles assuming 25 feet of curbside space is needed per vehicle). The current unpaved areas west of the Apartment site (along the proposed Project site frontage) that are used for undesignated on-the-shoulder parking will be constructed to the Town's current roadway design standards including provision of curb and sidewalk and would no longer accommodate on-street parking (represents the loss of approximately 7 unpaved/unmarked parking spaces assuming 25 feet per vehicle). Additional on-street parking is available east of Sierra Meadows Apartments extending to Hunters Drive as shown in Exhibit 1. This area will remain available for on-street</p>		<p>New</p>	<p>X</p>	

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>parking upon development of the proposed Project, except for the area where the gated emergency access to the Project site is provided (the new access will likely result in approximately 3 fewer parking spaces assuming 25 feet per vehicle).</p> <p>FEIR Response to Comment Nakashoji-2-5 identifies the ultimate cross-section improvements on Brace Road per the Town’s General Plan, Figure 6 (page IV-33). As shown, the Town is planning for future improvements that include 5-foot bike lanes, 5-foot sidewalks and 12-foot travel lanes (34-foot curb-to-curb paved width, refer to General Plan Figure 8E). While no on-street parking is included in the future roadway section; the segment of Brace Road fronting Sierra Meadows Apartments will maintain on-street parking on the south side of the street upon completion of the proposed Project.</p> <p>Supporting evidence has not been provided on how Costco, using their property as allowed by the Town, creates a parking issue for the apartments. No change to the FEIR is necessary in response to this comment.</p>				
	The soundwall does little for light and air circulation. It creates an air flow issue.	The soundwall forms an “L” shape on the west and south sides of the apartments, it does not “surround” the apartments. The RDEIR studies potentially significant adverse hazardous air	<b>X</b>	<b>New</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>pollutant emissions effects – the number of vehicles at the apartments, the fact that there will still be air flow, and the lack of anticipated diesel trucks within the apartment complex, means that this would not create any new significant effect.</p> <p>There are 26 parking spaces at the rear of the apartment buildings. Based on the vehicle fleet mix data for the county, it is anticipated that greater than 90% of the vehicles would be gasoline (less than 10% would be diesel). In addition, vehicles should not be idling in this space for more than 5 minutes and due to the small number of vehicles, short idle time, and variable times of arrival and departure, the build-up of emissions would be minimal.</p> <p>At 13 feet high, the 26 to 65 feet prior to the wall with the wind flow will see some turbulence from the wind approaching the wall. On the downwind side, 130 to 185 feet away from the wall will see some turbulence from the effect of the wall structure. The Costco building will actually create more turbulence in addition to the wall due to the height and size of the building. Beyond those distances, the effect of the wall will be minimal.</p> <p>Based on the windrose, the wind would often come from the south/southeast, which means it would traverse the Costco building and create</p>				

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		turbulence downwind (i.e. where the apartments are). The wall will create secondary turbulence. When the wind is coming from the north, the apartments will still get the breeze they do now. Theoretically they should see higher winds due to the building and wall, but it depends on how far downwind they are. Again, in summary, any build-up of emissions would be minimal and there could actually be increased circulation in certain locations.				
	The EIR does not accurately interpret the lot line agreement. Which was entered into a year ago prior to Costco purchasing the site. They met with sales brokers and decided to list the site, they thought they owned Starlight. They tried to resolve it with Costco to avoid a disclosure statement on the property for sale. Costco has failed on its part to process the LLA. The Town is helping Costco rather than the apartments. They can't sell till this is resolved. The town assumes they have rights to the property. He wishes to discuss further with the Town	<p>The Town is not a party to the agreement referenced, which was entered into after the Notice of Preparation of the Project EIR had been circulated. Granting entitlements prior to EIR certification would constitute impermissible piecemealing under CEQA.</p> <p>There has been nothing to prevent the Augusciks from selling the apartment in the configuration they purchased the property, which did not include legal title to Starlight. Costco and the commenter submitted the lot line adjustment application, but neither Costco nor the commenter can dictate the Town's processing of the lot line adjustment.</p>	<b>X</b>	<b>Old</b>		<b>X</b>
<b>Diana Auguscik</b>	They moved to Loomis 22 years ago and bought Sierra Meadows in 2004. Apartments are a family run business. They liked the idea of Costco at first, until they learned they would be surrounded by soundwalls which	Soundwalls are commonly used to separate uses, buffer noise, and create privacy. The soundwall creates an L shape and the apartments are not "surrounded".	<b>X</b>	<b>New</b>		

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	has never been done before. This has taken a toll on the family.					
<b>Pam Blake</b>	Michael who lives in Los Angeles should have been here in person. Why can't he make the trip here?	This is not a comment on the Project or the EIR.				<b>X</b>
	I met Michael during a meeting with the neighbors. He kept saying he knows where the customers are. I asked how many are in Loomis and he said he didn't know. I ask now, how many Costco customers are in Loomis?	Costco has a database of members and their location, but that information is irrelevant to the discussion of a warehouse that serves not only the Town, but the region. The warehouse would serve Loomis residents as well as residents of neighboring areas, including those already using Sierra College Boulevard. Since this comment has no context in terms of traffic or other environmental topic, it is unclear why this data is requested.		<b>New</b>		<b>X</b>
	I also agree with what the apartment owners have said.	Please refer to the responses to their comments				<b>X</b>
	Traffic is already bad. We will get the tax dollars, but the traffic will outweigh that benefit.	See Responses to Comments Benson 1-5 and 1-7. While there are existing traffic constraints on Sierra College Boulevard caused by other projects, there will continue to be increases in traffic along Sierra College Boulevard caused by projects in the surrounding community. This project and improvements by the Town address some of the existing traffic issues on Sierra College Boulevard. A Costco warehouse will capture trips already made on Sierra College Boulevard, and the tax revenue from Costco will help to fund roadway improvements. The traffic will occur on Sierra College Boulevard with or without Costco and	<b>X</b>	<b>Old</b>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		there is no evidence to suggest that traffic outweighs the benefit of tax revenues that are needed by the Town to continue operations.				
	How many lanes will the fuel station be? Other gas stations don't have this many pumps. Warehouse traffic, plus fuel station traffic. This isn't good	As shown in the EIR site illustrations, the fuel station will have five fueling islands served by ten lanes. While area gas stations typically have fewer pumps than Costco fueling stations, they are different types of business operations. Having more fueling positions and lanes allows for more cars to stack into the fueling station area and keeps vehicles from backing up onto the roadway. Also, fuel station traffic is warehouse traffic. Other Costco stores are located adjacent to or at the same intersection as gas stations. For example, there is an Arco and a Speedway Gas located at the same intersection as the Rancho Cordova Costco.		New		X
<b>Daljit Bains</b>	In 2017, Britton Snipes said only one access will never work. It is up to the Town to decide on site layout and what fits here, not Costco. Work with your neighbors and agencies to propose a site plan that works. You are inviting 12,500 people into a Loomis population of 6,000.	This illustrates the Town's attention to the goal that the project be designed appropriately and demonstrates that the Town has been working with Costco and the traffic analysis team since project scoping process, when this question was posed, to ensure adequate access is provided. As shown in the traffic impact analysis, the current design provides sufficient access.  While Costco will attract residents of neighboring locations, those residents are already using Sierra College Boulevard. As discussed during the meeting, traffic in Loomis has increased 16%, while population has increased only 2%. Therefore,		New		

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		Loomis's neighbors are already impacting Loomis roadways and have already "invited" themselves through the Town's roadway corridors.				
	The parcel to the west of the apartments is residential and this is proposed for commercial truck access. Is use of residential parcels for commercial use a precedence the Town wants to set? The same is true for the parcels on the east side of the apartments. These two access points are through residential properties.	The Costco parcels west and east of the apartments are residential; however, the Code does not prevent driveways and parking spaces from being developed on residential properties, especially when the residential parcel is under common ownership. See Response to Comment Auguscik-3 and Mooney-9 and 34.	X	Old	X	
	The EVA will become a permanent public access in the future. How will Loomis process that?	There is no substantial evidence to support the claim that the EVA will be converted to a public access. The COA #27L requires that Costco maintain this as an EVA only. Modifying the Use Permit to allow use of the driveway for purposes other than an EVA would require additional environmental review and hearings, and would be subject to Town regulations and policies.	X	New		
	There is only one access on SCB. Michael needs to tell everyone what improvements Costco made at the Roseville location.	There is only one access on Sierra College Boulevard because the property is located at an intersection and can be accessed from other streets. There is no requirement that commercial uses must have more than one access on the same street. Every commercial operation is different and has different access needs and constraints. Therefore, each Costco store is going to have access that best meets the needs and constraints of that site. The Roseville store has a right in/right out access on Stanford Ranch and two-way access				X



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		on Five Star, which also serve other commercial businesses adjacent to Costco. The Citrus Heights Costco has two driveways on Auburn Boulevard, which also serve a Walmart store, because it is not located at an intersection. Improvements at one store do not correspond to the access needs of another store. See Response to Comment Rocklin-91.				
<b>Richard Jackson</b>	The Loomis staff say the EVA can be opened to traffic through a mere meeting.	That is incorrect. The COA #27L requires that Costco maintain this as an EVA only. Modifying the Use Permit to allow use of the driveway for purposes other than an EVA is not proposed and would require environmental documentation and hearings, subject to the policies and regulations of the Town.		<b>New</b>		
	We don't want the western access on Brace Road, and delivery trucks can use another access point. People are going to make U-turns on Brace, including trucks to get back to Sierra College Blvd. This hasn't been resolved and residents don't want it.	Opinion noted. Nighttime and fuel deliveries use Sierra College Boulevard, so the number of deliveries at the western Brace driveway would be further reduced. Costco customers are members and will access the site in a pattern based on their travel direction. Customers will not take routes that are inconvenient, and making U-turns through other properties or traveling in the wrong direction to purposefully make a U-turn is illogical. See FEIR Responses to Comments Benson 1-2 and 1-3, and Citizens Object-2.	<b>X</b>	<b>Old</b>		
	They will vote the decision makers out. Comments are supposed to read out loud.	The commenter's claim regarding future political actions are noted, but is not a comment on the project or the adequacy of the EIR. Comments received through You Tube were read aloud.		<b>New</b>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>Comments received via mail or email were provided in hard copy form to the Planning Commission prior to the meeting for their review and consideration. Due to the length of some letters received, which could not be fully read in a three-minute period, and illustrations included in some of the letters, it was determined that the Planning Commission should have hard copies in advance to be able to view the images and thoroughly read through the letters. These letters are publicly accessible at the Town office.</p> <p>Since the purpose is to inform the Planning Commission during the decision-making process, hard copy versions are the most thorough and accurate method of disseminating that information to the Planning Commission.</p>				
	Appreciates the EVA but it can be changed.	See response to the comment above.		<b>New</b>		
<b>Bret Schwartz</b>	I work with the Augusciks on the sale of the apartment. Costco makes the apartments worse and not better.	Opinion noted.				<b>X</b>
	In California, fair housing is needed, and this is a tragedy for Sierra Meadows.	The Costco project does not prevent the continued use of the apartments, or the provision of fair housing in the community.				<b>X</b>
	The timing of the apartment sale has been delayed by the Towns process.	There has been nothing to prevent the Augusciks from selling the apartment in the configuration they purchased the property, which did not include legal title to Starlight. Costco and the commenter submitted the lot line adjustment application, but neither Costco nor the commenter		<b>Old</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		<p>can dictate the Town’s processing of the lot line adjustment.</p> <p>Granting entitlements prior to EIR certification could constitute impermissible piecemealing under CEQA, and for that reason, the Town would not approve the lot line adjustment ahead of the EIR certification and other project approvals.</p>				
<b>Adam Noorani</b>	<p>The Town should look at impacts on Homewood’s operations and how they move traffic and trucks. Nobody has reached out to Homewood in the past to discuss this and the Town has not done their due diligence in regard to them.</p>	<p>Notice was provided to Homewood and since no response was made, the Town did not discuss the Project specifically with Homewood. However, the Town is open to discussing Homewood’s operations to ensure there are no operational impacts. The Town met with Homewood’s representative on July 16. Traffic modeling did not indicate any adverse impact on Homewood circulation.</p>		<b>New</b>		
	<p>The traffic analysis is flawed, and the project can’t be approved based on flawed analysis.</p>	<p>There is no substantial evidence to support this statement and therefore it represents an opinion. Please review the EIR for the traffic analysis, and see Response to Comment City of Rocklin-6 through-14. Please note the methodologies used and the studies provided were accepted by Caltrans and Placer County.</p>	<b>X</b>	<b>Old</b>		<b>X</b>
	<p>The Roseville Costco has 4 access points and they suffer from congestion. How can this project operate with only one major access point?</p>	<p>Each site has unique characteristics, constraints, and needs. The Roseville Costco has four access points; however, there are other retail operations within the same shopping center and those access points serve those businesses as well as Costco. The Citrus Heights Costco has only two access points – a signalized driveway and an unsignalized</p>		<b>New</b>		<b>X</b>

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		driveway, both of which also serve Walmart and other retail in addition to Costco. The traffic analysis and EIR disclose traffic and circulation patterns and impacts and provide mitigation for those impacts. It should be noted that Costco is conditioned to provide access through Granite Drive if Rocklin and the property owner grant access.				
	Reject the EIR and add mitigation.	Opinion noted.				X
<b>Pat Bach</b>	I have attended all Planning Commission meetings on this and am a longtime Costco customer, but doesn't want 12,000 cars a day on Sierra College Blvd. which affects small roads that feed into Sierra College Boulevard.	Comment noted. Although traffic affects area roadways, the project includes mitigation measures to address added traffic as a result of the Project, and also existing traffic as a result of development in surrounding areas. Please refer to the analysis in the EIR and Responses to Comments Benson 1-1, Jackson 1-1, and Lude-13. Tax revenues from Costco would support maintenance and upkeep of Loomis roads.	X	Old		
	1. When initial EIR was proposed, there was a public meeting where public comments said they would be responded to in writing, but that has not been done. The PC can't be trusted since they didn't do what they say.	Responses to the 2018 DEIR comments are posted on the Town's website for the project, specifically the RDEIR: <a href="https://loomis.ca.gov/current-projects-2/">https://loomis.ca.gov/current-projects-2/</a>		New		
	2. No effort to compromise was made by the Town or Costco to change the plan to reduce traffic by reducing the gas station.	Significant efforts were made by the Town to compromise on the site layout or address concerns by neighbors and neighboring jurisdictions. Please refer to the FEIR Responses to Comments. The EIR analyzes alternatives that include no fueling station. See Responses to Comments Mooney-27, -38, and -47, and the Citizens Object letter	X	Old		X

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	3. Through FOIA, staff have shared her information, address, etc. with an outside consultant.	It is unclear to what or to which consultant this is referring. CEQA requires responses to public comments received on the project. If the Town has hired a consultant to assist them, the Town would provide information to the consultant to implement these requirements. This is common practice in regard to state requirements. That information was not shared outside this process or for purposes that would harm or threaten the commenter.		New		
<b>YouTube Text Message Comments Received During the 7/7 Planning Commission Meeting</b>						
<b>Thomas Savage</b>	Will the oak woodland, wetlands, and other habitat and wildlife unavoidable impacts be mitigated for within Loomis? if not can they be?	Oak woodland mitigation is required within the Dry Creek watershed as biological resources follow natural and not political boundaries. Therefore, it may or may not be within the Town limits, but can be expected in the region. Wetland mitigation is not required by the Army Corps of Engineers to be located in the Town and is subject to Corps approval.	X	New		
<b>Logan Harmon</b>	Will being looked after for the oak woodland mitigation be accessible to the tenants that are currently able to experience this feature. I.E. the residents of Hunters Drive and Hunter Oaks community.	The oak woodland mitigation would be administered by a third party and subject to their terms regarding public accessibility. This mitigation is in regard to habitat and not public recreation. Furthermore, the oak woodland on the Costco property is within private and not public property, so there is no requirement that the mitigation site be publicly accessible.	X	New		
	Do the traffic surveys account for backups during train crossings? This is already a	Trains operate sporadically and if added to modeling, create an inaccurate result. See	X	Old		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	significant issue on Sierra College. One additional lane, in my opinion, will not relieve any of this.	Response to Comment Auguscik-21 where this is already discussed.				
	"Don't want them, take it out". Way to conduct yourself sir.	This is commentary on meeting discussion and not on the EIR or project.				X
	Eliminating the median on Brace Rd to allow for Homewood trucks to continue their operations would allow for Costco customers to attempt a left turn out of the driveway causing major congestion.	The median will be sized to restrict only Costco movement (Condition of Approval 27M) and allow for Homewood truck access, while still limiting Costco movements to right-in/right-out only. Due to the distance between the driveways, it is possible for the median to limit turning movements at the Costco driveway while maintaining existing turning movements at Homewood Lumber.		New		
	Mike [Hogan] obviously doesn't live on this edge of town.	This is commentary on the meeting discussion				X
	Two wrongs don't make a right	This is opinion and commentary on the meeting discussion				X
<b>Miguel Ucovich</b>	Will dual pane windows be placed in the second story units in the apartments?	Dual-pane windows are proposed in Mitigation Measure Noise-2; however, implementation of this measure relies on the cooperation of the apartment owner. Costco cannot force the apartment owner to install the windows, but will provide funding for their installation.		Old		
<b>Victoria Koberlein</b>	Brace Rd. is not suited for heavy traffic. Yet, Costco will inevitably increase traffic along Brace Rd.	Brace Road is a minor arterial. As discussed in the EIR, an increase in traffic on Brace Road would occur, however, the impact of these additional trips is analyzed in the EIR and roadway		Old		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		improvements are proposed on Brace Road. See Response to Comment Benson 1-1				
	1. What improvements will be made to Brace Rd?	As stated in the RDEIR project description, improvements to Brace Road include dedication of right-of-way and construction of standard half-street improvements along the Brace Road site frontage. A raised median on Brace Road between Sierra College Boulevard and the Costco driveway would also be installed to limit Costco access to right turns only.	X	Old		
	The right in right out will inevitably result in cars utilizing residential neighborhoods on Hunters Drive, Hunter Oaks, and Brace Ranch to turn around and return to Sierra College Blvd.	See Response to Comment Citizens Object-2. Costco customers are members and will access the site in a pattern based on their travel direction. Customers will not take routes that are inconvenient, and making U-turns through other properties or traveling in the wrong direction to purposefully make a U-turn is illogical.	X	Old		
	Will anything be done to mitigate the amount of traffic that will be utilizing our streets to turn around? A gate? Speed bumps? Some type of enforcement against non-local traffic?	The traffic analysis does not foresee the need for traffic calming or access limits. See FEIR Response to Comments Benson 1-2 and 1-3, and Citizens Object-2.	X	Old		
	We already see lost souls speeding down our street on Hunters and using the cul-de-sac to turn around. Costco's right in right out will only increase this flow of traffic in our neighborhoods.	This comment assumes existing issues will be exacerbated by Costco. Costco customers are members and will access the site in a pattern based on their travel direction. Customers will not take routes that are inconvenient, and making U-turns through other properties or traveling in the wrong direction to purposefully make a U-turn is	X	Old		X

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		illogical. See FEIR Response to Comments Benson 1-2 and 1-3, and Citizens Object-2.				
	3. This increase in traffic will also potentially make it difficult for those on Hunters Drive to make a left turn on Brace. What will be done to mitigate this?	Traffic impacts are addressed in the EIR. See FEIR Response to Comment Citizens Object-2. There would not be a volume of traffic to adversely affect LOS and no mitigation is required.	X	Old		
	So, one car every one and a half to two minutes potentially on our side street?	This comment is in relation to the meeting discussion of new trips on Brace Road. The number of trips referenced in the discussion was in relation to the peak hour. Please note that Brace Road is defined by the Town as a minor arterial, and not a side street.		New		X
<b>Mandi Haskins</b>	There is a sign in Front of Homewood that says they are moving to Rocklin with Meeks. Please ask about that.	This is not a comment on the Costco project; however, Homewood operations are moving to Rocklin.				X
<b>Sonja Cupler</b>	All I can say is that if the Loomis Planning Commission votes to approve this project as is, and it goes on to the Loomis Town Council and is approved, then get ready for another referendum petition.	The commenter's claim regarding future political actions is noted and is not a comment on the project or the adequacy of the EIR.				X
	#LoomisDeservesBetter	Noted.				X
	There should be no votes of any type of approval taken until all dialogue with interested parties are satisfied and completed.	While public comment must be heard and considered, it has been thoroughly considered and responded to throughout the Town's CEQA process. There is no legal requirement to satisfy all interested parties prior to taking action on project approval recommendations.				X
	Costco won't build across the street because the property owners won't sell, and Costco	This is a response to the comment posed by Bianca H and not a comment on the project.				X



Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
	will only build on land that they can purchase.					
<b>Loomis Basin Chamber of Commerce</b>	<p>We would like to request that when working on the fruit label artwork for the retaining wall along Sierra College Blvd that the Town of Loomis and Costco work with the Loomis Basin Chamber and the Loomis Basin Historical Society in making sure the labels are consistent with the Downtown Loomis Legacy Loop walking mural tour.</p> <p>Many hours went into making sure each Loomis label was placed near the original location of the packing shed representative of the family or their ties to Loomis.</p>	<p>The Town has been coordinating with the Chamber of Commerce on this effort and will continue to do so in the future. The artwork is COA #64 and the Town is looking forward to working with Costco, the Chamber, and the Historical Society on this opportunity to further enhance the Town's art concepts.</p>		<b>New</b>		
<b>David Mohlenbrok</b>	<p>You have not read comments into the record that were submitted earlier today as your hearing notice and the chairman's opening remarks indicated would happen</p>	<p>Comments received via mail or email were provided in hard copy form to the Planning Commission prior to the meeting for their review and consideration. Due to the length of some letters received, which could not be fully read in a three-minute period, and illustrations included in some of the letters, it was determined that the Planning Commission should have hard copies in advance to be able to view the images and thoroughly read through the letters. These letters are publicly accessible at the Town office.</p> <p>Since the purpose is to inform the Planning Commission during the decision-making process, hard copy versions are the most thorough and</p>		<b>New</b>		

Name/Date	Comment	Response	EIR Topic	New/Old Topic	GP/Code Consistency	Opinion
		accurate method of disseminating that information to the Planning Commission.				
<b>Bianca H</b>	So, if Loomis votes no on this Costco, won't Rocklin swoop in and build it themselves despite all the complaining coming from Rocklin? Rocklin is fighting this because they want it.	This is commentary on the meeting discussion. The Town is not aware of any plans by Costco to build in Rocklin.				<b>X</b>
	Doesn't Loomis deserve to have the revenue that Costco will bring? If Rocklin gets it, we lose on the revenue but still deal with the traffic.	This is commentary on the meeting discussion. The commenter is correct that Loomis would not receive tax revenues from Costco if it were built outside of the Town.				<b>X</b>

**Brace Road Driveway Spacing Deviations Technical Memorandum  
and  
Brace Road Driveway Improvements Technical Memorandum:**



# Memorandum

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

**To:** Brit Snipes  
Town Engineer  
Town of Loomis  
3665 Taylor Road  
Loomis, CA 95650

**From:** Mario Tambellini, PE, TE

**Date:** July 22, 2020

**Subject:** Loomis Costco Brace Road Driveway Spacing Deviation

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## INTRODUCTION

This memorandum has been prepared to document the spacing of the proposed right-in right-out Loomis Costco Project (Project) Driveway and adjacent driveways/roadways on Brace Road, which would deviate from spacing standards contained in the Town of Loomis (Town) Land Development Manual (March 2004). The following sections contain a description of the proposed characteristics of the Project right-in right-out driveway on Brace Road, a summary of the Town's driveway spacing standards, and an analysis of the proposed spacing of the Project right-in right-out driveway on Brace Road. For additional details on the Loomis Costco Project and Project traffic, see the *Final Loomis Costco Warehouse Transportation Impact Analysis* (TIA) (Kittelsohn & Associates, October 2019).

## PROJECT SITE AND DRIVEWAY CHARACTERISTICS

The Project site is located at the southeast quadrant of the Sierra College Boulevard/Brace Road intersection, and is bound by existing residential homes to the east and an existing McDonalds and Chevron to the south. An existing office building lies across Sierra College Boulevard directly to the east, and Homewood Lumber and existing residential homes lie across Brace Road directly to the north. The Project site is also directly adjacent to an apartment complex (Sierra Meadows Apartments) that the north side of the Project site surrounds on three sides. Based on the characteristics described above, the Project is considered to be an infill development.

The Project proposes to construct a stop-controlled right-in right-out only driveway on Brace Road located approximately 280 feet east of the existing Sierra College Boulevard/Brace Road intersection (measured centerline to centerline), and approximately 50 feet west of the existing western Sierra Meadows Apartments driveway (measured centerline to centerline). The driveway will be open to the public and serve entering warehouse delivery trucks. The driveway would provide direct access to the employee parking area and would be used by customers as a secondary route, after the signalized project driveway on Sierra College Boulevard, to access guest parking. As part of the Project improvements, a raised median will be constructed on Brace Road between Sierra College Boulevard and the right-in right-out Project driveway to restrict all left turn movements into and out of the right-in right-out Project driveway. The raised median on Brace Road will be constructed so that all current vehicular movements into and out of the existing western Sierra Meadows Apartments driveway and Homewood Lumber driveway would be unaffected. The existing full access operations of the western Sierra Meadows driveway and Homewood Lumber driveway will be

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maintained. The current Project site plan, included as Attachment A, shows the proposed right-in right-out Project driveway on Brace Road.

The Project will also construct a new northbound right-turn lane at the Sierra College Boulevard/Brace Road intersection as part of Project improvements required by the Town. This new northbound right-turn lane will modify the distance between the Sierra College Boulevard/Brace Road intersection and the proposed right-in right-out Project driveway on Brace Road. All distances between the Sierra College Boulevard/Brace Road intersection discussed in the following sections of this memorandum assume the proposed northbound right-turn lane is in place.

## **TOWN OF LOOMIS DRIVEWAY SPACING STANDARDS**

### **Land Development Manual**

Section 6-3 of the Town's Land Development Manual states:

*"Driveways shall be at least 200 feet apart on collector streets and at least 250 feet apart on arterial streets. Driveways shall be at least 200 feet from an intersection on collector streets."*

The Town Land Development Manual does not provide a minimum required spacing distance between a driveway and an intersection on arterial streets.

Section 6-1 of the Town Land Development Manual states that the distance between two driveways is measured from driveway centerline to driveway centerline. Section 6-1 of the Town Land Development Manual states that distance between a driveway and an intersection is measured from driveway centerline to the intersection curb return nearest the driveway.

Section 6-1 of the Town Land Development Manual also states:

*"The Town recognizes that infill projects (projects within older, previously developed areas) may have certain constraints such as lot size, existing driveways near the property line on adjacent parcels, etc. which may deem it impractical to achieve the requirements contained in this manual for site access. Infill projects such as these will be evaluated on a case-by-case basis by the Town. However, the goal will be to achieve the requirements contained herein to the extent practicable."*

### **Municipal Code**

Section 13.36.100.B of the Town Municipal Code states the following regarding distance between driveways and intersections:

*"Each driveway shall be located a minimum of one hundred fifty feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street."*

Section 13.36.100.C of the Town Municipal Code states the following regarding distance between driveways serving the same or adjacent multifamily or nonresidential development:

*"Where two or more driveways serve the same or adjacent multifamily or nonresidential development, the centerline of the driveways shall be separated by a minimum of fifty feet. Exceptions to this standard shall be subject to the approval of the town engineer."*

## **DRIVEWAY SPACING ANALYSIS**

### **Consistency with Town Standards**

The Town of Loomis General Plan Circulation element classifies Brace Road as an arterial. Therefore, Town spacing requirements for driveways on arterials would generally apply to the proposed right-in right-out Project driveway on Brace Road.

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With the proposed northbound right-turn lane at the Sierra College Boulevard/Brace Road intersection in place, the centerline of the right-in right-out Project driveway on Brace Road would be located approximately 185 feet east of the nearest curb return of the Sierra College Boulevard/Brace Road intersection. The Town Land Development Manual does not specify a minimum spacing requirement between a driveway and an intersection on an arterial. However, the Town Land Development Manual minimum spacing requirement of 250' between adjacent driveways on an arterial could also be used as minimum spacing between a driveway and an intersection on an arterial. The distance between the proposed right-in right-out Project driveway on Brace Road and the Sierra College Boulevard/Brace Road intersection would not meet the 250' spacing requirement contained in the Town Land Development Manual, if used.

With the proposed northbound right-turn lane at the Sierra College Boulevard/Brace Road intersection in place, the centerline of the right-in right-out Project driveway on Brace Road would be located approximately 225 feet east of the centerline of the nearest travel lane of the Sierra College Boulevard/Brace Road intersection. Therefore, the proposed right-in right-out Project driveway on Brace Road would meet the Town Municipal Code spacing requirements of at least 150 feet to the nearest intersection.

The centerline of the right-in right-out Project driveway on Brace Road would be located approximately 50 feet west of the centerline of the existing western Sierra Meadows Apartments driveway. Therefore, the distance between the proposed right-in right-out Project driveway on Brace Road and the existing western Sierra Meadows Apartments driveway would not meet the Town Land Development Manual spacing requirements of at least 250 feet between driveways, but would meet the Town Municipal Code spacing requirements of at least 50 feet between driveways.

In summary, the proposed right-in right-out Project driveway on Brace Road would not meet the Town Land Development Manual spacing requirements, but would meet the Town Municipal Code minimum spacing requirements

### **Infill Development**

The two existing Sierra Meadows Apartments driveways along Brace Road make it impractical for any future development of the Project parcels to locate driveways on Brace Road while achieving the spacing requirements listed in Section 6-3 of the Town Land Development Manual. Based on this fact and the fact that the Project is considered to be an infill development, as discussed in the Project Site and Driveway Characteristics section of this memorandum, the portion of Section 6-1 of the Town Land Development Manual regarding infill development, summarized on page 2 of this memorandum, applies. Since the Project is considered to be an infill development, the Town is able to evaluate the project individually to determine minimum acceptable and achievable spacing criteria to be used in place of the Town Land Development Manual standards for a Project driveway along Brace Road.

### **Minimum Acceptable Distance to the Sierra College Boulevard / Brace Road Intersection**

General guidelines and recommendations in *A Policy on Geometric Design of Highways and Streets, 7<sup>th</sup> Edition* (AASHTO Green Book) (American Association of State Highway and Transportation Officials, November 2019), the *National Cooperative Highway Research Program Report 348 – Access Management Guidelines for Activity Centers* (NCHRP Report 348) (Transportation Research Board, 1992), and the *National Cooperative Highway Research Program Report 659 – Guide for the Geometric Design of Driveways* (NCHRP Report 659) (Transportation Research Board, 2010) were used to determine minimum acceptable spacing between the proposed right-in-right-out Project driveway and the Sierra College Boulevard/Brace Road intersection. Generally, the AASHTO Green Book, NCHRP Report 348, and NCHRP 659 state that a driveway should be located so that vehicles using the driveway do not interfere with operations of adjacent intersections. Since a raised median will be constructed on Brace Road, and the proposed Project driveway will be right-in right-out only, only the effects of eastbound vehicles using the Project driveway need to be considered.

The AASHTO Green Book, NCHRP Report 348, and NCHRP Report 659 all identify stopping sight distance on a roadway as a reasonable and commonly used minimum spacing between a driveway and an intersection. If the driveway and intersection were separated by at least this distance, a vehicle entering the right-in right-

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out Project driveway would generally only begin decelerating to make their turn after exiting the Sierra College Boulevard/Brace Road intersection.

Brace Road has a posted speed limit of 35 miles per hour, however, eastbound through vehicles are not allowed at the Sierra College Boulevard/Brace Road intersection. This means all vehicles approaching the right-in right-out Project driveway from the Sierra College Boulevard/Brace Road intersection would have just made a northbound right or a southbound left. Based on default values in Section 3.3.2 and equations in Section 3.3.3 of the AASHTO Green Book, as well as estimated turn radii of the northbound right and southbound left turns at the Sierra College Boulevard/Brace Road intersection, it was estimated that a vehicle turning onto Brace Road from Sierra College Boulevard would generally be traveling at 25 miles per hour or less. Based on Table 3-1 of the AASHTO Green Book, a design speed of 25 miles per hour would correspond to a stopping sight distance of 155 feet. Therefore, 155 feet (measured from edge of traveled way to edge of traveled way) could be used as a minimum acceptable spacing distance between the proposed right-in right-out Project driveway and the Sierra College Boulevard/Brace Road intersection.

With the proposed northbound right-turn lane at the Sierra College Boulevard/Brace Road intersection in place, the western edge of traveled way of the right-in right-out Project driveway on Brace Road would be located approximately 200 feet east of the eastern edge of traveled way of Sierra College Boulevard. Therefore, the proposed right-in right-out Project driveway on Brace Road would meet the minimum acceptable spacing developed for the Project, and would meet the Town Municipal Code minimum spacing requirements.

#### **Minimum Acceptable Distance to the Western Sierra Meadows Driveway**

General guidelines and recommendations in the AASHTO Green Book and NCHRP Report 348 were used to determine minimum acceptable spacing between the proposed right-in-right-out Project driveway and the existing western Sierra Meadows Apartments driveway. Generally, the AASHTO Green Book, NCHRP Report 348, and NCHRP Report 659 state that a driveway should be located to minimize conflicts with adjacent driveways. Traffic volumes using the driveways and turning-movements at the driveways both play a part in determining minimum adequate spacing.

Table 7-5 of NCHRP Report 348 states that for unsignalized access driveways with less than 500 average daily traffic (ADT) volumes, recommended minimum spacing distance to the nearest access street is approximately 5 to 50 feet. Based on data in the Final Loomis Costco Warehouse TIA, the right-in right-out Project driveway on Brace Road is estimated to have a worst-case Saturday ADT of less than 400 vehicles. The existing western Sierra Meadows Apartments driveway is estimated to have a typical ADT of less than 100 vehicles based on number of apartment units on the property and typical Institute of Transportation Engineers (ITE) trip generation rates. Therefore, the low volumes on the driveways in question justify a minimum spacing of 50 feet or less according to NCHRP Report 348.

The proposed Project driveway on Brace Road will be right-in right-out only due to planned construction of a raised median on Brace Road near the Project site. The right-in right-out restriction on Project driveway traffic will reduce the number of possible conflicts between traffic entering/exiting the Project driveway and the Sierra Meadows Apartments driveway. Additionally, while not signed or striped, the Sierra Meadows Apartments parking lot currently functions primarily as a one-way westbound travel way, with the eastern Apartments driveway allowing ingress and the western Apartments driveway allowing egress. Therefore, few if any ingress movements are anticipated at the western Sierra Meadows Apartments driveway, which reduces possible conflicts between traffic making a westbound left-turn into the western Sierra Meadows Apartments driveway and traffic making a northbound right-turn out of the right-in right-out Project driveway. Based on typical operations of residential land uses, and ITE trip generation rates, the highest percentage of egress trips at the western Sierra Meadows Apartments driveway are anticipated to occur during the AM peak hour, when only the fueling station would be open at the proposed Costco. Fueling station trips at the proposed Costco are generally anticipated to use the Sierra College Boulevard Project driveway. Therefore, peak traffic at the right-in right-out Project Driveway on Brace Road and the existing western Sierra Meadows Apartments driveway is anticipated to occur during different time periods, further reducing

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the frequency of conflicting traffic. Based on these factors, and per accepted driveway design guidelines, vehicular turning movements at the right-in right-out Project driveway on Brace Road and the western Sierra Meadows Apartments driveway are not anticipated to experience significant issues due to their proximity.

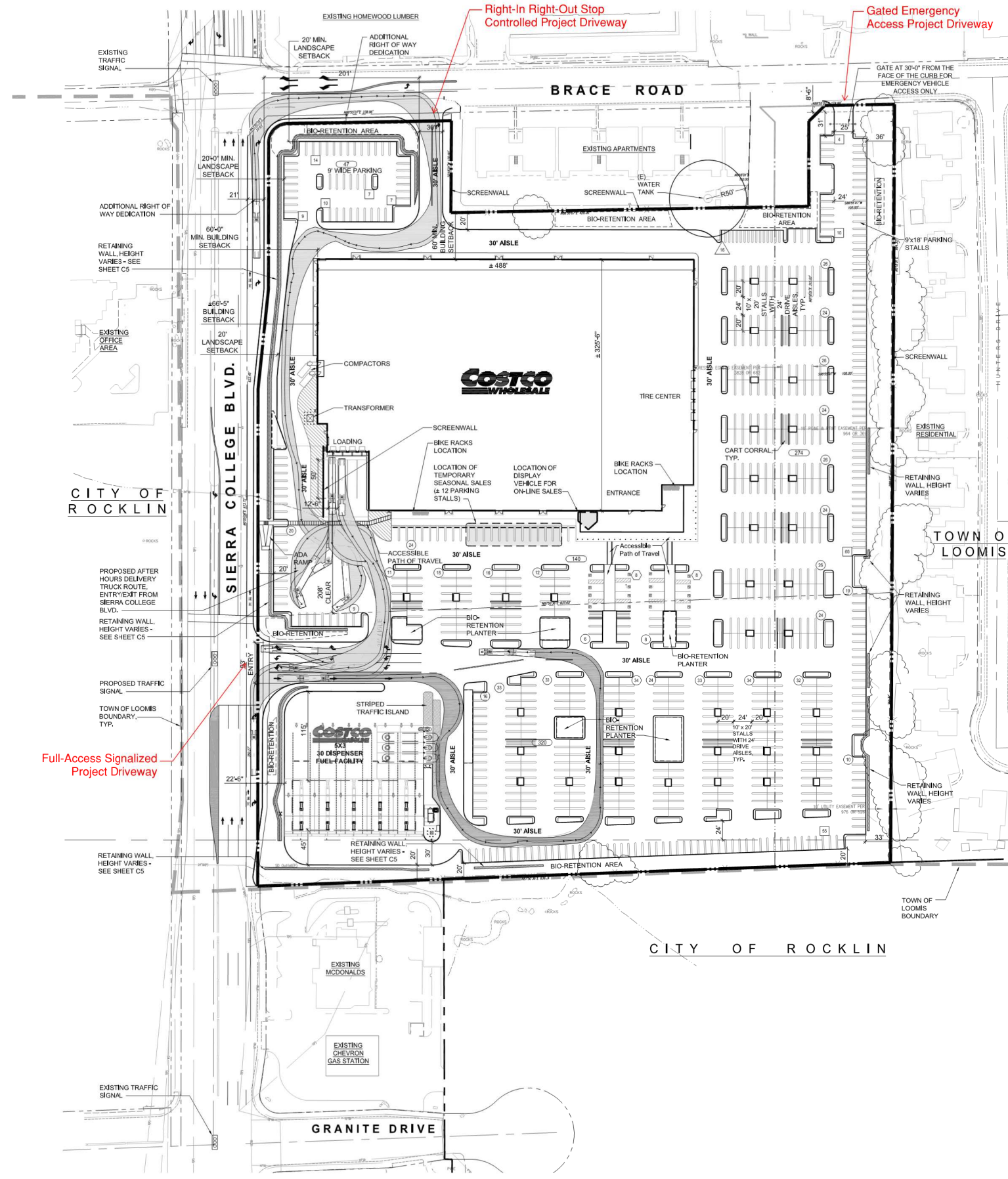
The centerline of the right-in right-out Project driveway on Brace Road would be located approximately 50 feet west of the centerline of the existing western Sierra Meadows Apartments driveway. The proposed right-in right-out Project driveway on Brace Road would meet the minimum acceptable spacing developed for the Project, and would meet the Town Municipal Code minimum spacing requirements.





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**ATTACHMENT A**  
**LOOMIS COSTCO PROJECT SITE PLAN**



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: 17.19 AC (749,221 s.f.)  
Right of Way Dedication: 0.50 AC (22,148 s.f.)

Jurisdiction: Town of Loomis, CA

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

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

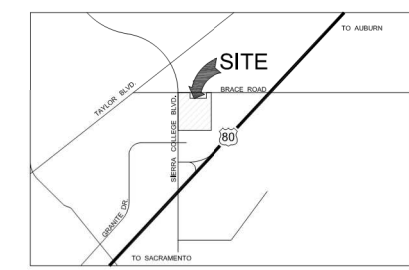
Building Data

Total: ± 155,000 s.f.

Parking Data

- 9' wide stalls: 176 stalls
- 10' wide stalls: 589 stalls
- ◻ Accessible stalls: 16 stalls
- Total Parking: 781 stalls (5.1 / 1,000)
- △ 5' wide Motorcycle stalls: 16 stalls

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



Vicinity Map  
Scale: N.T.S.



DBA # P256



DAVID BARCOCK + ASSOCIATES  
ARCHITECTURE PLANNING LANDSCAPE  
3581 MT. DIABLO BLVD., SUITE 235  
LAFAYETTE, CALIFORNIA 94549  
T: 925.283.3570



# Memorandum

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

**To:** Brit Snipes  
Town Engineer  
Town of Loomis  
3665 Taylor Road  
Loomis, CA 95650

**From:** Mario Tambellini, PE, TE

**Date:** July 22, 2020

**Subject:** Loomis Costco Brace Road Driveway Improvements

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This memorandum has been prepared to provide additional details and recommendations on improvements associated with the proposed right-in right-out Loomis Costco Project (Project) driveway on Brace Road. An image demonstrating the approximate proposed configuration of Brace Road after Project construction, as well as the configuration of the right-in right-out Project Driveway, is included as Attachment A.

The Project site is located at the southeast quadrant of the Sierra College Boulevard/Brace Road intersection. The Project proposes to construct a one-way stop-controlled right-in right-out only driveway on Brace Road located approximately 280 feet east of the existing Sierra College Boulevard/Brace Road intersection (measured centerline to centerline), and approximately 50 feet west of the existing western Sierra Meadows Apartments driveway (measured centerline to centerline). An existing driveway for Homewood Lumber is located across the street, approximately 75 feet east of the proposed right-in right-out Project driveway (measured centerline to centerline). Both the existing Sierra Meadows Apartments driveway and Homewood Lumber driveway currently operate as full-access.

The Project driveway on Brace Road will be open to the public and serve entering warehouse delivery trucks. The Project driveway would provide direct access to the employee parking area and would be used by customers as a secondary route, after the signalized Project driveway on Sierra College Boulevard, to access guest parking.

The Loomis Costco Project has been conditioned to construct several improvements on Brace Road. The remainder of this memorandum provides additional details and recommendations for Project improvements related to the Project driveway on Brace Road.

## **Raised Median on Brace Road**

As part of the Project improvements, a raised median will be constructed on Brace Road between Sierra College Boulevard and the right-in right-out Project driveway to restrict all left turn movements into and out of the right-in right-out Project driveway. The raised median on Brace Road will be constructed so that all current vehicular movements into and out of the existing western Sierra Meadows Apartments driveway and Homewood Lumber driveway would be unaffected. The existing full access operations of the western Sierra Meadows driveway and Homewood Lumber driveway will be maintained.

Initially, the Town of Loomis (Town) considered extending the raised median past the Sierra Meadows Apartments driveway, therefore restricting all left turn movements into and out of the Sierra Meadows Apartments driveway as well. However, based on comments received from the public and further analysis,

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it was determined that the preferred approach would be to leave access to the Sierra Meadows Apartments Driveway unchanged.

The proposed spacing between the right-in right-out Project driveway and the western Sierra Meadows Apartments Driveway, and its potential effect on traffic operations, is discussed and analyzed in the *Loomis Costco Brace Road Driveway Spacing Deviation Memorandum* (Wood Rodgers, July 22, 2020).

### **Right Turn Only Sign**

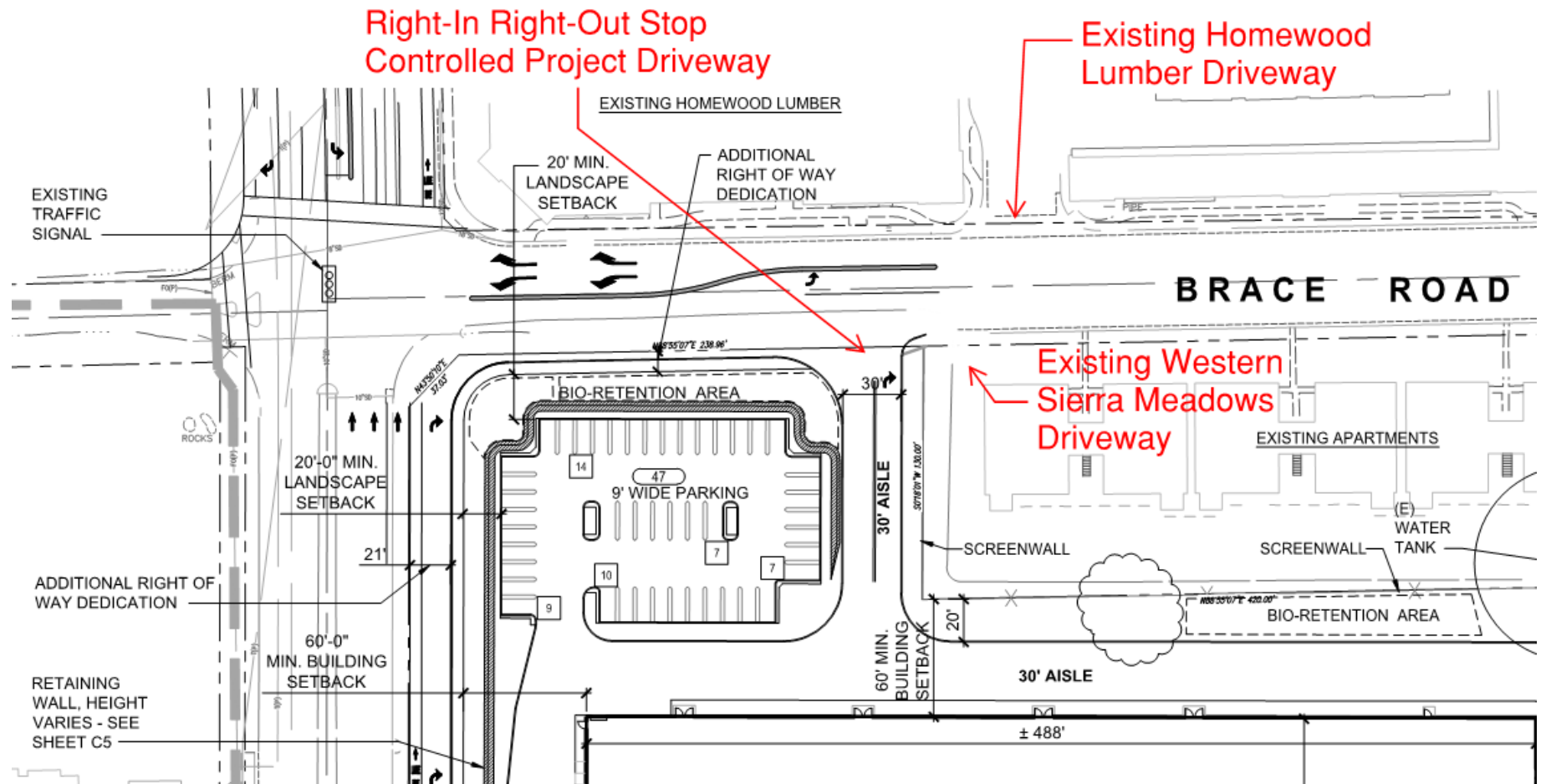
This memorandum recommends that a right turn only sign be installed at the proposed right-in right-out Project Driveway on Brace Road, on the northbound (i.e. Project egress) approach. California Manual on Uniform Traffic Control Devices (CA MUTCD) sign R3-5r should be used. Installation of the right turn only sign would help enforce the left-turn restrictions at the Project driveway, and further discourage prohibited left-turn movements.

### **Sight Distance**

The Project will not locate any objects/features near the proposed right-in right-out Project Driveway on Brace Road or the western Sierra Meadows Apartments driveway that would obstruct vehicles' sight distance as they enter/exit the driveways. This memorandum recommends that the sight distance triangles shown in Attachment B, based on Caltrans Highway Design Manual Corner Sight Distance for Brace Road, be kept free of obstructions that would block a drivers line of sight of oncoming traffic, including the proposed privacy walls and landscaping.

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**ATTACHMENT A**  
**LOOMIS COSTCO PROJECT SITE PLAN – BRACE ROAD**



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**ATTACHMENT B**  
**CORNER SIGHT DISTANCE TRIANGLES**



# CORNER SIGHT DISTANCE TRIANGLES

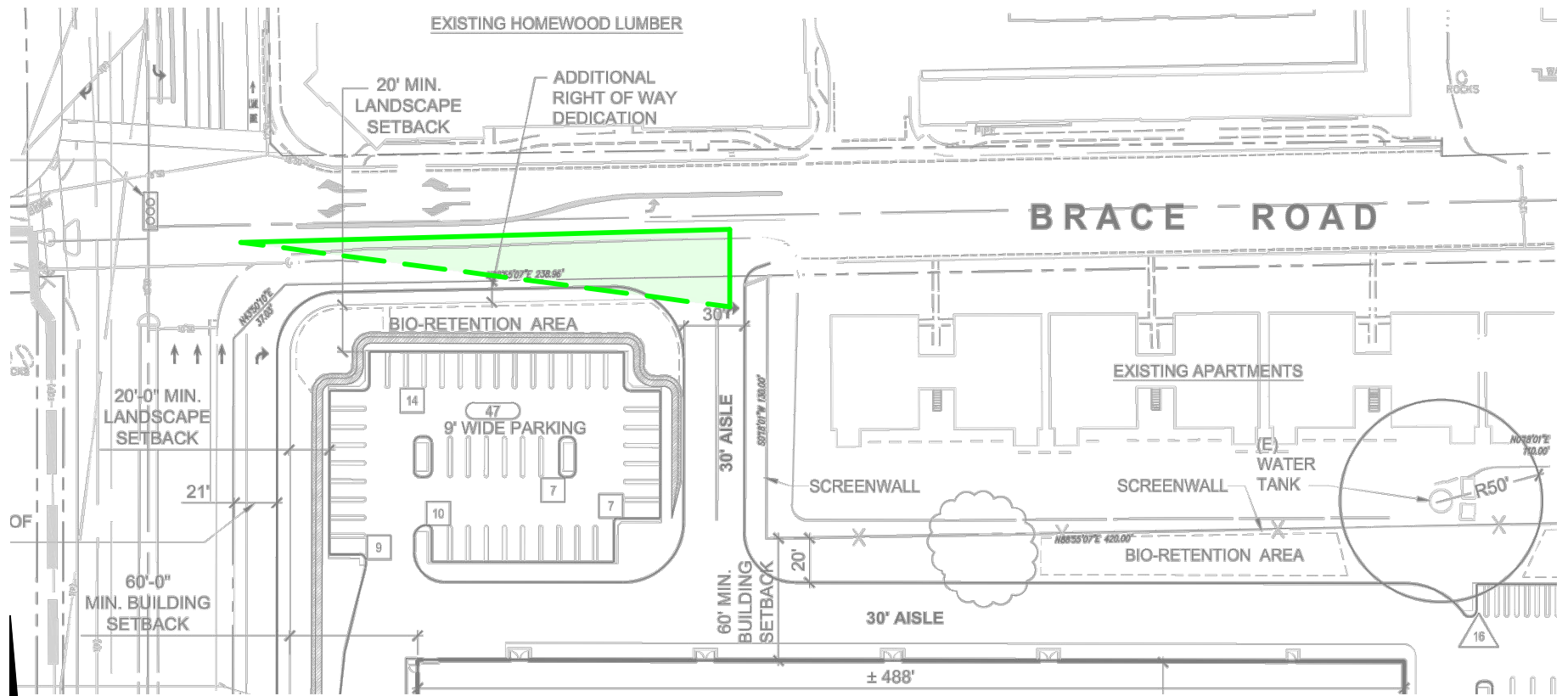
## BRACE ROAD PROJECT DRIVEWAY

LOOMIS COSTCO PROJECT

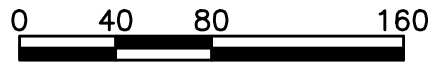
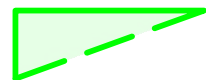
LOOMIS

CALIFORNIA

JULY 2020



MINIMUM REQUIRED CORNER SIGHT DISTANCE:



SCALE: 1" = 80'



**WOOD RODGERS**

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

3301 C St, Bldg. 100-B Tel 916.341.7760  
 Sacramento, CA 95816 Fax 916.341.7767

# CORNER SIGHT DISTANCE TRIANGLES

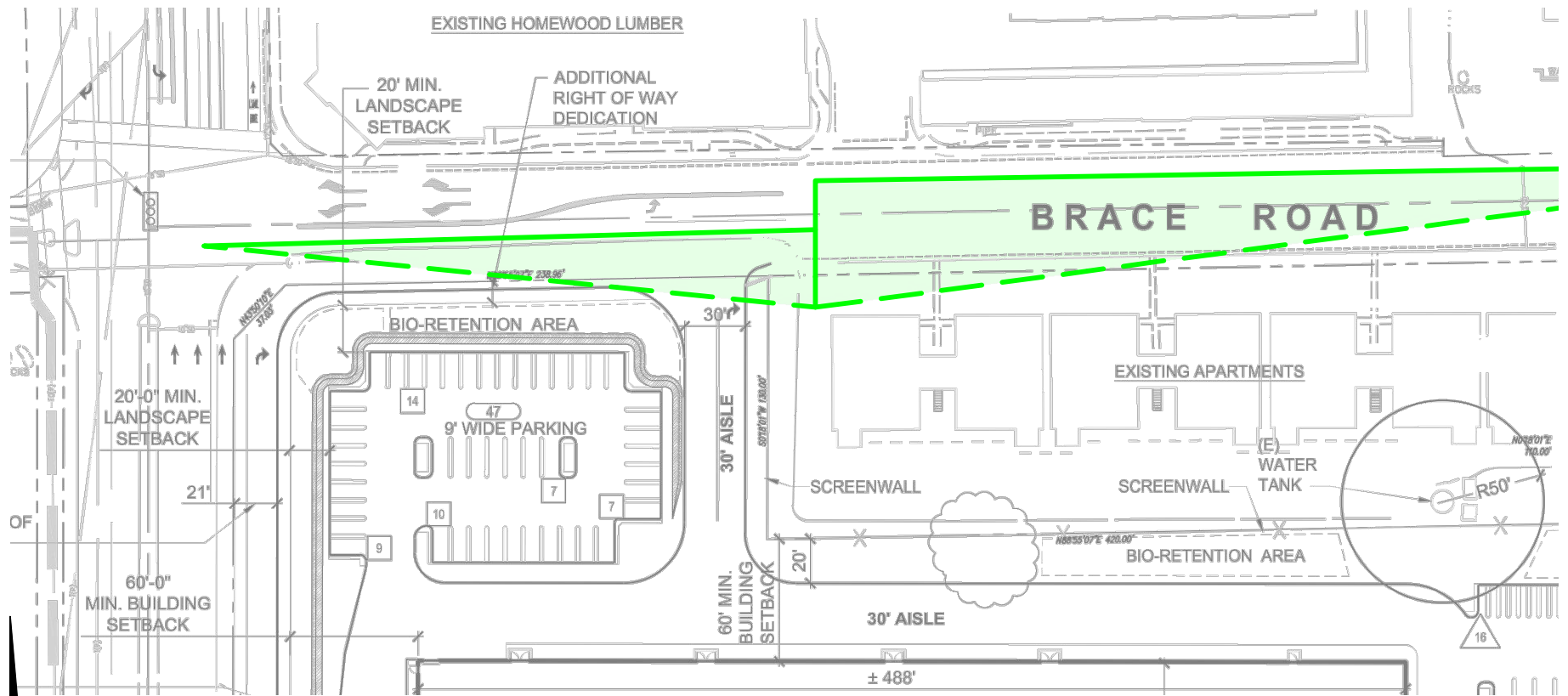
# WESTERN SIERRA MEADOWS DRIVEWAY

LOOMIS COSTCO PROJECT

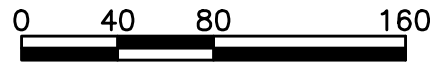
LOOMIS

CALIFORNIA

JULY 2020



MINIMUM REQUIRED  
CORNER SIGHT DISTANCE:



SCALE: 1" = 80'



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