

ATTACHMENT 2:

Exhibit 2A: Town Council Resolution 22-10 on the General Plan Text Amendment

Exhibit 2B: General Plan Amendment Findings

EXHIBIT 2A
TOWN COUNCIL RESOLUTION #22-10 ON THE GENERAL PLAN TEXT AMENDMENT
TOWN OF LOOMIS TOWN COUNCIL MAY 10, 2022



RESOLUTION NO. 22-10

A RESOLUTION OF THE TOWN COUNCIL OF LOOMIS APPROVING A GENERAL PLAN AMENDMENT TO ALLOW COMMERCIAL SUPPORT USES ON ADJACENT COMMONLY OWNED RH-RESIDENTIAL HIGH AND RMH-RESIDENTIAL MEDIUM HIGH PROPERTIES UNDER SPECIFIC LIMITS

WHEREAS, Town of Loomis has proposed a General Plan Amendment to add a seventh Specific Area to the Land Use Element, adding policies to address the special concerns raised by commercial development along Sierra College Boulevard between the Town limits and Brace Road; and

WHEREAS, AECOM prepared for the Town of Loomis' consideration an Addendum to the certified Environmental Impact Report for the Loomis Costco Project pursuant to the California Environmental Quality Act; and

WHEREAS, on March 8, 2022, the Town Council authorized the processing of a General Plan amendment pursuant to Loomis Municipal Code Section 13.76.020; and

WHEREAS, on March 22, 2022, the Planning Commission of the Town of Loomis conducted a public hearing, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, the Planning Commission reviewed and considered the staff reports relating to said General Plan Amendment, and the written and oral evidence presented to the Planning Commission in support of and in opposition to the application; and

WHEREAS, the Planning Commission of the Town of Loomis unanimously recommended the Town Council approve the General Plan Amendment; and

WHEREAS, on April 12, 2022, the Town Council of Loomis conducted a public hearing on the General Plan Amendment, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on May 10, 2022, the Town Council of Loomis conducted a public hearing on the General Plan Amendment, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on May 10, 2022, the Town Council of Loomis considered the Addendum to the Environmental Impact Report for the Loomis Costco Project and conducted a public hearing to consider the proposed amendments to the General Plan proposed for the Project and analyzed in the Addendum to 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 Addendum to 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:

Section 1. Amendment.

The following text of the Loomis General Plan is hereby amended as shown, with new, added text shown by **bolded double underlining**:

Page 42 (III-19), new 7:

7. Commercial Development Along Sierra College Boulevard Between the Town Limits and Brace Road. The area bounded by Sierra College Boulevard on the west, Brace Road on the north, existing single-family homes on the east, and the Town limits on the south includes approximately 14.05 acres designated General Commercial, 3.62 acres designated Residential Medium High Density, and 0.37 acres designated Residential – High Density. Residentially designated property within the area described above may also be used to support, and to facilitate circulation and access for, the adjacent General Commercial property, subject to terms and conditions in the Zoning Code.

Section 2. Findings.

Pursuant to Government Code Section 6350 et seq. and the Loomis Municipal Code, and based on the information included in the Record, the Town Council make the following findings in support of the General Plan amendment:

- A. The amendment is internally consistent with. all other provisions of the General Plan.
- B. The proposed amendment would not be detrimental to the public interest health, safety, convenience, or welfare of the Town.
- C. The affected site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for proposed or anticipated uses and/or development.
- D. Modifications made to the General Plan to address uses on RH and RMH properties adjacent to and under common ownership with the Loomis Costco Project do not constitute substantial modifications to the Project not previously considered by the Planning Commission and Town Council.

Section 3. Action.

The Town Council hereby approves General Plan Amendment Resolution No. 22-10 amending the existing General Plan Land Use Element text as presented to the Town Council on this date and on file with the Town Planning Department.

Section 4. Record.

The Record of Proceedings (“Record”) upon which the Town Council bases its decision regarding this Resolution includes, but is not limited to: (1) all staff report, Town files and records and other documents prepared for and/or submitted to the Planning Commission and Town Council relating to the Loomis Costco Project, (2) the Town General Plan; (3) the Addendum to the Environmental Impact Report for the Loomis Costco Project; (4) all documentary. And oral evidence received at public hearings or submitted to the Town. relating to the Loomis Costco Project; (5) all matters of common knowledge to the Town Council and the Town, including but not limited to, Town, State, and Federal laws, policies, rules and regulations, reports, records and projections related to. development in the Town and surrounding areas. The location of the custodian of the Record is the Planning Director of the Town of Loomis, 3665 Taylor Road, Loomis, CA 95650.

PASSED AND ADOPTED this 10th day of May, 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Jennifer Knisley, Mayor

Carol Parker, Deputy Town Clerk

**EXHIBIT 2B
RESOLUTION #22-10**

**FINDINGS ON THE GENERAL PLAN AMENDMENT
TOWN OF LOOMIS TOWN COUNCIL MAY 10, 2022**

According to the Municipal Code, the following findings are required for a general plan 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.

A. Findings for General Plan Amendments.

1. The amendment is internally consistent with all other provisions of the general plan;
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the town; and
3. The affected site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for proposed or anticipated uses and/or development.

Item 1 addresses consistency with the Town's general plan. In relation to the allowance for commercial support uses on RMH and RH zoned properties adjacent to and in common ownership with commercially zoned property, the General Plan does not specifically address parking, drive aisles, landscaping and lighting; therefore, a General Plan amendment is proposed to specifically address commercial support uses at this location. A General Plan Consistency evaluation was conducted to evaluate whether the additional amendment for commercial support uses on RH and RMH designated property supports the applicable goals and policies of the General Plan (Table 1). As shown in Table 1, amending the General Plan to allow commercial support uses on RH and RMH designated property would be consistent with the other provisions of 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.

Item 2 addresses whether the amendment would be detrimental to the public interest, health, safety, convenience, or welfare of the town. The amendment addressing the allowance of commercial support uses on RMH and RH designated properties adjacent to and in common ownership with commercially designated property limits the location to the area between Brace Road, Sierra College Boulevard, and the Town limits, reducing potential commercial support uses on RMH and RH properties to a limited number of locations within the Town. 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.

In support of Finding 2, the Town's objectives for these amendments are to locate commercial support uses adjacent to commercially designated property near existing interchanges to minimize impacts on Loomis. In addition, the amendment language is intended to locate non-structural support uses on land sufficient to provide the necessary facilities to support a primary commercial use. The amendment would support 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.

Allowing parking and access aisles on adjacent, commonly-owned RH and RMH property would increase convenience as it would support the primary retail use, for which residents currently must drive to

Roseville or farther. For Town residents, the distance traveled 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 support services such as parking area, drive aisles, lighting, and landscaping, to support retail variety, the Town could capitalize on those revenues to further support the Town.

Rather than redesignate the RH and RMH designated properties, the Town is clarifying that commercial support uses may be allowed on RH and RMH designated properties when located adjacent to commercially zoned property that is under common ownership and on which the associated primary commercial use is located. This is further limited to the area between Sierra College Boulevard, Brace Road, and the Town limits, and in conjunction with the objectives for locating warehouse retail uses, provides sufficient area to support warehouse retail operation to improve the Town's commercial base, and provide a wider range of goods and services for residents, while limiting commercial support uses to low-impact uses those that do not result in health and safety impacts as disclosed in the Addendum to the Environmental Impact Report.

In support of Finding 3, the area in which the amendment applies is served by utilities and is located at a gateway intersection designated and appropriate for commercial use. The amendment would allow low-impact support uses for the primary commercial use to be located on adjacent, and commonly owned RH and RMH property. These uses would include access driveways and drive aisles, parking stalls, and associated landscaping and lighting, all of which would buffer the primary. Commercial use from existing adjacent residential uses. The amendment limits the area in which this applies to the property located between the Town limit, Sierra College Blvd., and Brace Road. Physical constraints of this area were addressed by the Environmental Impact Report for the Loomis Costco Project (EIR) and the subsequent addendum to the EIR, which specifically addresses this amendment.

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 Environmental Impact Report and Addendum to the Environmental Impact Report serve as the environmental review documents for this project, and their 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 CEQA document 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 Addendum to the EIR and the CEQA process are meant to educate and inform decision makers as they evaluate the project and reach conclusions.

On August 11, 2020, the Town Council approved Resolution 20-29 certifying the Environmental Impact Report for the Loomis Costco Project, adopting the Findings of Fact and Statement of Overriding Considerations, and approving the Mitigation and Monitoring Reporting Program.

The Town's certification of the Costco EIR was challenged, and the court determined the Town committed a land use analysis error, as it did not analyze the Project's inconsistency with the Town's Zoning Code and General Plan due to the proposal to construct commercial parking, driveways, and landscaping on residential land. Staff have analyzed the environmental impacts of the proposed General Plan and Zoning Code text changes as well as conforming changes to the Costco Wholesale Conditional Use Permit in an Addendum to the EIR, which addresses the issues identified by the Court.

The Town of Loomis, acting as lead agency, prepared an Addendum (dated February 2022) to the Costco EIR (dated August 11, 2020) pursuant to Section 15164 of the CEQA Guidelines. The February 2022 Addendum addresses the potential environmental impacts that could occur from the Town's proposed changes to the Town's Zoning Ordinance and General Plan Land Use Element (the Project).

The proposed legislative action analyzed in the Addendum would not require revisions to the Costco EIR because no new substantial impacts would result, nor would there be any increase the severity of environmental effects identified in the Costco EIR. The commercial support uses addressed by the proposed legislative action were expressly contemplated in the Costco EIR. There are no changes in the circumstances under which the Costco Project would be undertaken based on the proposed legislative action that would require major revisions to the Costco EIR because of new or substantially increased significant environmental effects. In addition, no new information of substantial importance has been discovered that would trigger or require major revisions to the Costco EIR because of new or substantially increased significant environmental effects. No new mitigation measures, beyond those identified in the Costco EIR, would be required.

Fiscal Analysis of the General Plan Amendment

General Plan Public Services, Facilities, and Finance Element Policy 3 requires a fiscal analysis for General Plan amendments. A fiscal analysis has been prepared to address the proposed modification to the Land Use Element that would allow commercial support uses on adjacent and commonly owned RH and RMH designated land, within a limited area of the Town.

The text of the proposed General Plan addition to the Land Use Element indicates that commercial support uses may occur on residentially designated land within a limited, 18-acre area of Loomis. Of those 18 acres, 14 acres already allow commercial uses, are not affected by this amendment, and result in no fiscal change or potential for fiscal change. The text clarifies that the remaining 4 acres of residentially designated property, which are associated with the primary use on the commercially designated portions of the property, may also be used to support the primary commercial use. The amendment does not propose changing the existing designation on those properties to commercial, merely that the residentially designated portions of the property may also be used for commercial support uses, expanding the range of allowed uses within this limited area. The amendment is in keeping with the Town's non-codified interpretation of its zoning code. It does not indicate that primary commercial uses are allowed on those residentially designated areas.

The amended text, and its limited applicability, result in little to no fiscal change. The parcels to which this amended text would apply are currently undeveloped. Law enforcement and fire protection costs to the Town would not change as those fees are based on the size and use of a structure and the rate of application would remain unchanged. While commercial supporting uses do not generate funds in and of themselves, they serve to improve the fiscal potential of the primary commercial use, which has already been approved. Since the residentially designated areas would not be re-designated as commercial and may be used for residential use in the future, the amended text results in no designation change and therefore no fiscal change in terms of property value or potential taxation. No decrease in property tax would result, and any increase in property value associated with the expansion of allowable uses would be minor. Furthermore, there is no loss of residentially zoned land through

which the Town would be obligated to identify replacement sites that would indirectly result in a fiscal loss to the Town.

Consistency with SB 330 and Government Code section 66300

Government Code section 66300, subdivision (b)(1)(A) provides:

“(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district in effect at the time of the proposed change, below what was allowed under the land use designation or zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018, except as otherwise provided in clause (ii) of subparagraph (B) or subdivision (i). For purposes of this subparagraph, “reducing the intensity of land use” includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce the site’s residential development capacity.”

The General Plan Amendment (GPA) does not change the General Plan land use designation or the zoning designation of the RM and RH parcels within the Project area. Rather, the GPA includes policies intended to address the unique concerns raised by development within a specific area of the Town (i.e., Commercial Development on Sierra College Boulevard between the Town limits and Brace Road) and expands potential uses on the RM and RH property within this specific area of the Town to include commercial support uses as needed to serve the primary commercial use and patrons of that use, without limiting the intensity of uses on RM and RH property to commercial support uses only. Moreover, allowing the additional commercial support uses on RM and RH property within the area will provide an appropriate transition between commercial development and existing residential uses. In so doing, the GPA does not in effect change the zoning to general commercial as only very limited commercial support uses are allowed which do not include any buildings, and the site’s residential development capacity remains the same.

- The GPA does not reduce height, density, or floor area ratio for RH or RH zoned property, or add new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations.
- The GPA does not reduce the development capacity of RM and RH property meeting the criteria of the GPA.
- There is no legal requirement that residentially zoned land must be developed to the maximum development capacity.
- The GPA does not restrict future development; the parcels effected by the GPA can be developed with residential uses in the future.
- This particular residentially zoned parcel was not included in the Town’s housing inventory list because its shape and/or other features make it unlikely to be developed with residential uses.
- Other non-residential uses are currently allowed on RM and RH property (examples include private recreation facilities, religious facilities, pipelines, sound walls, telecommunication facilities, and public buildings and uses).
- Additionally, because the Town has enough inventory to meets its RHNA numbers, the GPA does not cumulatively reduce the residential development capacity of the Town.

- As the GPA is not reducing the intensity of land use on qualifying RH and RM zoned property (it only allows for additional limited commercial support issues), it does not trigger SB 330's no net loss requirement (that a city or county may reduce the intensity of land use only if it concurrently allows an at least equivalent increase in land use elsewhere in the city or county; Government Code section 66300, subdivision (i)(1)).

Consistency with Government Code section 65863, subdivision (b)

It is important for this discussion to also address why properties 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.

Spot Zoning Findings

- The GPA adds to the uses permitted on RH and RM zoned parcels. The GPA does not limit uses within the RM and RH zones.

- The GPA applies to property zoned RM or RH that may be used to support commercial activity along Sierra College Boulevard if: (a) the RM or RH property is adjacent to commercially zoned property; (b) the RM or RH property and the adjacent commercial property are under common ownership; (c) use of the RM or RH property is limited to supporting uses such as commercial parking, commercial or emergency driveways or drive aisles, landscaping, drainage, and low impact development features such as bioswales; and (d) no buildings are built on the RM or RH property.
- The increase in permissible uses on RM and RH zoned property meeting the criteria set forth above is consistent with and will implement the Town General Plan as set forth in Table 1 (General Plan Consistency Analysis).
- The Town Council finds that the GPA is in the public interest:
 - The GPA supports the Town’s goal (Goal 7) of attracting new commercial development by encouraging new commercial development and uses in the area between the Town limits, Brace Road, and Sierra College Boulevard, and expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use. New commercial development provides jobs and generates increased revenues for the Town in the form of additional sales and property tax revenues as new commercial development is subject to business license taxes, property taxes.
 - The GPA allows commercial support uses on RM and RH property within a limited area between the Town limits, Brace Road, and Sierra College Boulevard to ensure the primary commercial use is adequately parked and accessed yet maintains the overall character of the Town.
 - Although the amendments expand limited commercial support use on limited portions of land designated residential, the residential designation (RM and RH) on the properties would persist. The GPA does not reduce the amount of or prevent the construction of market rate or affordable housing in Loomis, but merely expands the potential use of non-commercial property to include limited commercial support uses under certain conditions within a small area of the Town.
 - The GPA expands potential uses on the RM and RH property within this specific area of the Town to include commercial support uses as needed to serve the primary commercial use and patrons of that use, without limiting the intensity of uses on RM and RH property to commercial support uses only. Moreover, allowing the additional commercial support uses on RM and RH property within the area will provide an appropriate transition between commercial development and existing residential uses.
 - The expansion of potential commercial support uses on the RM and RH property discourages traffic in the existing residential neighborhoods by allowing parking and circulation on property designated RM and RH that is adjacent to commercial property under common ownership; thereby providing sufficient and centrally located commercially serving parking for the adjacent commercial property under common ownership.
 - Allowing parking and landscaping on the RM and RH property helps to buffer the primary commercial use from nearby residential uses, achieves greater compatibility between land uses, and ensures there is adequate space for commercial support uses such as parking and circulation to avoid parking and circulation pressures associated with the commercial use within the adjacent neighborhoods.

General Plan Consistency Evaluation

The following analysis in Table 1 focuses on the consistency of the General Plan Amendment regarding the limited allowance of commercial support uses on RMH and RH designated property adjacent to and commonly owned with commercially designated property with the General Plan.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
Chapter III – Land Use and Community Development	
Goal 1: To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and wildlife habitat values.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Proposals would require studies before a use permit is issued. There are no riparian features within the limited area to which the amendments would apply.
Goal 2. To protect groundwater and surface water quality.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Proposals would require studies before a use permit is issued.
Goal 3. To protect oak woodlands and significant stands of native trees.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. While this area does contain oak woodlands, proposals would require studies before a use permit is issued.
Goal 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Although small rock outcroppings and grassland meadow may be present in the area addressed by the amendment, proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. Proposals would require studies before a use permit is issued. The amendment language limits the use to the area between the Town limit, Brace Road, and Sierra College Boulevard, which is between a freeway interchange and downtown.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. The amendments support this goal by encouraging new commercial development and uses in the area between the Town limit , Brace Road, and Sierra College Boulevard, expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use. New commercial development provides jobs. Proposals would require studies before a use permit is issued.

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
Goal 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town’s character.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The amendments support this goal by providing flexibility and allowing commercial support uses on RM and RH property within a limited area between the Town limit, Brace Road, and Sierra College Boulevard to ensure the primary commercial use is adequately parked and accessed.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The amendments support this goal by encouraging commercial use in the area between the Town limit, Brace Road, and Sierra College Boulevard, expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use.
E.10. Loomis shall encourage the provision of adequate housing opportunities for people on fixed or limited incomes, with emphasis on senior citizen housing.	Consistent. Although the amendments expand limited commercial support use on limited portions of land designated residential, the residential designation on the properties would persist. The properties involved are not appropriate for very-low- or low-income housing as they are zoned for medium and high density residential at densities and lot sizes too small to support affordable units, and the amendments do nothing to prevent the construction of affordable housing in Loomis, but merely expand the potential use of non-commercial property to include limited commercial support use within a small area of town.
E.18. All new development in Loomis shall conform to the land use map, land use categories and development intensities set forth in this General Plan.	Consistent. The amendments would not alter the land use map, land use categories, or development intensity on the properties, but would allow for limited commercial access and parking uses.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with a commercial use is consistent with this policy. The amendments support this by expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use, while limiting the intensity of uses on RM and RH property to commercial support uses only, to balance commercial development with existing residential uses.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with a commercial use is consistent with this policy. The amendments, which are limited to Sierra College Boulevard and Brace Road, would not interfere with implementation of the <i>Town Center Master Plan</i> .
F.4 Commercial development shall be subject to design criteria which visually	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. Proposals would require studies to ensure consistency with design criteria before a use permit is issued.
F.5. New commercial development shall preserve and integrate existing natural features (e.g. creeks, native trees, rock outcrops) and topography into project landscaping.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. Proposals would require studies before a use permit is issued.
F.7. Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. The amendments discourage traffic in existing residential neighborhoods by allowing parking and circulation on property designated RM and RH that is adjacent to commercial property under common ownership; thereby providing sufficient and centrally located commercially serving parking for the adjacent commercial property under common ownership. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with an adjacent commercial use under common ownership would not affect implementation of this policy. Proposals would require studies before a use permit is issued. The amendment limits where commercial supporting uses on RM and RH designated/zoned property may occur.
H.1. The boundaries of proposed land use designations should be coincident with existing property boundaries, to the extent possible. One possible exception may be when the frontage of a large lot along a major arterial would be inappropriate for residential uses, while much of the remainder could be suited for residential use.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The added commercial supporting uses would be within the boundaries of the existing commercial property that is under common ownership. The amendments would not alter the existing boundaries of the land use designations.
The goals of the Town of Loomis for its town center are to: <ol style="list-style-type: none"> 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; 	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not affect implementation of this goal. Proposals would require studies before a use permit is issued. The amendments limit where this can occur specifically.

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Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
<p>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.</p>	
<p>Policy 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.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not affect implementation of this policy. Proposals would require studies before a use permit is issued. Expansion of parking to serve a commercial use within the same or contiguous parcel and the same commercial owner would not interfere with implementation of this policy.</p>
Community Design and Character	
<p>Goal 1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not conflict with this goal. The amendments limit where these supporting uses can occur and confine it to dually designated and zoned parcels and to an adjacent high density parcel, where the difference between commercial parking and high density parking is imperceptible. Allowing parking and landscaping in this area helps to buffer the actual commercial use from nearby residential uses and ensures there is adequate space for commercial support uses such as parking and circulation to avoid parking and circulation pressures associated with the commercial use within the adjacent neighborhoods.</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>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not conflict with or interfere with this goal. Proposals would require studies before a use permit is issued to ensure appropriate character and protection of resources. See the analysis of General Plan Policies F.4, F.5, and F.6 above.</p>

Table 1**General Plan Consistency**

Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
<p>Policy 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>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. While this area addressed by the amendment contains oak woodlands, grassland, and pockets of wetland features, proposals would require studies before a permit is issued to ensure appropriate character and protection of resources.</p>
<p>Policy 3. Each development project should be designed to be consistent with the unique local context of Loomis.</p> <ol style="list-style-type: none"> 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. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and integration of existing resources.</p>
<p>Policy 4. Design each project at a human scale consistent with surrounding natural and built features.</p> <ol style="list-style-type: none"> 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. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>
<p>Policy 5. Design projects to minimize the need to use automobiles for transportation.</p> <ol style="list-style-type: none"> 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. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Allowing commercial supporting uses on RM and RH properties in this area provides flexibility for addressing multiple modes of transportation to and from the adjacent commercial use under common ownership. Proposals would require studies before a permit is issued to ensure appropriate pedestrian and bicycle circulation and attention to modes of transit and consistency.</p>
<p>Policy 6. Encourage an active, varied, and concentrated urban life within commercial areas.</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would</p>

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Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
<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>not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>
<p>Policy 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>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate protection of resources and consistency.</p>
<p>Policy 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>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. The amendment does not allow for commercial structures. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>
<p>Policy 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>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. The amendments would allow for parking lot or landscape area lighting within the residentially designated portions of the property, but that lighting, as well as any residential lighting, would be subject to Town standards. Proposals would require studies before a permit is issued to ensure that lighting is consistent with this policy.</p>
Economic Development	
<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>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal but would support this goal. Allowing commercial supporting uses encourages businesses to remain and expand in Loomis.</p>
<p>Goal 2. To recruit new industries and businesses, thereby creating new jobs for Loomis residents.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal but would support this goal.</p>
Chapter IV. Circulation	
<p>Goal LOS: To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. An allowance for commercial parking and landscaping on dually designated/zoned parcels would help to buffer commercial use</p>

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	from nearby lower density residential use and prevent parking and circulation spillage into adjacent residential areas. The parking, circulation, and landscaping on commercial property vs. high density multifamily property is similar in design.
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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this policy. Proposals would require studies before a use permit is issued. An allowance for commercial parking and landscaping on dually designated/zoned parcels would help to buffer commercial use from nearby lower density residential use and prevent parking and circulation spillage into adjacent residential areas. The parking, circulation, and landscaping on commercial property vs. high density multifamily property is similar in design.
Neighborhood Environment Goal: To take actions to minimize cut-thru traffic and manage speeds on residential streets.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road under common ownership and associated with a primary commercial use would not interfere with this goal but would support this goal by ensuring sufficient access and parking area for the commercial use is available contiguous to the commercial use to avoid traffic within nearby neighborhoods and confine the traffic to the commonly owned properties associated with that commercial use. Given the limited applicability of the amendment, the amendment would serve to reduce the potential for cut-through traffic generated by commercial properties adjacent to existing residences.
Neighborhood Environment Policy 2. The Town shall design streets and approve development in such a manner as to prevent and eliminate high traffic flows and parking problems within residential neighborhoods.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties under common ownership and within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not interfere with this policy but would support it by ensuring sufficient access and parking area is provided for the commercial use within the same or contiguous parcels to avoid traffic and parking within nearby neighborhoods. Given the limited applicability of the amendment, the amendment would serve to reduce the potential for cut-through traffic or off-site parking generated by commercial properties adjacent to existing residences.
Roadway Funding Goal: To leverage the Town’s resources with outside funding sources (developer fees, state funds, federal funds, etc.).	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated

Table 1

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Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
	with a commercial use would not interfere with the Town’s ability to obtain outside funding or otherwise conflict with this goal.
Road Funding Policy 2. 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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this policy. Proposals would require studies before a use permit is issued. An allowance for commercial parking and landscaping on RM and RH zoned properties would help to buffer commercial use from nearby lower density residential use and prevent parking and circulation spillage into adjacent residential areas. The parking, circulation, and landscaping on commercial property vs. high density multifamily property is similar in design.
Road Funding Policy 3. 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.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this policy. Proposals would require studies before a use permit is issued, and the developer would pay all required fees and would be responsible for all on-site roadways. An allowance for commercial parking and landscaping on RM and RH zoned properties would help to buffer commercial use from lower density residential use and prevent parking and circulation spillage into adjacent residential areas.
Chapter VI – Public Services, Facilities, and Finance	
Goal 1: To achieve and maintain high levels of public services and facilities for Loomis residents, when appropriate through coordination with outside service agencies.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. Proposals would require studies before a use permit is issued.
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	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy. The policy is equally applied to non-residential (commercial) and higher density residential development. Proposals would require studies before a use permit is issued.
Policy 4: Proposed development shall be connected to public water supply and sewage disposal systems as follows: a. Any dwelling unit proposed within 300 feet of existing community water supply or sewage disposal service shall be connected to that service prior to occupancy, except where the Town Manager determines that connection is infeasible because of elevation differences or insufficient line capacity. The 300-foot distance shall	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy. The amendments address commercial support features including parking, driveways/aisles, and landscaping and not structural development. These features do not require sewer service as they would be integrated into the separate storm water management system and landscape water would be obtained through the primary commercial use.

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<p>be measured from the property line of the subject parcel that is nearest to the existing water supply or sewage disposal service.</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>Policy 8. New construction and reconstruction/restoration shall consider energy conservation in the selection of building materials, building orientation, and landscaping.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy. The policy is equally applied to all new construction and reconstruction regardless of use type or designation; therefore, the policy would continue to apply. Landscaping is designed to reduce heat effects from the parking lot and decrease water consumption.</p>
<p>Goal. To maintain a fiscally healthy municipality, with new development contributing adequately to maintain current levels of service.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal and would support this policy through the provision of commercial support uses. Proposals would require studies before a use permit is issued.</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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy. The policy is equally applied to all new development regardless of use type or designation; therefore, the policy would continue to apply, and the amendments are consistent.</p>
<p>Policy 3. A fiscal impact analysis shall be required for proposed General Plan amendments.</p>	<p>Consistent. A general plan amendment is proposed to allow commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town. This amendment would not interfere with or conflict with this policy, and a fiscal analysis has been completed.</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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy, and support this policy through the provision of commercial support uses.</p>
<p>Chapter VII. Conservation of Resources</p>	
<p>Natural Resources and Open Space</p>	

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Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
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	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal does not differentiate between the type of development that could impact natural resources. While this area addressed by the amendment contains potentially suitable habitat for western spadefoot toad, Swainson’s hawk and other raptor and migratory bird species, proposals would require studies before a use permit is issued.
Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
Goal 3. To help protect groundwater and air quality within the Sacramento region.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
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	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
<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"> 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. 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. c. Local employers should be encouraged to consider flextime as a means of reducing peak morning and afternoon trips. 	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy applies equally to residential and commercial uses. Proposals would require studies before a use permit is issued.

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<p>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.</p> <p>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.</p> <p>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.</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>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)</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between residential or commercial uses, but on the resources within the development site. Proposals would require studies before a use permit is issued.</p>

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and subsequent procedures that may be necessary to complete the evaluation.	
<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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any grading activity. Proposals would require studies before a use permit is issued.</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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The amendments do not allow for the storage of hazardous materials.</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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any tree removal activity. Proposals would require studies before a use permit is issued.</p>

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<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 erosion of stream banks, or introduce pollutants into watercourses.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. Proposals would require studies before a use permit is issued.</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"> 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. b. The Town will periodically review its ordinances requiring erosion and sediment control, and will update 	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any development. Proposals would require studies before a use permit is issued.</p>

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<p>them when necessary to ensure their continuing effectiveness.</p> <p>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.</p>	
<p>Policy 8. The following policies apply to properties with wetland areas:</p> <p>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....</p> <p>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:</p> <ol style="list-style-type: none"> 1. Avoidance of riparian habitat; 2. Where avoidance is not feasible, minimization of impacts; 3. Compensation, including use of a mitigation banking program...that are encouraged to be located within the Town; or 4. Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1.... <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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any development on a property with wetlands. While this area addressed by the amendment contains swales, proposals would require studies before a use permit is issued.</p>
<p>Policy 9. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between use types or the land use designation on which they would be located. Proposals would require studies before a use permit is issued.</p>

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Cultural Resources	
Goal 1. To preserve and where appropriate replicate historic areas, such as the Downtown district and fruit sheds, that contribute to Loomis' distinct character.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, which is outside of an historic area, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations and is equally applied to any development. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between development type or land use designation. Proposals would require studies before a use permit is issued.
Chapter VIII. Public Health and Safety	
Safety	
Goal 1. To reduce risks associated with natural and man-made hazards through compliance with State and Federal safety programs.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 2. To reduce the risks associated with wildland and urban edge fires in the Town's rural areas.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 3. To reduce the potential for and damage resulting from storm flooding hazards within the community	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 4. To reduce the risks associated with potential seismic activity, including ground-shaking, liquefaction, and landslides	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Policy 1. Loomis shall enforce building codes and other Town ordinances having an effect upon fire hazards and fire protection. The Town shall maintain	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would

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adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for firefighting.	not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations. Commercial supporting drive aisles and driveways in the RH and RM designations would be sized to comply with fire protection standards, including drive isle widths and turning radii. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and the amendments do not permit commercial support structures in the RM and RH zones – only parking, driveways/aisles, and landscaping. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and there are no stream channels in the area to which the amendments would apply. Proposals would require studies before a use permit is issued.
Policy 7. Site-specific recommendations of the Town’s Drainage Master Plan, upon completion, shall be applied to individual development projects as appropriate.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations. Proposals would require appropriate design and implementation of required facilities established in the Drainage Master Plan before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and the amendments do not allow for the storage of hazardous materials. Proposals would require studies before a use permit is issued.

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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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and does not allow for the storage of hazardous materials. Proposals would require studies before a use permit is issued.
Noise	
Goal 1. To protect Town residents and workers from the harmful and annoying effects of noise.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 2. To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. Proposals would require studies before a use permit is issued. Although the amendments allow commercial driveways/aisles on higher density residentially designated property, this does not prohibit design features, such as landscaping or sound reducing components, including sound walls, from addressing noise generated by roadway traffic and commercial uses.
Goal 3. To maintain and where possible enhance the quiet, rural ambiance of the Town.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM portions of a commercially designated/zoned property and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles in which noise would be generated, thereby reducing noise impacts on existing uses, particularly combined with soundwalls (which are not prohibited merely discouraged (Goal 2)) or time of day use restrictions. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and

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	proposed commercial use by allowing landscape buffers, parking, and driveways/aisles in which noise would be generated, thereby reducing noise impacts on existing uses that are generated by the primary use. No structures would be allowed in the RH and RM portions of the property. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued. The amendments do not prohibit future residential development which would be required to conduct an acoustical analysis.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued. The policy is not specific to a use or designation, and would continue to be applied to all developments.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles, thereby reducing noise impacts on existing uses that are generated by the primary use, particularly combined with soundwalls (which are not prohibited merely discouraged (Goal 2)) or time of day use restrictions. No primary commercial structures would be allowed in the RH and RM portions of the property. Proposals would require studies before a use permit is issued.
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.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.

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<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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles, thereby reducing noise impacts on existing nearby residential uses that are generated by the primary use. The landscape buffer provides a noise barrier. Proposals would require studies before a use permit is issued.</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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles in which noise would be generated, thereby reducing noise impacts on existing uses that are generated by the primary use, particularly combined with soundwalls (which are not prohibited merely discouraged (Goal 2)) or time of day use restrictions. Proposals would require studies before a use permit is issued.</p>
<p>Policy 19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.</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>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.</p>
<p>2021 Housing Element</p>	
<p>Goal A: 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>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RH and RM property adjacent to commercially designated/zoned property under common ownership within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this goal. The amendments allow for limited commercial supporting uses in limited conditions on RH and RM properties within or contiguous to a primary commercial use and does not eliminate the potential for residentially designated lands to be used for residential purposes. Proposals would require studies before a permit is issued to ensure appropriate character and protection of resources.</p>
<p>Policy A.2: The Town shall maintain an adequate supply of appropriately zoned</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RH and RM property</p>

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land with public services to accommodate projected housing needs in accordance with the General Plan.	adjacent to commercially designated/zoned property under common ownership within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this goal. The amendments allow for limited commercial supporting uses in limited conditions on RH and RM properties within or contiguous to a primary commercial use and does not eliminate the potential for residentially designated lands to be used for residential purposes. These properties would not be rezoned and could be redeveloped for such uses in the future. Proposals would require studies before a permit is issued to ensure appropriate character.
Policy A.3: The Town shall ensure that its adopted policies, regulations and procedures attain important Town objectives, but do not unnecessarily add to the cost of housing.	Consistent. The general plan and zoning ordinance amendments would not interfere or conflict with this policy. The amendments would not add to housing costs.
Policy A.5: The Town shall encourage “mixed-use” projects where housing is provided in conjunction with compatible non-residential uses.	Consistent. The general plan and zoning amendments would not result in an adverse effect the Town’s ability to encourage mixed-use projects or interfere or conflict with this policy. While the amendments do not provide mixed-use development, they do not affect the development of mixed-use projects elsewhere in the Town. The ability to provide for residential uses is maintained as no land use designation or zone change is included in the amendments.
Policy A.11: The Town will encourage the development of multi-family dwellings in locations where adequate facilities are available, such as the Town Center, and where such development would be consistent with neighborhood character.	Consistent. The general plan and zoning ordinance amendments would not interfere or conflict with this policy. The amendments would not affect the future development of multi-family dwellings as the multi-family residential designation and zoning on the RH and RM portions of the property would be retained.
Goal B: To promote quality residential development in the Town.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The amendments address commercial support use on residentially designated land, but do not address residential uses or their design. The amendments would not affect the quality of neighboring residential uses.
Policy B.1: The Town will continue to encourage residential development of high architectural and physical quality and compatible with neighboring land uses.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy. The amendments address commercial support use on residentially designated land, but do not address residential uses or their design quality, and this policy would remain applicable for any residential proposals. The amendments would not affect the design quality of neighboring residential uses.

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Goal F: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Town residents.	Consistent. The general plan and zoning ordinance amendments would not result in changes to code provisions regarding energy use or energy efficiency.
Policy F.2: New land use patterns should encourage energy efficiency, to the extent feasible.	Consistent. The general plan and zoning ordinance amendments would not result in changes to code provisions regarding energy use or energy efficiency.