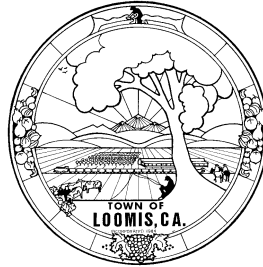


ATTACHMENT 3:

Exhibit 3A: Ordinance No. 290

Exhibit 3B: Zoning Ordinance Amendment Findings

EXHIBIT 3A
TOWN COUNCIL ORDINANCE NO. 290
ZONING ORDINANCE AMENDMENT
TOWN OF LOOMIS TOWN COUNCIL MAY 10, 2022



ORDINANCE NO. 290

AN ORDINANCE OF THE TOWN COUNCIL OF LOOMIS REPEALING ORDINANCE 285 AND APPROVING AMENDMENTS TO THE LOOMIS ZONING ORDINANCE (TITLE 13) TO ALLOW, UNDER SPECIFIC LIMITS, COMMERCIAL SUPPORT USES ON COMMONLY OWNED RM-RESIDENTIAL MEDIUM AND RH-RESIDENTIAL HIGH PROPERTIES UNDER SECTION 13.24.040, TO ALLOW, AS A CONDITIONAL USE, WAREHOUSE RETAIL WITHIN THE CG-GENERAL COMMERCIAL ZONE UNDER SECTION 13.26.040, TO MODIFY SECTION 13.30.080 TO DEFINE LIGHTING HEIGHT FOR WAREHOUSE RETAIL USES, TO MODIFY SECTION 13.36.090 REGARDING COMPACT PARKING STALL DIMENSIONS AND NONRESIDENTIAL PARKING ON RESIDENTIALLY ZONED PROPERTY, TO MODIFY SECTION 13.36.100 TO DEFINE WAREHOUSE RETAIL DRIVEWAY REQUIREMENTS, TO MODIFY SECTION 13.36.110 TO CLARIFY WAREHOUSE RETAIL LOADING SPACE REQUIREMENTS, AND TO MODIFY SECTION 13.80.020 TO CLARIFY THE DEFINITION OF WAREHOUSE RETAIL AND ADD A DEFINITION FOR FUELING STATION

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

1. Section 13.24.040 Table 2-2 to allow commercial support uses on RM and RH zoned parcels adjacent to commonly owned commercially zoned property between Sierra College Boulevard, Brace Road, and the Town limit.
2. Section 13.26.040 Table 2-6 to allow Warehouse Retail use in the CG- General Commercial Zone with a Use Permit (UP) and adding a footnote to define the acreage and location requirements for that use.
3. Section 13.30.080 to increase the height of outdoor light fixtures specifically for warehouse retail uses to allow the maximum fixture height to exceed 20 feet but not to exceed the height of the warehouse structure.
4. Section 13.36.090 to allow 9-foot-wide compact parking stalls and to allow nonresidential parking on residentially zoned property.
5. Section 13.36.100 to define warehouse retail driveway requirements.
6. Section 13.36.110 to define warehouse retail loading space requirements.
7. Section 13.80.020 definitions to clarify warehouse retail and define fueling station; and

WHEREAS, on August 11, 2020 the Town Council adopted Ordinance 285; and

WHEREAS, on March 22, 2022, the Planning Commission of the Town of Loomis considered the Environmental Impact Report and Addendum to the Environmental Impact Report for the Loomis Costco Project and conducted a public

hearing to consider the changes to the Zoning Ordinance proposed for the Project, at which time persons interested in the matter were given an opportunity to be heard; and

WHEREAS, the Planning Commission of the Town of Loomis adopted Resolution 22-03 recommending that the Town Council repeal Ordinance 285 and approve the proposed amendments to the Zoning Ordinance; and

WHEREAS, on April 12, 2022, the Town Council of Loomis considered the Environmental Impact Report and Addendum to the Environmental Impact Report for the Loomis Costco Project and opened a public hearing to consider the proposed amendments to the Zoning Ordinance proposed for the Project and analyzed in the Environmental Impact Report and Addendum, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on April 26, 2022 the Town Council continued the public hearing on the amendment, constituting the first reading of the amendment, at which time any person interested in the matter was given an opportunity to be heard.

WHEREAS, on May 10, 2022 the Town Council held the second reading of the amendment, at which time any person interested in the matter was given an opportunity to be heard.

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

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

Section 1. Repeals. Ordinance 285, adopted August 11, 2020, is hereby repealed in its entirety.

Section 2. Amendments.

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

13.24.040 - Residential district general development standards.

Subdivisions, new land uses and structures, and alterations to existing land uses and structures, shall be designed, constructed, and established in compliance with the requirements in Tables 2-3 and 2-4 in addition to the applicable standards (e.g., landscaping, parking and loading, etc.) in Division 3 of this title.

TABLE 2-2 Allowed Land Uses and Permit Requirements for Residential Zoning Districts	P Permitted Use, Zoning Clearance required MUP Minor Use Permit required UP Use Permit required S Permit requirement set by Specific Use Regulations — Use not allowed						
	LAND USE ⁽¹⁾	PERMIT REQUIRED BY DISTRICT					
	RA	RE	RR	RS	RM ^(a)	RH ^(5,g)	
AGRICULTURAL AND OPEN SPACE USES							
Agricultural accessory structure	P	P	P	—	—	—	13.42.040

LAND USE ⁽¹⁾	PERMIT REQUIRED BY DISTRICT						Specific Use Regulations
	RA	RE	RR	RS	RM ⁽⁶⁾	RH ^(5,g)	
TABLE 2-2 Allowed Land Uses and Permit Requirements for Residential Zoning Districts							
P Permitted Use, Zoning Clearance required MUP Minor Use Permit required UP Use Permit required S Permit requirement set by Specific Use Regulations — Use not allowed							
Animal keeping	S	S	S	S	S	S	13.42.060
Crop production, horticulture, orchard, vineyard	P ⁽²⁾	P ⁽²⁾	P ⁽²⁾	—	—	—	
Plant nursery, retail	MUP	MUP	—	—	—	—	13.42.180
Plant nursery, wholesale, 5 acres or less	MUP	MUP	MUP	—	—	—	13.42.180
Plant nursery, wholesale, more than 5 acres	MUP	MUP	—	—	—	—	13.42.180
Storage of petroleum products for on-site use	P	P	—	—	—	—	
Winery	UP	UP	—	—	—	—	13.42.290
RECREATION, EDUCATION AND PUBLIC ASSEMBLY USES							
Club, lodge, private meeting hall	UP	UP	UP	—	—	—	
Golf course, country club	UP	UP	UP	UP	—	—	
Equestrian facilities	UP	UP	UP	—	—	—	
Parks and playgrounds, public	P	P	P	P	P	P	
Private residential recreation facility	MUP	MUP	MUP	MUP	MUP	MUP	
Religious facility	UP	UP	UP	UP	UP	UP	13.42.230
RESIDENTIAL USES⁽⁴⁾							
Carriage house	—	—	—	P	P	—	13.42.270
Commercial cannabis activity	—	—	—	—	—	—	13.46.100
Home occupation	P	P	P	P	P	P	13.42.120
Household pets (see also “animal keeping” above)	P ⁽²⁾	P ⁽²⁾	P ⁽²⁾	P ⁽²⁾	P ⁽²⁾	P ⁽²⁾	13.42.060
Mobile home - In mobile home park	P	P	P	P	P	P	13.42.160
Mobile home - Outside of mobile home park	P	P	P	P	P	P	13.42.150
Mobile home - Special needs	MUP	MUP	MUP	MUP	—	—	13.42.170
Mobile home park	UP	UP	UP	UP	UP	UP	13.42.160
Multifamily housing, 2 units	—	—	—	UP	P	P	13.42.250
Multifamily housing, 3 to 5 units	—	—	—	—	P	P	13.42.250
Multifamily housing, 6 to 9 units	—	—	—	—	MUP	P	13.42.250
Multifamily housing, 10 or more units	—	—	—	—	UP	MUP	13.42.250
Organizational house (sorority, monastery, etc.)	UP	—	—	—	UP	UP	
Residential accessory use or structure	P	P	P	P	P	P	13.42.260
Residential care facility, 6 or fewer clients	P	P	P	P	P	P	
Residential care facility, 7 or more clients	—	—	UP	UP	UP	UP	
Residential care facility for the elderly (RCFE)	—	UP	UP	UP	UP	UP	13.42.240

LAND USE ⁽¹⁾	PERMIT REQUIRED BY DISTRICT						Specific Use Regulations
	RA	RE	RR	RS	RM ⁽⁶⁾	RH ^(5,g)	
TABLE 2-2 Allowed Land Uses and Permit Requirements for Residential Zoning Districts							
P Permitted Use, Zoning Clearance required MUP Minor Use Permit required UP Use Permit required S Permit requirement set by Specific Use Regulations — Use not allowed							
RETAIL TRADE							
Residential care facility for the elderly (RCFE), 6 or fewer	P	P	P	P	P	P	
Residential care facility for the elderly (RCFE), 7 or more clients	UP	UP	UP	UP	UP	UP	
Rooming or boarding house	—	—	—	—	UP	UP	
Second unit	P	P	P	P	P	—	13.42.270
Single-family dwelling	P	P	P	P	P	—	
Zero lot line single-family dwelling	—	—	—	P	—	—	13.42.300
SERVICES							
Accessory retail and services	P	P	P	P	—	—	13.42.030
Hay/feed sales	MUP	MUP	MUP	—	—	—	13.42.110
Produce stand	MUP	MUP	MUP	—	—	—	13.42.200
TRANSPORTATION, COMMUNICATIONS AND INFRASTRUCTURE							
Bed and breakfast inn (B&B)	UP	UP	UP	UP	—	—	13.42.070
Adult day care - 6 or fewer clients	P	P	P	P	P	P	
Adult day care - 7 or more clients	MUP	MUP	MUP	MUP	MUP	MUP	
Cemetery	UP	UP	UP	—	—	—	
Child day care - Large family day care home	P	P	P	MUP	MUP	MUP	13.42.080
Child day care - Small family day care home	P	P	P	P	P	P	
Child or adult day care center	UP	UP	UP	UP	UP	UP	13.42.080
Kennel, animal boarding	UP	UP	—	—	—	—	13.42.060
Medical services - Extended care	UP	UP	UP	UP	UP	UP	
Public buildings and uses	UP	UP	UP	UP	UP	UP	
Veterinary clinic, animal hospital	UP	UP	—	—	—	—	
Pipeline, utility transmission or distribution line	UP	UP	UP	UP	UP	UP	
Sound wall	MUP ⁽³⁾	MUP ⁽³⁾	MUP ⁽³⁾	MUP ⁽³⁾	MUP ⁽³⁾	MUP ⁽³⁾	
Telecommunications facility	S	S	S	S	S	S	13.44
Utility facility	UP	UP	UP	UP	UP	UP	
Utility infrastructure	P	P	P	P	P	P	
Windmill for electricity generation	UP	UP	—	—	—	—	13.42.280

Key to Zoning District Symbols

RA	Residential Agricultural	RS	Single-Family Residential
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RE	Residential Estate	RM	Medium Density Residential
RR	Rural Residential	RH	High Density Residential

Notes:

- (1) See Division 8 for land use definitions.
- (2) Zoning clearance not required if the use complies with all other applicable town approval requirements and standards.
- (3) Solid walls in setback areas are discouraged in Loomis. A minor use permit for a maximum six-foot tall wall for a home existing as of May 2008 may be approved by the planning commission if they can find that a sound/solid wall is the only feasible alternative. Noise measurements (to be taken from the interior of the residence with windows closed) will be required with the application and reviewed in accordance with Table 3-3, Noise Standards for Short-Duration Events Near Residential Areas (13.30.070). Design must be compatible with the neighborhood and character of Loomis as determined by the planning commission.
- (4) Supportive and transitional housing shall be subject only to those restrictions that apply to other residential dwellings of the same type (e.g., single-family, multifamily) in the same zone.
- (5) See 13.24.020(G) for RH-20 zone district.
- (6) Property zoned RM or RH may be used to support commercial activity along Sierra College Boulevard between the Town limits and Brace Road if: (a) the RM or RH property is adjacent to the commercially zoned property; (b) the commercially zoned property is immediately adjacent to Sierra College Boulevard; (c) the RM or RH property and the adjacent commercial property are under common ownership; (d) use of the RM or RH property is limited to supporting uses such as commercial parking, commercial or emergency driveways or drive aisles, lighting and landscaping; and (e) no buildings are built on the RM or RH property. In the case of such use, the development standards applicable to the RM or RH property shall be those governing development of the adjacent commercial property.**

13.26.040 - Commercial district general development standards.

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

TABLE 2-6 Allowed Land Uses and Permit Requirements for Commercial Zoning Districts	PERMIT REQUIRED BY DISTRICT				Specific Use Regulations
	CO (6)	CG (6)	CC (6)	CT (7)	
	P	Permitted Use, Zoning Clearance required			
	MUP	Minor Use Permit required			
	UP	Use Permit required			
	S	Permit requirement set by Specific Use Regulations			
	—	Use not allowed			
LAND USE (1)	PERMIT REQUIRED BY DISTRICT				Specific Use Regulations
	CO (6)	CG (6)	CC (6)	CT (7)	
RETAIL TRADE					
Accessory retail uses	P	P	P	P	13.42.030
Alcoholic beverage sales	—	S	S	S	13.42.050
Artisan shop	—	P	P	P	
Assembly of building components	—	MUP	—	—	
Auto and vehicle sales	—	MUP	—	—	
Auto parts sales with no installation services	—	P	—	P	
Auto rental	—	MUP	—	MUP	
Building/landscape materials sales - Indoor	—	P	—	—	
Building/landscape materials sales - Indoor, 50,000 sf max.	—	P	—	P	
Building/landscape materials sales - Outdoor	—	MUP	—	—	13.42.180

TABLE 2-6 Allowed Land Uses and Permit Requirements for Commercial Zoning Districts	P	Permitted Use, Zoning Clearance required			
	MUP	Minor Use Permit required			
	UP	Use Permit required			
	S	Permit requirement set by Specific Use Regulations			
	—	Use not allowed			
LAND USE ⁽¹⁾	PERMIT REQUIRED BY DISTRICT				Specific Use Regulations
	CO ⁽⁶⁾	CG ⁽⁶⁾	CC ⁽⁶⁾	CT ⁽⁷⁾	
Building/landscape materials sales - Outdoor, 15,000 sf max.	—	—	MUP	—	
Construction and heavy equipment sales and rental	—	UP	—	—	
Convenience store	—	P	P	P	
Drive-through retail	—	UP	—	UP	13.42.090
Extended hour retail	—	MUP ⁽⁴⁾	MUP ⁽⁴⁾	MUP ⁽⁴⁾	
Farm supply and feed store	—	P	P	—	
Farmers market	—	—	MUP	MUP	
Fuel dealer (propane for home and farm use, etc.)	—	MUP	—	—	
Furniture, furnishings and appliance store	—	P	P	P	
Gas station	—	UP	—	UP	13.42.100
General retail - 10,000 sf or less	—	P	P	P	
General retail - 10,001 to 19,999 sf	—	p ⁽²⁾	MUP	p ⁽²⁾	
General retail - 20,000 sf or more	—	UP	UP	UP	
Groceries, specialty foods - 10,000 sf or less	—	P	P	P	
Groceries, specialty foods - More than 10,000 sf	—	p ⁽²⁾	MUP	UP	
Mobile home, boat, or RV sales	—	UP	—	—	
Office-supporting retail	P	P	P	P	
Outdoor retail sales and activities	—	P	P	P	13.42.180
Produce stand	—	MUP	MUP	MUP	13.42.200
Restaurant, cafe, coffee shop	P	P	P	p ⁽²⁾	
Second hand store	—	MUP	MUP	—	
Shopping center	—	MUP	MUP	MUP ⁽²⁾	
Warehouse retail	—	<u>UP⁽¹¹⁾</u>	—	—	

Notes:

(11) Warehouse retail is allowed only at locations meeting all of the following criteria: a) within ¼ mile of an I-80 interchange; b) at least ½ mile from land zoned Central Commercial (CC); and c) on sites with an aggregate size of 15 or more acres.

13.30.080 - Outdoor lighting.

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

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

13.36.090 - Parking design and development standards.

Required parking areas shall be designed and constructed as follows.

C. Location. Parking areas shall be located as follows:

1. Residential parking shall be located on the same parcel as the uses served.
2. Nonresidential parking shall be located on the same parcel as the uses served or within three hundred feet of the parcel (within five hundred feet in the downtown) if shared parking or public parking facilities are used to meet parking requirements. **Nonresidential parking may also be located on residentially zoned property in accordance with the terms and conditions set forth in Note 6 of Table 2-2, Section 13.24.040.**
3. Nonresidential parking shall not be located within a required front yard setback area. Parking (not including loading or loading docks) may be located within a required side or rear yard setback area, provided it is separated from the side or rear property line by a minimum of five-foot landscaped area or in the event the adjacent lot is residentially zoned, by a minimum of ten-foot landscaped setback area.
4. Nonresidential parking within the downtown area identified by the general plan shall not be located between a building and the fronting street.

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

13.36.100 - Driveways and site access.

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

D. **Driveway Width and Length.**

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

13.36.110 - Loading space requirements.

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

TABLE 3-11 - REQUIRED LOADING SPACES

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

13.80.020 – Definitions of specialized terms and phrases.

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

F. Definitions, F.

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

W. Definitions, W.

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

Section 3. Severability.

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

Section 4. Effective Date and Publication.

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

The foregoing Ordinance was introduced at a special meeting of the Council of the Town of Loomis duly held on the 26th day of April, 2022 and was approved and enacted at a duly held regular meeting or adjourned meeting of the Council held on the 10th day of May, 2022 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

Jennifer Knisley, Mayor

ATTEST:

APPROVED AS TO FORM:

Carol Parker, Deputy Town Clerk

Jeff Mitchell, Town Attorney

EXHIBIT 3B
ORDINANCE NO. 290
ZONING ORDINANCE AMENDMENT FINDINGS
TOWN OF LOOMIS TOWN COUNCIL MAY 10, 2022

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

13.76.060 - Findings.

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

B. Findings for Zoning Map/Ordinance Amendments.

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

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

A General Plan Consistency evaluation was also conducted to evaluate whether the additional amendment for commercial support uses on RH and RM zoned property (ZTA Amendment) supports the applicable goals and policies of the General Plan. As shown in Table 2, amending the zoning code to allow commercial support uses on RH and RM zoned property would be consistent with the General Plan. In relation to the allowance for commercial support uses on RM 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 also proposed to specifically address commercial support uses at this location.

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

property further limits the location to the area between Brace Road, Sierra College Boulevard, and the Town limits, limiting potential commercial support uses on RM and RH properties to a specific area within the Town.

Allowing warehouse retail as a conditional use would increase convenience as it would locate a popular retail use nearby, for which residents currently must drive to Roseville or farther. For Town residents, the distance traveled to warehouse retail and gas station facilities would decrease, increasing convenience and reducing vehicle travel. Allowing commercial support uses on commonly owned adjacent RM and RH properties would further support convenience.

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

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

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

Rather than rezone the RH and RM zoned properties, the Town is clarifying that commercial support uses may be allowed on RH and RM zoned 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 that do not result in health and safety impacts as disclosed in the Addendum to the Environmental Impact Report.

Spot Zoning Findings

In regard to "Spot Zoning," the following findings outline why the ZTA amendment does not represent impermissible spot zoning:

- The ZTA adds to the uses permitted on RH and RM zoned parcels. The ZTA does not limit uses within the RM and RH zones.
- The ZTA 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 2 (General Plan Consistency Analysis).
- The Town Council finds that the ZTA is in the public interest:
 - The ZTA 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 ZTA 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 ZTA 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 ZTA 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.

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 that were not identified in the 2021 Housing Element vacant land inventory, including:

- 11.3 acres of RM-5 land capable of accommodating 90 units of Moderate Income housing;
- 5.6 acres of CG land capable of accommodating 56 units of Moderate Income housing; and
- 0.4 acres of RH land capable of accommodating 4 units of Moderate Income housing.

The 2021 Housing element identified 117.2 acres of “high density” vacant parcels (RM-5, CG, CO, RH, RH-20, CT, and CC) in the Town that have the capacity to accommodate 545 moderate income units. Since the Town’s moderate-income allocation under the RHNA is 49 units, there is sufficient vacant land zoned for moderate income units to accommodate this allocation with the development of the Costco warehouse. The 2021 Housing Element does not identify any of the Costco parcels in the vacant land inventory or vacant land map, nor are the parcels appropriate for the development of low or very-low income housing as 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. Since the parcels were not listed in the vacant land inventory, and since there is a surplus of land available for moderate income units, GC 65863(b) does not apply. With adequate acreage zoned in the Town to accommodate the RHNA allocation, 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.

Consistency with SB 330 and Government Code section 66300

- The Town finds that the ZTA does not violate SB 330 or Government Code section 66300 B.1.A.
 - Government Code section 66300 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 ZTA does not change the General Plan land use designation or the zoning designation of the RM and RH parcels within the Project area (i.e., Commercial Development on Sierra College between the Town limits and Brace Road). Rather, the ZTA 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 ZTA 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 ZTA 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 ZTA does not reduce the development capacity of RM and RH property meeting the criteria of the ZTA.
 - There is no legal requirement that residentially zoned land must be developed to the maximum development capacity.
 - The ZTA does not restrict future development; the parcels effected by the ZTA 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, such as access limitations, make it unlikely to be developed with residential uses.
 - Even when Starlight Lane was a private easement, it never extended the length of the property to reach all the RM-zoned/RMH designated land on the Costco property. Although the Costco property includes both residential and commercially-zoned parcels, no adequate access was ever established for all the RM property and the only option for access would have to come through the commercially designated portion of the parcels.
 - 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).
- As shown above, because the Town has enough inventory to meets its RHNA numbers, the ZTA does not cumulatively reduce the residential development capacity of the Town.
- As the ZTA 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 .i.1).
- The Town finds that the ZTA, which is consistent with the General Plan Amendment, does not violate Government Code section 65852.
 - State law establishes a hierarchy for local land use planning and decision-making with the General Plan at the top of that hierarchy. State law also requires that all zoning ordinances be consistent with the General Plan (Government Code §65860). The General Plan has been described as the "constitution for all future developments" within the area the plan covers, and the consistency requirement has been called "the linchpin of California's land use and development laws."

- The Land Use Element of the Town’s General Plan includes policies for specific areas of the Town that amplify the broader land use policies included in the General Plan with respect to identified areas of the Town where development raises special concerns. Currently, the General Plan identifies six specific areas and includes polices to address development within those areas. The General Plan Amendment proposed to the Town Council will add a seventh Specific Area (Commercial Development Along Sierra College Boulevard Between the Town limit and Brace Road) and includes policies to address the special concerns raised by development within the area.
- As identified in the table below, the ZTA includes changes to the text of the Zoning Ordinance that are necessary in order to maintain consistency with the policies in the General Plan, including the policies intended to address the Town’s special concerns with development in the identified area. Specifically, the ZTA allows commercial support uses on residential land where certain conditions exist (i.e., residentially designated and zoned land along Sierra College Boulevard between Brace Road and the Town limits that is adjacent to, and under common ownership with, General Commercial property).
- Conditional zoning, or allowing certain uses within zones where specified conditions exist or can be met, has been consistently upheld by the courts as not violating the uniformity requirement of Government Code section 65852. As explained above, the ZTA considered by the Town Council allows commercial support uses on residential land where the conditions identified in the General Plan exist. Although such conditions do not exist on all residential land throughout the Town, the ZTA language is uniform in application wherever the identified conditions exist and does not foreclose the properties within the Specific Area identified in the General Plan from uses identical to those of other properties in the same zoning classification.
- Like Spot Zoning, discussed above, the uniformity requirement in Government Code section 65852 is intended to prevent “irrational discrimination” in land use decision-making. The ZTA does not irrationally discriminate and is therefore a lawful exercise of the Town’s police powers.

General Plan Consistency Evaluation

The following analysis in Table 1 focuses on the consistency of the 2020 Zoning Code amendment regarding the warehouse retail, lighting, driveway and parking stall dimensions, loading spaces, and fueling station with the General Plan.

Table 1	
2020 Zoning Code Amendment General Plan Consistency	
Relevant Goals, Policies, & Programs	Consistency 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 warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 2. To protect groundwater and surface water quality.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use

Table 1

2020 Zoning Code Amendment General Plan Consistency

Relevant Goals, Policies, & Programs	Consistency Analysis
	permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 3. To protect oak woodlands and significant stands of native trees.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. The amendment language limits the use to the area near freeway interchanges. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town’s character	Consistent. Allowing warehouse retail as a conditional use in General Commercial would support this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
Goal 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town’s character	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. The amendment supports this goal by limiting warehouse retail uses to parcels of an acceptable size and location near the freeway. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.
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 warehouse retail as a conditional use in General Commercial would support this goal. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal.

Table 1**2020 Zoning Code Amendment General Plan Consistency**

Relevant Goals, Policies, & Programs	Consistency Analysis
<p>F.1. Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial is consistent with this policy. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.2. Downtown Loomis shall be developed and maintained as a focal point for personal shopping and services within the community, through continued implementation of the policies and regulations originally developed in the <i>Town Center Master Plan</i>, which are now in various portions of this General Plan and the Zoning Ordinance.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial is consistent with this policy. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.4 Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.5. New commercial development shall preserve and integrate existing natural features (e.g. creeks, native trees, rock outcrops) and topography into project landscaping.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.6. Loomis shall require landscaping throughout off-street parking lots to mitigate the adverse visual impact of large paved areas and provide shading to assist in energy conservation within adjacent buildings.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.7. Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>F.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.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this policy. Proposals would require studies before a use permit is issued. The amendment limits warehouse retail to outside the core area. Clarifications for warehouse lighting and loading docks,</p>

Table 1

2020 Zoning Code Amendment General Plan Consistency

Relevant Goals, Policies, & Programs	Consistency Analysis
	compact parking space dimensions, and signalized driveways would not interfere.
<p>The goals of the Town of Loomis for its town center are to:</p> <ol style="list-style-type: none"> 1. Maintain the small town character of Loomis; 2. Promote the economic stability of the Town; 3. Provide goods and services for residents; 4. Revitalize Taylor Road; 5. Protect Loomis’ natural resources; 6. Create a civic center; 7. Provide a range of employment and housing opportunities; 8. Develop and maintain Downtown Loomis as a focal point for shopping and services; and 9. Redevelop the railroad rights-of-way to enhance Loomis’ historic image. 	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not affect implementation on this goal. Proposals would require studies before a use permit is issued. The Zoning Code Amendment limits warehouse retail to the CG zone specifically. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>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 warehouse retail as a conditional use in General Commercial would require studies before a use permit is issued to ensure consistency. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere.</p>
<p>Community Development</p>	
<p>Goal 1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Warehouse retail, while large and corporate in nature, can still offer a sense of community and pride. The facility would serve the local community as well as patrons from outside the community. When designed and located properly, warehouse retail can support this goal as a local commercial use. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not interfere with this goal. Although warehouse lighting would allow for taller light standards, lighting must be lower than the height of the structure and cast downward to avoid offsite disturbance.</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 warehouse retail as a conditional use in General Commercial would not interfere with this goal. Warehouse retail would be limited to areas zoned/designated General Commercial, which are areas</p>

Table 1

2020 Zoning Code Amendment General Plan Consistency

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

Table 1

2020 Zoning Code Amendment General Plan Consistency

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

Table 1

2020 Zoning Code Amendment General Plan Consistency

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

Table 1

2020 Zoning Code Amendment General Plan Consistency

Relevant Goals, Policies, & Programs	Consistency Analysis
	a commercial warehouse and ancillary fueling station on parcels zoned CG would not interfere with this goal, nor would the use of RH and RM-5 lands for parking affect this goal.
Policy A.2: The Town shall maintain an adequate supply of appropriately zoned land with public services to accommodate projected housing needs in accordance with the General Plan	Consistent. The zoning ordinance amendments would not result in an alteration to the zoning map. There is an abundance of adequate sites in the Town to meet the moderate-income housing needs allocation and parcels zoned RH and RM-5 are not suitable for low- or very-low income housing.
Policy A.5: The Town shall encourage "mixed-use" projects where housing is provided in conjunction with compatible non-residential uses.	Consistent. The zoning ordinance amendments would not result in an adverse effect on mixed-use projects. While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town.
<p>Program 9. The Town will partner with the development community to facilitate residential development in the commercial and multi-family zones to diversify the housing stock. Specifically, the Town will:</p> <ul style="list-style-type: none"> • Contact potential affordable housing developers such as the Affordable Housing Development Corporation (AHDC). • Identify specific sites for multi-family development at 20 units per acre (see also Program 10). • Identify funding opportunities and assist in preparing applications for funds (see also Programs 6 and 7). • Work with housing sponsors to help with scores for readiness and neighborhood revitalization. • Provide regulatory concessions and incentives, as necessary, to encourage and facilitate the construction of affordable housing (see also Program 5). 	Consistent. The zoning ordinance amendments would not result in an adverse effect on mixed-use projects. While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town. The project does not propose housing or affect parcels zoned for very high density (20 units/acre) housing. Therefore, this program is not applicable to the proposed zoning code amendment or the conditional use permit.
Program 10: In order to meet State law requirements (Government Code Sections 65583(c)(1) (A) and 65583(c)(1) (B)) to address the RHNA, the Town shall amend the General Plan and the Zoning Ordinance to provide adequate sites for a minimum of 129 very low and low- income units (see Table 21) at a minimum of 20 dwelling units per acre "by right" (without conditional use permit or other discretionary action) at the "Village at Loomis" properties or another suitable site(s). At least half (50%) of these sites shall be zoned for residential uses only. The Town of Loomis recognizes that parcels greater	Consistent. The zoning ordinance amendments would not result in changes related to the provision of housing, zoning of the Villages, or the provision of very low- and low-income housing.

Table 1

2020 Zoning Code Amendment General Plan Consistency

Relevant Goals, Policies, & Programs	Consistency Analysis
<p>than one acre in size are best suited for facilitation the development of affordable housing. The Town will work with the property owner to subdivide property into appropriately sized sites. The Town will evaluate existing development standards and create new standards, as necessary, to help achieve higher densities on these sites.</p>	
<p>Program 14: The Town shall consider an affordable housing linkage fee on nonresidential development to support the development of affordable housing. This ordinance will consider alternatives to paying the fee such as construction of housing on-site, construction of housing off-site, and/or dedication of land for housing</p>	<p>Consistent. The zoning ordinance amendments would not affect fees. All applicable fees would be paid by Costco under the conditional use permit.</p>
<p>Program 17: In order to encourage housing for extremely low, very low, and low income households, the Town shall allow single-room occupancy units (SROs) in the RH (High Density Residential), RM-3.5 (Medium Density Residential), RM-5 (Medium Density Residential), and CG (General Commercial) zoning districts with a conditional use permit. Standards and procedures shall be developed to encourage and facilitate development of SROs. Parking needs will be analyzed during development of the standards and procedures.</p>	<p>Consistent. The zoning ordinance amendments would not result in changes to this program or its implementation. No changes are proposed in relation to SROs, and no SROs are proposed by the Costco project CUP. Therefore, this program is not applicable.</p>
<p>Goal F: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Town residents</p>	<p>Consistent. The zoning ordinance amendments would not result in changes to code provisions regarding energy use or energy efficiency. The Costco Project CUP includes the implementation of energy efficient components of the project.</p>
<p>Policy F.2: New land use patterns should encourage energy efficiency, to the extent feasible.</p>	<p>Consistent. The zoning ordinance amendments would not result in an adverse effect on energy efficiency or meeting energy efficiency goals. The Costco Project CUP includes the implementation of energy efficient components of the project.</p>
<p>Chapter VI – Public Services, Facilities, and Finance</p>	
<p>Goal 1: To achieve and maintain high levels of public services and facilities for Loomis residents, when appropriate through coordination with outside service agencies.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 2. Non-residential and higher density residential development shall not be expanded into areas lacking public services infrastructure until existing vacant land with these services within the Town limits is utilized, or proposed development ensures the extension of necessary infrastructure through actual construction or payment of fees</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

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Relevant Goals, Policies, & Programs	Consistency Analysis
<p>Policy 4: Proposed development shall be connected to public water supply and sewage disposal systems as follows:</p> <p>b. All development proposed in nonresidential land use designations shall be connected to the community water supply and sewage disposal systems prior to occupancy</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 8. New construction and reconstruction/restoration shall consider energy conservation in the selection of building materials, building orientation, and landscaping</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict. Use of taller light standards in large warehouse retail parking lots reduces the number of light fixtures required to provide sufficient safety lighting.</p>
<p>Goal. To maintain a fiscally healthy municipality, with new development contributing adequately to maintain current levels of service</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 1. New development shall be required to contribute toward the maintenance of existing levels of public services and facilities--through fees, dedications, or other appropriate means.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Clarifications for warehouse retail lighting and loading docks, signalized driveways, and compact parking space dimensions would not conflict.</p>
<p>Policy 4. Loomis shall support the development of new commercial and industrial activities to increase the Town’s discretionary revenues (which provides funds for capital projects and improved municipal services), provided that the new land uses are consistent with the Town’s distinct, rural character.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Chapter VII. Conservation of Resources</p>	
<p>Natural Resources and Open Space</p>	
<p>Goal 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

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Relevant Goals, Policies, & Programs	Consistency Analysis
<p>Goal 3. To help protect groundwater and air quality within the Sacramento region</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Goal 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak woodlands and significant specimens of native trees</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 1. Loomis will contribute toward the attainment of State and Federal air quality standards in the Sacramento Valley Air Basin through the following, and other feasible measures.</p> <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. 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. 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. 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. h. If an initial air quality screening indicates that emissions of any pollutant could exceed 10 pounds per 	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

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Relevant Goals, Policies, & Programs	Consistency Analysis
<p>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) and subsequent procedures that may be necessary to complete the evaluation.</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 3. The Town shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian areas.</p> <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 warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 4. 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 warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 5. Individual heritage trees and significant stands of heritage trees shall be preserved. Healthy heritage trees shall be removed or significantly trimmed only when necessary because of safety concerns, conflicts with utility lines and other infrastructure, the need for thinning to maintain a healthy stand of trees, or where there is no feasible alternative to removal. Proposed development shall be designed, constructed, and maintained to preserve individual heritage trees and significant stands of heritage trees, and provide for the protection of root zones and the continuing health of the trees. When trees are removed, they shall be replaced in sufficient numbers to maintain</p>	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

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Relevant Goals, Policies, & Programs	Consistency Analysis
<p>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>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 warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
<p>Policy 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 them when necessary to ensure their continuing effectiveness. c. Proposed development shall be designed, constructed, and maintained to prevent the discharge of untreated effluent into local streams to the maximum extent 	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>

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Relevant Goals, Policies, & Programs	Consistency Analysis
feasible, including the introduction of contaminants such as pesticides, fertilizers, and petroleum products and other contaminants carried by urban runoff.	
<p>Policy 8. The following policies apply to properties with wetland areas:</p> <ul style="list-style-type: none"> 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.... b. The Town shall require new development to mitigate wetland loss...to achieve “no net loss” through any combination of the following, in descending order of desirability: <ul style="list-style-type: none"> 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.... c. The Town will require project-by-project review of sites where vernal pools exist.... d. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible.... 	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
Policy 9. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
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.	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
Policy 5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas	<p>Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.</p>
Chapter VIII. Public Health and Safety	

Table 1**2020 Zoning Code Amendment General Plan Consistency**

Relevant Goals, Policies, & Programs	Consistency Analysis
Safety	
Goal 1. To reduce risks associated with natural and man-made hazards through compliance with State and Federal safety programs	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 2. To reduce the risks associated with wildland and urban edge fires in the Town’s rural areas	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 3. To reduce the potential for and damage resulting from storm flooding hazards within the community	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 4. To reduce the risks associated with potential seismic activity, including ground-shaking, liquefaction, and landslides	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 1. Loomis shall enforce building codes and other Town ordinances having an effect upon fire hazards and fire protection. The Town shall maintain adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for fire-fighting.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 2. Engineering analysis of new development proposals shall be required in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to inundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 5. New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting

Table 1**2020 Zoning Code Amendment General Plan Consistency**

Relevant Goals, Policies, & Programs	Consistency Analysis
	and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 8. Loomis shall cooperate with Federal, State, and local authorities to ensure that loss due to seismic activity and other natural and man-made disasters is minimized.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the applicant as part of the project description to determine consistency with the State Health and Safety Code. A site visit may be necessary to determine compatibility to surrounding areas. .	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Ancillary fuel stations would need to obtain operational permits related to the storage and distribution of fuel. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 15. The storage, handling and disposal of potentially hazardous waste must be in conformance with the requirements set forth in California Administrative Code, Title 22, Division 4, Ch. 30, and California Health and Safety Code, Division 20, Chapter 6.5.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Ancillary fuel stations would need to obtain operational permits related to the storage and distribution of fuel. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Noise	
Goal 1. To protect Town residents and workers from the harmful and annoying effects of noise	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 2. To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use permit is issued. Although soundwalls are discouraged, they are not prohibited. Proposed loading dock requirements for warehouse retail prevents the development of an excessive number of warehouse loading bays that may cause increased noise for existing uses. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Goal 3. To maintain and where possible enhance the quiet, rural ambiance of the Town.	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this goal. Proposals would require studies before a use

Table 1

2020 Zoning Code Amendment General Plan Consistency

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

Table 1**2020 Zoning Code Amendment General Plan Consistency**

Relevant Goals, Policies, & Programs	Consistency Analysis
landscaped berms; landscaped berms in combination with walls.	and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
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 warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 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	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 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	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.
Policy 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	Consistent. Allowing warehouse retail as a conditional use in General Commercial would not interfere with this policy. Proposals would require studies before a use permit is issued. Clarifications for warehouse lighting and loading docks, compact parking space dimensions, and signalized driveways would not conflict.

Since the 2020 amendments regarding the warehouse retail, lighting, driveway and parking stall dimensions, loading spaces, and fueling station were analyzed above, the following analysis in Table 2 focuses on the additional changes related to the limited allowance of commercial support uses on RM and RH zoned property adjacent to and commonly owned with commercially zoned property (ZTA Amendment).

Table 2	
ZTA Amendment General Plan Consistency	
Relevant Goals, Policies, & Programs	ZTA Amendment Consistency 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

Table 2

ZTA Amendment General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Consistency Analysis
	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.
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</i>	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

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Relevant Goals, Policies, & Programs	ZTA Amendment Consistency Analysis
<i>Center Master Plan</i> , which are now in various portions of this General Plan and the Zoning Ordinance.	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 integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	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 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:	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

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Relevant Goals, Policies, & Programs	ZTA Amendment Consistency Analysis
<p>10. Maintain the small town character of Loomis;</p> <p>11. Promote the economic stability of the Town;</p> <p>12. Provide goods and services for residents;</p> <p>13. Revitalize Taylor Road;</p> <p>14. Protect Loomis’ natural resources;</p> <p>15. Create a civic center;</p> <p>16. Provide a range of employment and housing opportunities;</p> <p>17. Develop and maintain Downtown Loomis as a focal point for shopping and services; and</p> <p>18. Redevelop the railroad rights-of-way to enhance Loomis’ historic image.</p>	<p>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.</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>
<p>Community Design and Character</p>	
<p>Goal 1. To ensure new development is designed to encourage neighborliness, a sense of belonging to the community, and community pride.</p>	<p>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</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</p>

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Relevant Goals, Policies, & Programs	ZTA Amendment Consistency Analysis
the preservation of open space and natural resources.	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.
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.	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.
Policy 3. Each development project should be designed to be consistent with the unique local context of Loomis. c. Design projects to fit their context in terms of building form, siting and massing. d. Design projects to be consistent with a site's natural features and surroundings.	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.
Policy 4. Design each project at a human scale consistent with surrounding natural and built features. c. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing. d. 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.	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.
Policy 5. Design projects to minimize the need to use automobiles for transportation. d. Emphasize pedestrian and bicycle circulation in all projects. e. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile. f. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources.	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.
Policy 6. Encourage an active, varied, and concentrated urban life within commercial areas. c. Create and maintain pedestrian oriented centers of development within commercial	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

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Relevant Goals, Policies, & Programs	ZTA Amendment Consistency Analysis
<p>areas that contain mixtures of retail, other employment, and other uses.</p> <p>d. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses.</p>	<p>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>c. Design buildings to blend into the landscape.</p> <p>d. 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>
<p>Economic Development</p>	
<p>Goal 1. To encourage and assist existing industries and businesses to remain and expand in Loomis, helping them to be economically viable contributors to the community.</p>	<p>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>
<p>Chapter IV. Circulation</p>	
<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</p>

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Relevant Goals, Policies, & Programs	ZTA Amendment Consistency Analysis
	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.
<p>LOS Policy: In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when: 1) The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or 2) The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.</p>	<p>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.</p>
<p>Neighborhood Environment Goal: To take actions to minimize cut-thru traffic and manage speeds on residential streets.</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 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.</p>
<p>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.</p>	<p>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.</p>
<p>Roadway Funding Goal: To leverage the Town’s resources with outside funding sources (developer fees, state funds, federal funds, etc.).</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</p>

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Relevant Goals, Policies, & Programs	ZTA Amendment Consistency 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	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

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<p>distance shall 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>landscape water would be obtained through the primary commercial use.</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>

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Chapter VII. Conservation of Resources	
Natural Resources and Open Space	
<p>Goal 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts</p>	<p>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.</p>
<p>Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values.</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. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.</p>
<p>Goal 3. To help protect groundwater and air quality within the Sacramento region.</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. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.</p>
<p>Goal 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak woodlands and significant specimens of native trees</p>	<p>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>
<p>Policy 1. Loomis will contribute toward the attainment of State and Federal air quality standards in the Sacramento Valley Air Basin through the following, and other feasible measures.</p> <p>g. Site preparation and development activities shall incorporate effective measures to minimize dust emissions and the emissions of pollutants by motorized construction equipment and vehicles.</p> <p>h. 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.</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 applies equally to residential and commercial uses. Proposals would require studies before a use permit is issued.</p>

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<ul style="list-style-type: none"> i. Local employers should be encouraged to consider flextime as a means of reducing peak morning and afternoon trips. j. 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. k. 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. l. 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. 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. 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>Policy 2. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, the Town shall require, as part of the environmental review process, a biotic resources evaluation by a qualified biologist. The biologist shall follow accepted protocols for surveys (if needed) and subsequent procedures that may be necessary to complete the evaluation.</p>	<p>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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<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>c. 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>d. 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>
<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</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>

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<p>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>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> <p>d. Proposed development shall incorporate measures to minimize soil erosion, and stream and drainage way sedimentation during construction, and over the life of each project.</p> <p>e. The Town will periodically review its ordinances requiring erosion and sediment control, and will update them when necessary to ensure their continuing effectiveness.</p> <p>f. 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>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>Policy 8. The following policies apply to properties with wetland areas:</p> <ul style="list-style-type: none"> e. 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.... f. The Town shall require new development to mitigate wetland loss...to achieve “no net loss” through any combination of the following, in descending order of desirability: <ul style="list-style-type: none"> 5. Avoidance of riparian habitat; 6. Where avoidance is not feasible, minimization of impacts; 7. Compensation, including use of a mitigation banking program...that are encouraged to be located within the Town; or 8. Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1.... g. The Town will require project-by-project review of sites where vernal pools exist.... h. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible.... 	<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>
<p>Cultural Resources</p>	
<p>Goal 1. To preserve and where appropriate replicate historic areas, such as the Downtown district and fruit sheds, that contribute to Loomis’ distinct character.</p>	<p>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.</p>
<p>Policy 5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the</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 development type or</p>

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operation, enjoyment, and maintenance of these areas.	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 adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for firefighting.	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. 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

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	differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
<p>Policy 4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to inundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities.</p>	<p>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.</p>
<p>Policy 5. New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.</p>	<p>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.</p>
<p>Policy 7. Site-specific recommendations of the Town’s Drainage Master Plan, upon completion, shall be applied to individual development projects as appropriate.</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 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.</p>
<p>Policy 14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the applicant as part of the project description to determine consistency with the State Health and Safety Code. A site visit may be necessary to determine compatibility to surrounding areas.</p>	<p>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.</p>
<p>Policy 15. The storage, handling and disposal of potentially hazardous waste must be in conformance with the requirements set forth in California Administrative Code, Title 22, Division 4, Ch. 30, and California Health and Safety Code, Division 20, Chapter 6.5.</p>	<p>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.</p>
Noise	
<p>Goal 1. To protect Town residents and workers from the harmful and annoying effects of noise.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property</p>

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	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 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.

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<p>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.</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. The amendments do not prohibit future residential development which would be required to conduct an acoustical analysis.</p>
<p>Policy 4. Individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are met. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels.</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 5. Loomis shall discourage the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. New sensitive noise receptors shall not be permitted if the only feasible mitigation for noise impacts is a sound wall.</p>	<p>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.</p>
<p>Policy 6. Where noise mitigation is necessary, the following order of preference among options shall be considered: distance from the noise source; muffling of the noise source; design and orientation of the receptor; landscaped berms; landscaped berms in combination with walls.</p>	<p>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.</p>
<p>Policy 15. Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.</p>	<p>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 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</p>

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	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.
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.	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.
Policy 19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise 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 policy. Proposals would require studies before a use permit is issued.
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.	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.
2021 Housing Element	
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.	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 s 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.
Policy A.2: The Town shall maintain an adequate supply of appropriately zoned land with public services to accommodate projected housing needs in accordance with the General Plan.	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

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	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.