

Staff Report

TO: Town of Loomis Mayor and Town Council Members
FROM: Anders Hauge, Town of Loomis Costco Project Manager
DATE: **May 10, 2022**
RE: GENERAL PLAN AND ZONING CODE TEXT AMENDMENT FOR ACCESSORY USES – ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT CERTIFICATION, GENERAL PLAN AND ZONING CODE AMENDMENTS, AND CONDITIONAL USE PERMIT

REQUEST

Approve the Loomis Costco Project through the following actions.

1. Certify the Addendum to the Loomis Costco Environmental Impact Report (EIR), and adopt the CEQA Findings as per the California Environmental Quality Act (CEQA);
2. Amend the Town of Loomis General Plan;
3. Repeal Ordinance 285 and Resolution 20-31
4. Amend the Town of Loomis Zoning Code; and
5. Approve a Conditional Use Permit and design review for a warehouse retail use with an accessory fueling station, subject to the conditions of approval.

RECOMMENDATION

Staff recommends that the Town Council:

1. Certify the Addendum to the Loomis Costco Environmental Impact Report;
2. Adopt the General Plan Amendment;
3. Conduct the second reading of and adopt Ordinance 290 repealing Ordinance 285 and adopting the Zoning Code Amendment;
4. Adopt Resolution 22-11 repealing Resolution 20-31 and approving the Conditional Use Permit, subject to the findings and conditions of approval.

BACKGROUND

Costco Wholesale submitted an application to the Town to build a membership-only warehouse retail use with an ancillary fueling station at a site along Sierra College Boulevard north of the Town limits (i.e., the Costco project). The environmental impacts of the Costco project were evaluated in a Draft Environmental Impact Report

circulated for review and comment in April 2018 (Costco 2018 DEIR), a recirculated DEIR for review and comment in December 2019 (Costco 2019 RDEIR), and a Final Environmental Impact Report (Costco FEIR) certified in August 2020. Together, these documents are collectively referred to as “the Costco EIR”. After the EIR was certified and the Costco project was adopted, three lawsuits were filed.

One lawsuit was dismissed and the other two went to hearing. The court subsequently determined that the Town committed a land use analysis error, as it did not analyze the Project’s inconsistency with the Town’s Zoning Code and General Plan due to the proposal to construct commercial parking, driveways, and landscaping on residential land. Specifically, the court disagreed with the Town’s interpretation of its Zoning Code and General Plan to allow support uses such as parking, driveways, lighting, and landscaping on properties owned by Costco and included as a relatively small portion of the project site that has residential zoning.

To address the inconsistencies found by the court, the Town proposes to amend the General Plan and Zoning Code text to codify the Town’s interpretation that commercial support uses, such as parking, driveways, lighting, and landscaping on residential property where the residential property is adjacent to and under common ownership with the commercial property and use (the Project). For clarity, the proposed actions also include repealing Ordinance 285 (which was approved by the Town Council as part of the original Costco project approvals) and re-adopting the exact same zone text changes contained in Ordinance 285 in the new ordinance along with the new zone text changes. Consistent with the General Plan and Zoning Code amendments, the Town also proposes to rescind Resolution 20-31 and adopt a CUP for the Costco project.

On March 8, 2022, the Loomis Town Council authorized processing of a General Plan amendment pursuant to Loomis Municipal Code Section 13.76.020 (Resolution 22-07).

On March 22, 2022, the Loomis Planning Commission recommended that the Town Council adopt the CEQA findings and certify the Addendum to the EIR; approve the General Plan Amendment; repeal Ordinance 285 and adopt the Zoning Code Amendment by Ordinance; and approve the Conditional Use Permit, subject to the findings and conditions of approval (Resolution 22-03).

The Town Council was scheduled to conduct the first reading on April 12, 2022; however, the newspaper notice failed to print, resulting in a delay of the first reading until April 26th. Since the Town had properly mailed notices for an April 12th Town Council meeting, the April 12, 2022 Town Council meeting proceeded as scheduled with public input received; however, this meeting did not serve as the first reading.

The Town Council’s first reading was conducted on April 26, 2022. During this meeting Mayor Knisely recused herself as she lives within 500 feet of the area affected by the amendments. Councilmember Duncan requested clarification that the amendment affects only the properties currently owned by Costco. Two members of the public also commented, and their comments were addressed during the meeting. The Councilmembers then voted 4:0 to proceed with the second reading on May 10, 2022.

PROJECT DESCRIPTION

In response to the court’s decision, the following underlined new text amendments to the General Plan and Zoning Ordinance are proposed:

General Plan Changes

Page 42 (III-19), new 7:

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

Zoning Code Changes

LMC 13.24.040, Table 2-2, add note (6) to the RM and RH columns:

(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.

LMC 13.36.090, revise Section 13.36.090.C 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.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Discretionary projects in California are required to undergo environmental review under the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Title 14, Section 15000 et seq. [14 CCR Section 15000 et seq.]). The Environmental Impact Report and Addendum to the Environmental Impact Report serve as the environmental review documents for this project, and their purpose is to provide information regarding the project and its impacts. CEQA does not approve or disapprove projects but provides a framework for sharing environmental information and evaluation of a project and receiving public input to disclose what, if any, impacts may occur with project implementation. Using this information, the Town then makes a decision on whether or not to approve a project. The CEQA document does not make decisions but informs the ultimate decision, which may also take into account other factors, such as need or community benefit. Decision makers are free to also weigh the data provided by the experts analyzing the project, as well as public opinion. This Addendum to the EIR and the CEQA process are meant to educate and inform decision makers as they evaluate the project and reach conclusions.

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

As described above, the Town's certification of the Costco EIR was challenged and the court determined the Town committed a land use analysis error, as it did not analyze the Project's inconsistency with the Town's Zoning Code and General Plan due to the proposal to construct commercial parking, driveways, and landscaping on residential land. The proposed General Plan and Zoning Code text changes are recommended to address the issues identified by the Court.

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

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

GENERAL PLAN AMENDMENT

The Project proposes changes to the Land Use Element which are provided in the attached General Plan Amendment Resolution (Attachment 2). The amendment would add a new Item 7 in the Land Use Element to allow commercial support uses such as parking area, driveways, landscaping, and associated lighting in the RH and RMH designated areas of properties adjacent to and under common ownership with commercial properties with primary commercial uses along Sierra College Boulevard between the Town limits and Brace Road. The amendment to the General Plan is consistent with and in compliance with the General Plan. The amended text to the General Plan is not detrimental to the public interest, health, safety, convenience, or welfare of the Town, as the changes allow for commercial support uses on residentially designated land, but in a limited manner with respect to location, ownership, and primary use of the property. The area affected by the amendment is physically suitable for the use as disclosed in the Addendum to the Costco EIR. The fiscal analysis prepared for the amendment indicates little to no fiscal change would result.

ZONING ORDINANCE AMENDMENT

The Project proposes changes/amendments to Sections 13.24.040 (new amendment to Table 2-2), 13.26.040, 13.30.080, 13.36.090 (new amendment to allow parking within residentially zoned properties under limited conditions), 13.36.100, 13.36.110, and 13.80.020, which are provided in the attached Zoning Ordinance (Attachment 3). Amendments to Sections 13.26.040, 13.30.080, 13.36.090.D, 13.36.100, 13.36.110, and 13.80.020 (which were previously approved by the Town Council in 2020 through Ordinance 285) are proposed for re-adoption, along with the new amendments to 13.24.040 and 13.36.090.C in a new ordinance. Amendments to the Zoning Ordinance are consistent with and in compliance with the General Plan. The changes to the Zoning

Ordinance are not detrimental to the public interest, health, safety, convenience, or welfare of the Town, as the changes expand the potential range of uses or location of uses, but in a limited manner with respect to location, and as a conditional use to require further evaluation and consideration by the Town on a case-by-case basis with separate environmental review. No zoning change is proposed for the parcels or portions of parcels zoned RH or RM-5 as these parcels would be used for parking. Although parking is permitted in those zones, the amendments to Sections 13.24.040 (new amendment to Table 2-2) and 13.36.090 (new amendment to allow parking within residentially zoned properties under limited conditions) clarify that commercial parking and associated support features such as landscaping or lighting would be allowed in these residential zones when adjacent to and under common ownership with an associated primary commercial use within a limited area of the Town. There is sufficient vacant residential land to meet Regional Housing Needs Assessment (RHNA) numbers as discussed in the Findings (Exhibit 3B). Although the new amendments apply to a specific area of Town and under limited conditions, this change is not associated with impermissible spot zoning as discussed in the Findings, as it does not limit the uses in the zones, applies to multiple properties, is consistent with the General Plan, and is in the interest of the public.

CONDITIONAL USE PERMIT

The conditional use permit including the Town's design review are addressed in Attachment 4. Design Review was conducted to evaluate Project consistency with the Town's Design Guidelines and to identify conditions of approval needed to ensure compliance. This evaluation identified issues to be addressed through general plan and zoning amendments as additional clarification is required to address commercial support uses on residentially zoned and designated properties (See Attachments 2 and 3). Since the warehouse retail conditional use permit was previously approved (Resolution 20-31), the attached resolution and consistency analysis focus on the additional modifications addressing the allowance for commercial support uses on commonly owned RH and RM zoned parcels along Sierra College Boulevard between the Town limits and Brace Road (the new amendments); however the entire previously approved resolution and conditions of approval are recommended to be repealed and reapproved with the addition of the new amendments. Please refer to Attachment 4 for the complete consistency analysis with the general plan and zoning ordinance and conditions of approval for the Loomis Costco Project, including the new amendments. Design Review associated with the Conditional Use Permit was originally conducted in 2018, by former Planning Director Bob King, and with comments from the Planning Commission provided to the applicant on May 1, 2018 and May 31, 2018.

COMMENTS RECEIVED FOR THE MARCH 22 PLANNING COMMISSION MEETING

The following written comments were received prior to the March 22 Planning Commission meeting. The letters are summarized below with responses provided after the summary.

Gary Jarvis March 15, 2022

Letter Summary: Supports a Costco in Loomis.

Response: Comment noted.

Kim Fettke March 19, 2022

Letter Summary: Why is the Town amending the General Plan and Zoning text rather than rezoning the portion of the properties that are not commercial? Explain why the amendment approach is being taken. This will set a precedent for future projects to ignore the land use designation and zoning in favor of text amendments. Commercial parking, driveways, and lighting are not residential uses.

Response: The proposal codifies and clarifies the Town’s interpretation of its general plan and zoning code, and it does so in a geographically limited area to avoid potential conflicts between uses that could arise in other parts of Loomis. This approach addresses the Court’s ruling adequately and appropriately without having to deal with additional ramifications of rezoning residentially-designated land. There are other examples of non-residential parking and driveways on residential properties, including uses approved by the Town after incorporation, such as church uses, private recreational uses, public uses, and utility uses; therefore, the amendment clarifies the Town’s long-standing interpretation of the general plan and zoning code in response to the Court’s ruling. The residential properties affected by these changes are not identified in the vacant land survey included in the Town’s Housing Element, and residential development of the properties is unlikely. Nevertheless, that option to development these residential properties is preserved by this approach.

Tim Onderko March 22, 2022

Letter Summary: Supports approval of the addendum, General Plan and Zoning amendments, and CUP.

Response: Comment noted.

Sonja Cupler March 22, 2022

Letter Summary: Opposes the recommendations to certify the Addendum, General Plan and Zoning amendments, and conditional use permit.

Response: Comment noted.

Cheryl Benson March 22, 2022

Letter Summary: The Town plan to rezone residential property to commercial property is not right and affects existing residential neighborhoods. This places commercial parcels closer to residential parcels. The General Plan amendment will create a “free for all”. The Town says it only applies to the Costco site, but that isn’t true.

Response: The Town’s proposal does not rezone the residential property, but amends the zoning text to allow for commercial parking, access, lighting, and landscaping under limited circumstances and within a limited area of the Town. Because the zoning map is not being amended the distance between commercial and residential parcels does not change. The amendment allows for the commercial support uses on existing residentially zoned portions of a larger site under common ownership that includes both residential and commercially-zoned parcels, and does not place commercially zoned property any closer to residentially zoned property than what was existing. The amendment language is written to apply to a limited area, specifically: 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. The new amendment language has limited application and would only affect those properties on Sierra College Blvd between the Town Limits and Brace Road that meet the ZTA criteria which includes a portion of the Costco site. The only zoning text changes that apply beyond the parcels included in the ZTA are changes that were previously approved by the Town Council as part of the original Costco project approvals in 2020.

Robert Auguscik March 22, 2022

Letter Summary: SB 330 prohibits local jurisdictions from reducing the legal limit on housing. The General Plan and Zoning amendments attempt to circumvent SB 330 and disregard the adjacent residential property thereby violating State Planning and Zoning laws. Imposing commercial parking and truck access driveways detrimentally affects the Sierra Meadows apartment residents and places the apartments in a residential island. SB 330 prevents rezoning and this is an attempt to circumvent SB 330 and inhibit housing development.

Response: The amendments are not circumventing SB 330. There is no change to the zoning or land use designation on those residential properties, and they may be used for housing in the future at the same density that is currently allowed should Costco choose to forego parking and access in those areas or should Costco sell the parcels. The adjacent parcels are not disregarded and the commercial support uses proposed on the contiguous and commonly owned are the same uses that were evaluated in the 2020 Costco EIR. Please refer to the text in Exhibit 3B starting on page 4 in regard to SB 330 compliance (page 3B-4).

Don Mooney (Citizens for Responsible Growth) March 22, 2022

Letter Summary: The Town's proposed actions are significantly flawed because they are: 1) inconsistent with the Court's Judgment and Peremptory Writ of Mandate; 2) violate SB 330; and 3) violate Government Code section 65852. The amendment approach fails to comply with CEQA and the Town's Zoning Ordinance. The court directed Loomis to vacate and rescind the Project approvals, including certification of the FEIR. The Town cannot approve an addendum without first vacating and rescinding the FEIR. The Town cannot refuse to vacate and set aside Resolutions 20-29, 20-30, and 20-31, along with Ordinance 285, and the Court previously rejected this approach. The amendments violate SB 330 and the Staff Report does not discuss compliance with SB 330. Although the properties are not rezoned, the content of the amendments effectively change the land use from residential to commercial. The text lessens the intensity of housing on those parcels. The Zoning text amendment violates the requirement for uniformity of regulations per Government Code section 65852, which indicates all regulations shall be uniform for each class or kind of building or use of land throughout each zone. The amendment violates that uniformity by providing allowances within the RH and RM zones on only those parcels owned by Costco.

Response: The Town's compliance with the Judgment and Writ will be determined at the return to writ proceeding. That said, the Town's actions are consistent with the Judgment and Writ; an addendum is sufficient to address the amendments. Please refer Exhibit 3B in the Staff Report which addresses SB 330 (page 3B-4). The proposed amendments would not violate SB 330 as no change to the density or intensity of use would occur and the density and intensity of use would persist for future residential use. The amendments establish that commercial support uses, such as parking lots, driveways, lighting, and landscaping may be allowed on contiguous and commonly owned RH and RM properties, but do not restrict residential use or prevent residential use on such properties. It should be noted that other non-residential uses are currently allowed on residentially zoned properties within the Town, such as churches, private recreation facilities and their associated parking areas, driveways, and support uses. Therefore, the amendments further this practice on commonly owned properties associated with a commercial use. Exhibit 3B Page 3B-5 addresses Government Code section 65852. The Town's General Plan and, in consistency with the General Plan, the Town's Zoning Ordinance include policies for specific locations within the Town. The Zoning Ordinance must be consistent with the General Plan and its practice of area-specific policies; therefore, the zoning amendment is complying with Government Code section 65860. With the intent of Government Code section 65852 being the prevention of irrational discrimination, the amendments are lawful as they would not result in irrational discrimination in land use decision making.

The following oral comments were received during the March 22 Planning Commission meeting. The public comments are summarized below with responses provided.

NAME	STREET NAME	COMMENT SUMMARY	RESPONSE
Cheryl Benson	Brace	Potential zone changing loophole issues	The new amendment language has limited application and would only affect those properties on Sierra College Blvd between the Town Limits and Brace Road that meet the ZTA criteria which includes the Costco site, not the entire Town.
Dan Cucchi City of Rocklin Representative		Addendum not consistent to court's direction, Housing Crisis Act in relation to down-zoning housing property,	The Town's compliance with the Judgment and Writ will be determined at the return to writ proceeding. That said, the Town's actions are consistent with the Judgment and Writ; an addendum is sufficient to address the amendments. The amendment does not change the zoning density allowance or development capacity and therefore no down-zoning or other action inconsistent with the Housing Crisis Act would result. Please see the text in Exhibit 3B starting on page 4 in regard to SB 330 compliance.
Sonia Cupler		Aspects of amendment not Costco specific, outdated EIR.	The zoning amendment changes (other than the changes previously approved by the Town Council in 2020) have limited application and would only affect those properties on Sierra College Blvd between the Town Limits and Brace Road that meet the ZTA criteria which includes the Costco site. The EIR was certified in 2020 and is not outdated and considered

NAME	STREET NAME	COMMENT SUMMARY	RESPONSE
			accessory commercial uses on RH ad RM zoned land.
David Ring		Potential issue of apartments being purchased by Costco and becoming part of parking.	The amendment language does not exclude the apartments; however, Costco has sufficient parking and has not indicated any interest in purchasing the apartments or need to expand the parking area by removing the apartments. There would be no cost benefit to Costco to provide more parking than needed while purchasing and demolishing an apartment complex.
Scott Touissant	Delmar	Mentioned property rights of owner at time of purchase and feelings of residents to be considered, opposes Costco due to traffic issues, town growth	Town decision makers consider all input and opinions from the public as well as the land use regulations the Town has adopted and applies to various projects. Traffic and growth were addressed through the 2020 Costco EIR. The approval of the Costco Project is not at issue. Rather the Town is considering adopting the proposed amendments to its General Plan and zoning code to address accessory commercial uses on residentially zoned property under very specific circumstances to support adjacent commercial uses.
Bob Augusick	Brace Rd Apt owner	Truck entrance concerns, amendments effect on residential zone, potential future legal issues from amendment	Commercial driveways include truck access as addressed in Town standards. The impact of the amendments is addressed in the addendum. The addendum and project do not propose a new driveway location not addressed in the

NAME	STREET NAME	COMMENT SUMMARY	RESPONSE
			2020 Costco EIR. The new amendment language has limited application and would only affect those properties on Sierra College Blvd between the Town Limits and Brace Road that meet the ZTA criteria which includes the Costco site. The commenter's implication that this will cause future legal issues is noted. Please see the text in Exhibit 3B starting on page 4 in regard to SB 330 compliance.
Richard Fenbert	Barton	Zone as commercial vs. amendment	The preference for rezoning over an amendment is noted and will be considered by the Town's decision-makers.
John C. Bailey		Possibility for Town growth, tax relief possibility for residents	Comment in favor of Costco operations in Loomis is noted.
Mike Boberg	Hunter Oaks	Revenue generation from Costco, traffic already existing	Comment in favor of Costco operations in Loomis is noted.
Beth Williams Ruskauff	Dias Ln	Traffic issues, truck receiving challenges, noise issues,	Traffic, noise and onsite circulation are addressed in the Costco EIR. The amendment language does not change the location of deliveries proposed and considered in the 2020 Costco EIR. The nighttime truck deliveries would occur at the main driveway on Sierra College Boulevard and not at the Brace Road driveway, which would only receive daytime truck delivery traffic. The approval of the Costco Project is not at issue. Rather the Town is considering adopted the proposed amendments to its General Plan and zoning code to

NAME	STREET NAME	COMMENT SUMMARY	RESPONSE
			address accessory commercial uses on residentially zoned property under very specific circumstances to support adjacent commercial uses.
Michelle Frye	Brace Rd	Traffic issues, noise issues	Traffic, noise and onsite circulation are addressed in the 2020 Costco EIR. The approval of the Costco Project is not at issue. Rather the Town is considering adopted the proposed amendments to its General Plan and zoning code to address accessory commercial uses on residentially zoned property under very specific circumstances to support adjacent commercial uses.
Dottie Robinson	Mallard Ct	Opposed to zoning change not Costco, noise issues	The amendment language has limited application and would only affect those properties on Sierra College Blvd between the Town Limits and Brace Road that meet the ZTA criteria which includes the Costco site. Noise impacts were addressed with mitigation measures in the 2020 Costco EIR. The approval of the Costco Project is not at issue. Rather the Town is considering adopted the proposed amendments to its General Plan and zoning code to address accessory commercial uses on residentially zoned property under very specific circumstances to support adjacent commercial uses.

COMMENTS RECEIVED FOR THE APRIL 12 TOWN COUNCIL MEETING

The following written comments were received prior to the April 12 Town Council meeting. The letters are summarized below with responses provided after the summary.

Don Mooney (Citizens for Responsible Growth) April 12, 2022

Letter Summary: The Town's proposed actions are significantly flawed because they are: 1) inconsistent with the Court's Judgment and Peremptory Writ of Mandate; 2) violate SB 330; and 3) violate Government Code section 65852. The amendment approach fails to comply with CEQA and the Town's Zoning Ordinance. The court directed Loomis to vacate and rescind the Project approvals, including certification of the FEIR. The Town cannot approve an addendum without first vacating and rescinding the FEIR. The Town cannot refuse to vacate and set aside Resolutions 20-29, 20-30, and 20-31, along with Ordinance 285, and the Court previously rejected this approach. The amendments violate SB 330 and the Staff Report does not discuss compliance with SB 330. Although the properties are not rezoned, the content of the amendments effectively change the land use from residential to commercial. The text lessens the intensity of housing on those parcels. The Zoning text amendment violates the requirement for uniformity of regulations per Government Code section 65852, which indicates all regulations shall be uniform for each class or kind of building or use of land throughout each zone. The amendment violates that uniformity by providing allowances within the RH and RM zones on only those parcels owned by Costco, and not uniformly throughout the Town on all residentially zoned properties. Since the Town provides no explanation why this approach is taken rather than rezone the residential property to commercial, the only explanation is that the Town is trying to maintain the argument that SB 330 does not apply if the allowed uses are expanded to include commercial uses on residential property.

Response: The Town's compliance with the Judgment and Writ will be determined at the return to writ proceeding. That said, the Town's actions are consistent with the Judgment and Writ; an addendum is sufficient to address the amendments. Please refer Exhibit 3B in the Staff Report which addresses SB 330 (page 3B-4). The proposed amendments would not violate SB 330 as no change to the density or intensity of use would occur and the density and intensity of use would persist for future residential use. The amendments establish that commercial support uses, such as parking lots, driveways, lighting, and landscaping may be allowed on contiguous and commonly owned RH and RM properties, but do not restrict residential use or prevent residential use on such properties. It should be noted that other non-residential uses are currently allowed on residentially zoned properties within the Town, such as churches, private recreation facilities (including golf courses and wineries) and their associated parking areas, driveways, and support uses. Therefore, the amendments further this existing practice on commonly owned properties associated with a commercial use. Since it is already uniformly applied where the necessary conditions exist, there is no need to expand the amendment language into areas where all the conditions do not exist. Exhibit 3B Page 3B-5 addresses Government Code section 65852. The Town's General Plan and, in consistency with the General Plan, the Town's Zoning Ordinance include policies for specific locations within the Town. The Zoning Ordinance must be consistent with the General Plan and its practice of area-specific policies; therefore, the zoning amendment is complying with Government Code section 65860. As noted on page 3B-6, 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. With the intent of Government Code section 65852 being the prevention of irrational discrimination, the amendments are lawful as they would not result in irrational discrimination in land use decision making.

Daniel Cucchi (Abbott & Kindermann representing the City of Rocklin) April 12, 2022

Letter Summary: The General Plan and zoning text amendments proposed to address the court's judgement and writ finding violate the Housing Crisis Act (SB 330) and the uniformity requirement of Government Code section 65852. The Town fundamentally misunderstands the nature of a change to a General Plan policy or Zoning Code that reduce residential development capacity in that the Town interprets SB 330 as only a no-net-loss requirement when there is a change in the zoning or General Plan designation. The Town does not address other means by which development capacity is reduced. There are other means by which development capacity can be reduced that are not addressed. The amendment effectively reduces the number of housing units that can be built. Density reduction is determined at the time the ordinance or resolution is adopted; however, the Town bases its findings on a speculative future scenario irrelevant to the determination. Costco cannot choose to forego parking and access in those areas because they are required for operation. The Town has not demonstrated why it is rational to preclude other General Commercial property owners from also placing "supporting uses" on adjacent residential property they own, or why the property (and owner) addressed by the amendment is uniquely in need of this provision other than the fact that affected properties are not already zoned General Commercial. The Judgement and Writ require the EIR to be decertified. The Town Council must recertify the EIR and address Planning and Zoning Law violations in a manner that complies with GC 65852 and the Housing Crisis Act. Furthermore, the Project's significant impacts on Sierra College Boulevard have not been fully addressed.

Response: Please refer to the Town's responses to the City of Rocklin's comments regarding traffic impacts in the August 4, 2020 Town Council Staff Report Attachment 7 (pages Attachment 7-63 through Attachment 7-101). The Town's compliance with the Judgment and Writ will be determined at the return to writ proceeding. That said, the Town's actions are consistent with the Judgment and Writ; an addendum is sufficient to address the amendments. Consistency with the uniformity requirement (Government Code section 65852) is addressed on page 3B-5 of Exhibit 3B. 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. The amendment 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 amendment 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. Please refer Exhibit 3B in the Staff Report which addresses SB 330 (page 3B-4). The proposed amendments would not violate SB 330 as no change to the density or intensity of use would occur and the density and intensity of use would persist for future residential use. The amendments establish that commercial support uses, such as parking lots, driveways, lighting, and landscaping may be allowed on contiguous and commonly owned RH and RM properties, but do not restrict residential use or prevent residential use on such properties. Subsection (b)(1)(A) is addressed on page 3B-4. Nothing in SB 330 speaks to "effectively reducing the number of housing units that can built", rather SB 330 is specifically focused on residential capacity. Two examples explain this error in Rocklin's assertion: 1) if a community was prohibited from "effectively reducing the number of housing units" on a site, then a community that allows residential development at a range of densities would be obligated to only allow development at the highest end of that range; anything less would "effectively reduce the number of housing units that can be built." 2) Similarly, allowing a property owner to install a swimming pool, shed, or garage rather than an ADU would violate SB 330, because doing so "reduced the maximum number of housing units" on the property. As noted in the response on page 3B-5, there is no legal requirement that residentially zoned land must be developed to the maximum development capacity. The comment indicates that density impact determinations are made at adoption and that the Town is basing the determination on a future scenario; however, the

determination is based on the fact that the zoning is retained and no change to the allowed density would occur. What is not speculative is the fact that the properties remain residentially zoned and may be used for that purpose.

Petition to the Town of Loomis (Paved Paradise Put Up a Parking Lot) April 12, 2022

Letter Summary: The changes don't just affect the Costco site, they affect the entire town. Once approved, residential zones will be paved over into campgrounds and other commercial uses. This will increase traffic, crime, pollution, trash, populations of temporary and unknown neighbors, and will reduce property values. This affects the safety of children and the quality of life in Loomis. We oppose changes to allow residential properties to be rezoned to benefit or create commercially zoned properties from residential properties, including the Costco site. (47 signatures were provided).

Response: First, the amendments do not propose that residential properties are rezoned to commercially zoned properties. They only allow commercial support uses, subordinate to a primary commercial use located on adjacent and commonly owned commercially designated land, thereby retaining the residential zoning. Second, the amendment would not allow a primary commercial use on residentially zoned property, only commercial support uses (not structures) such as driveways, parking, landscaping, and lighting, which are all uses currently allowed on residential properties. Residences in Loomis have driveways, parking areas, landscaping, and lighting. Third, the amendments only affect a specific area of Loomis, just as Special Policies 1 through 6 of the General Plan are limited to specific areas. It also does not affect all residential properties, only those adjacent to commercial property and commonly owned. The petition spreads misinformation based on unsubstantiated assumptions that crime, pollution, and trash are associated with all commercial uses and that persons new to a community are to be feared and criminalized. The petition assigns concern over a proposed RV campground to the Costco project, which is a completely unrelated project. The amendments do not affect and are not applicable to the proposed RV campground project.

The following oral comments were received during the April 12 Town Council meeting. The public comments are summarized below with responses provided.

NAME	STREET NAME	COMMENT SUMMARY	RESPONSE
Frank Banelos	Hunter Drive	In favor of Costco and the location as long as walls are erected and homeless are kept out of the lot so that encampments do not develop. Rodent control during construction is also critical.	Landscaping and a privacy wall will be erected along the eastern property line to buffer the commercial operations from the existing homes on Hunter Drive (Mitigation Measure NOISE-2). These concerns will be shared with Costco.
Lorraine Thiebaud	--	In favor of the amendments and CUP for Costco. Recommends the Town works with Placer transit to extend transit service from Downtown to Costco and expand transit in general.	Costco has proposed shade trees at regular intervals within the parking lot as well as along the perimeter of the property to further shade the parking lot and the sidewalk along Sierra College Boulevard. There is an existing

NAME	STREET NAME	COMMENT SUMMARY	RESPONSE
		<p>Recommends shade trees in the parking lot or solar panel coverings to reduce heat stress incidents, particularly in the parking lot.</p>	<p>bus route that serves the vicinity of the project site, using Sierra College Boulevard and turning west on Granite Drive. Currently, Placer County Transit does not operate a bus line along this portion of Sierra College Boulevard in Loomis but does operate a Dial-A-Ride shuttle between Sierra College and the Auburn Transit Station, running along Sierra College Boulevard and Taylor Road. The Town and Costco have committed to funding their fair share of traffic funding to the County and it is a determination of the County how those funds are used (for transit improvements or other uses).</p>

COMMENTS RECEIVED FOR THE APRIL 26 TOWN COUNCIL MEETING

The following written comments were received prior to the April 26th Town Council meeting. The letters are summarized below with responses provided after the summary.

Cheryl Benson April 25, 2022

Letter Summary: The amendment includes all the single-family homes to the east: "Single family homes to the east on Hunters Drive." The text should be limited to just the Costco parcels. I don't want to see this used as a way to put driveways and parking lots in this residential area around the Costco site because the amendment does not define the limits clearly. I am concerned the Town is not willing to provide a more binding and limiting description.

Response: The General Plan amendment text states, "The area bounded by Sierra College Boulevard on the west, Brace Road on the north, existing single-family homes on the east, and the Town limits on the south; includes approximately 14.05 acres designated General Commercial, 3.62 acres designated Residential Medium High Density, and 0.37 acres designated Residential-High Density." This statement indicates the rear property line of the existing homes on Hunters Drive are the eastern boundary. The amendment language in this sentence further defines the area as 14.05 acres of General Commercial, 3.62 acres of Residential Medium High Density, and 0.37 acres of Residential-High Density land. These acreages correspond to the acreages of the property under Costco's common ownership. The amendment therefore does not apply to the existing single-family homes to the east and would not allow parking lots or other commercial support uses in these existing residential areas (Hunters Drive and Hunter Oaks Lane).

Cheryl Benson April 25, 2022

Letter Summary: The housing development east of the Costco site is "Cedar Oaks Development," which is Costco property site to the east. Saying "housing development" to the east goes all the way to the freeway and not just the Costco parcels. So, if property next to the freeway changes hands, then other property under a shared ownership can be accessed. I really don't want to live on a road of parking lots and driveways.

Response: Costco does not own property in the Cedar Oaks Development (Hunters Drive, Hunter Oaks Lane and the associated courts). The General Plan amendment text states, "The area bounded by Sierra College Boulevard on the west, Brace Road on the north, existing single-family homes on the east, and the Town limits on the south; includes approximately 14.05 acres designated General Commercial, 3.62 acres designated Residential Medium High Density, and 0.37 acres designated Residential-High Density." This statement indicates the rear property line of the existing homes on Hunters Drive are the eastern boundary, not the freeway. The amendment language in this sentence further defines the area as 14.05 acres of General Commercial, 3.62 acres of Residential Medium High Density, and 0.37 acres of Residential-High Density land. These acreages correspond to the acreages of the property under Costco's common ownership. The amendment therefore does not apply to the existing single-family homes to the east and would not allow parking lots or other commercial support uses in these existing residential areas (Hunters Drive and Hunter Oaks Lane). If property next to the freeway changed hands, commercial support uses would still not be allowed because 1) they are outside the applicable area as defined in the amendment, 2) they are not within the acreages identified in the amendment, and 3) they would have to be adjacent to and under common ownership with a primary commercial use on a commercially designated property.

The following oral comments were received during the April 26 Town Council meeting. The public comments are summarized below with responses provided.

NAME	STREET NAME	COMMENT SUMMARY	RESPONSE
Eva Marshall	Kathy Way	I understand there are limits to when and where trucks will be circulating. If we can't put in conditions that won't work, such as drivers using the Brace Road entry at night, how will this be enforced?	The Costco use permit has specific requirements for truck traffic and usage. No truck traffic on Brace after 10 pm. Truck traffic will use Sierra College Boulevard driveway at night, opposite from the apartments, which is also easier for the trucks.
Dottie Robinson	Brace Road and Hunter Oaks	With both Costco and a proposed RV Park on Brace Road, will there be a study or update of the study on traffic and noise?	An addendum to the EIR was prepared for the amendments. Traffic and noise are addressed in the addendum. Regarding the RV park, that project will have its own traffic and noise studies.

RECOMMENDATION

The Town Council is recommended to conduct the second reading of Ordinance No. 290. Staff and the Planning Commission recommend the Town Council: (1) certify the Addendum to the EIR (Resolution 22-09); (2) adopt the General Plan Amendment (Resolution 22-10); (3) repeal ordinance No. 285 and adopt the Zoning Code Amendment (Ordinance No. 290); and (4) repeal Resolution 20-31 and approve the Conditional Use Permit (Resolution 22-11).

ATTACHMENTS

1. Exhibit 1
 - Exhibit 1A: Town Council Resolution 22-09 to adopt the CEQA Addendum to the Loomis Costco Environmental Impact Report
 - Exhibit 1B: Addendum to the Environmental Impact Report for the Loomis Costco Project
 - Exhibit 1C: CEQA Findings of Fact
2. Exhibit 2
 - Exhibit 2A: Town Council Resolution 22-10 on the General Plan Text Amendment
 - Exhibit 2B: General Plan Amendment Findings
3. Exhibit 3
 - Exhibit 3A: Ordinance No. 290
 - Exhibit 3B: Zoning Ordinance Amendment Findings
4. Exhibit 4
 - Exhibit 4A: Town Council Resolution 22-11 on the Conditional Use Permit and Design Review
 - Exhibit 4B: Findings on the Conditional Use Permit and Design Review
 - Exhibit 4C: Conditions of Approval for the Conditional Use Permit and Design Review

ATTACHMENT 1:

Exhibit 1A: Town Council Resolution 22-09 to adopt the CEQA Addendum to the Loomis Costco Environmental Impact Report

Exhibit 1B: Addendum to the Environmental Impact Report for the Loomis Costco Project

Exhibit 1C: CEQA Findings of Fact

EXHIBIT 1A
TOWN COUNCIL RESOLUTION #22-09
TO ADOPT THE CEQA ADDENDUM TO THE LOOMIS COSTCO ENVIRONMENTAL IMPACT REPORT
TOWN OF LOOMIS TOWN COUNCIL MAY 10, 2022



RESOLUTION NO. 22-09

A RESOLUTION OF THE TOWN COUNCIL CERTIFYING THE ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOOMIS COSTCO PROJECT, AND ADOPTING THE FINDINGS OF FACT

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

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

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

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

WHEREAS, on August 11, 2020, the Town Council reviewed, considered, and certified the Final Environmental Impact Report (which includes the Recirculated Draft Environmental Impact Report, text revisions, and comments and responses), and adopted the Findings of Fact, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and

WHEREAS, after certification of the Costco EIR the Costco project was adopted on August 11, 2020, three lawsuits were filed, one of which was subsequently dismissed;

WHEREAS, the court determined that the Town committed a land use analysis error in both remaining actions, as it did not analyze the Project's inconsistency with the Town's Zoning Code and General Plan due to the proposal to construct commercial parking, driveways, and landscaping on residential land; and

WHEREAS, the Town proposes that the Town Council adopt General Plan and Zoning Ordinance text Amendments to address the inconsistencies found by the court; and

WHEREAS, AECOM prepared for the Town of Loomis' consideration an Addendum to the Costco EIR addressing the General Plan and Zoning Ordinance text Amendments; and

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

WHEREAS, on March 22, 2022, a public hearing was held by the Planning Commission to review the Addendum to the Costco EIR, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, the Planning Commission of the Town of Loomis adopted Resolution 22-03 recommending that the Town Council certify the Addendum to the Costco EIR and adopt the Findings of Fact; and

WHEREAS, on April 12, 2022, the Town Council of Loomis considered the Addendum to the Costco EIR and the Findings of Fact , 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 its consideration of the Addendum and Findings of Fact, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on May 10, 2022 the Town Council continued its consideration of the Addendum and Findings of Fact, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, the Town Council reviewed and considered the staff reports relating to said 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 proposed amendments.

NOW THEREFORE, the Town Council of the Town of Loomis, at its meeting of May 10, 2022, does resolve as follows:

1. An Addendum to the Costco EIR has been prepared to evaluate the potential for adverse environmental impacts of the proposed General Plan and Zoning Ordinance text Amendments. The Addendum reflects the Town of Loomis' independent judgment and analysis and has been completed in compliance with CEQA.
2. The proposed General Plan and Zoning Ordinance text Amendments are consistent with the goals and policies of the Town of Loomis.
3. The Findings of Fact attached hereto, meet the requirements of CEQA and are supported by substantial evidence in the record.
4. The Addendum to the Costco EIR is hereby certified and the Findings of Fact are adopted.

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

AYES:

NOES:

ABSENT:

ABSTAINED:

Jennifer Knisley, Mayor

Carol Parker, Deputy Town Clerk

**EXHIBIT 1B
RESOLUTION #22-09
CEQA ADDENDUM TO THE LOOMIS COSTCO ENVIRONMENTAL IMPACT REPORT
TOWN OF LOOMIS TOWN COUNCIL MAY 10, 2022**

General Plan and Zoning Code Text Amendment for Accessory Uses

Addendum to the Costco Loomis Project Environmental Impact Report

State Clearinghouse No. 2017052077

Prepared for:
Town of Loomis
3665 Taylor Road
P.O. Box 1330
Loomis, CA 95650

Prepared by:
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

Contact:
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Project Manager
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February 2022

ADDENDUM TO THE LOOMIS COSTCO EIR FOR A GENERAL PLAN AMENDMENT AND ZONING CODE TEXT AMENDMENT FOR ACCESSORY USES

1.0 BACKGROUND AND INTRODUCTION

Costco Wholesale submitted an application to the Town of Loomis (Town) to build a membership-only warehouse retail use with an ancillary fueling station at a site along Sierra College Boulevard north of Interstate 80 (I-80) (i.e., the Costco project). The warehouse retail site would sell merchandise for commercial and personal use. Other goods and services provided would include tire sales and installation, sales of motor vehicle fuel, optical exams and sales, a photo center and processing, hearing aid testing and sales, food service preparation and sales (including meat and baked goods), alcohol sales and tasting, and propane refueling. During seasonal sales promotions, temporary outdoor sales may occur within the parking field adjacent to the warehouse. The Costco project location is shown in Figures 1-1 and 1-2.

The environmental impacts of the Costco project were evaluated in a Draft Environmental Impact Report circulated for review and comment in April 2018 (Costco 2018 DEIR), a DEIR recirculated for review and comment in December 2019 (Costco 2019 RDEIR), and a Final Environmental Impact Report (Costco FEIR) certified in August 2020. Together, these documents are collectively referred to as “the Costco EIR”. The Costco EIR is available for review on the Town’s website: <https://loomis.ca.gov/loomis-costco-project-information/>.

After the EIR was certified and the Costco project was adopted, three lawsuits were filed. One lawsuit was dismissed and the other two went to hearing. The court subsequently determined that the Town committed a land use analysis error, as it did not analyze the Project’s inconsistency with the Town’s Zoning Code and General Plan due to the proposal to construct commercial parking, driveways, and landscaping on residential land. Specifically, the court disagreed with the Town’s interpretation of its Zoning Code and General Plan to allow support uses such as parking, driveways, lighting, and landscaping on properties owned by Costco and included as a relatively small portion of the Project Site that has residential zoning.

To address the inconsistencies found by the court, the Town proposes to amend the General Plan and Zoning Code text to codify the Town’s interpretation that commercial support uses, such as parking, driveways, lighting, and landscaping on residential property where the residential property is adjacent to and under common ownership with the commercial property and use. As discussed below, the proposed legislative action to amend the General Plan and Zoning Code text is a project under CEQA, and the purpose of this Addendum is to document the Town’s conclusion that the Costco EIR is relevant to the GPA/ZTA Project and that some changes or additions are necessary but none of the conditions described in [Guidelines] Section 15162 calling for the preparation of a subsequent or supplemental EIR or negative declaration have occurred. (See Guidelines, § 16164.)¹ The commercial support uses addressed by the GPA/ZTA Project were expressly contemplated in the Costco EIR.

¹ The CEQA “Guidelines” are codified in the California Code of Regulations, title 14, division 6, section 15000 et seq.

This Addendum to the Costco EIR has been prepared specifically to address the potential environmental impacts that could occur from the Town’s proposed changes to the Medium Density Residential (RM) and High Density Residential (RH) zoning code definitions and allowable land uses, the proposed changes to the Town’s parking standards within the zoning code, and the proposed addition to the General Plan Land Use Element “Policies for Specific Areas” (collectively, the GPA/ZTA Project).

2.0 CEQA CONSIDERATIONS

When a lead agency (in this case, the Town of Loomis) proposes a discretionary action and determines that a previous environmental review document “retains some informational value” relevant to the environmental impacts of the proposed agency action, the subsequent review provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the Guidelines govern the type of documentation that is required to indicate that the lead agency has adequately considered the project changes in making its decision. (See *Friends of the San Mateo Gardens v. San Mateo Community College Dist.* (2016) 1 Cal.5th 937, 951 (*San Mateo Gardens*)). The appropriate level of review is based on whether the changes to the project or project circumstances, resulting from new information that was not known at the time of approval of the original project, creates new significant effects, or results in a substantial increase in the severity of previously identified significant effects.

Guidelines Section 15164 provides for the use of an Addendum to document the changes for a project that are already covered under a previously certified EIR. A lead agency may prepare an Addendum if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a Subsequent EIR have occurred.

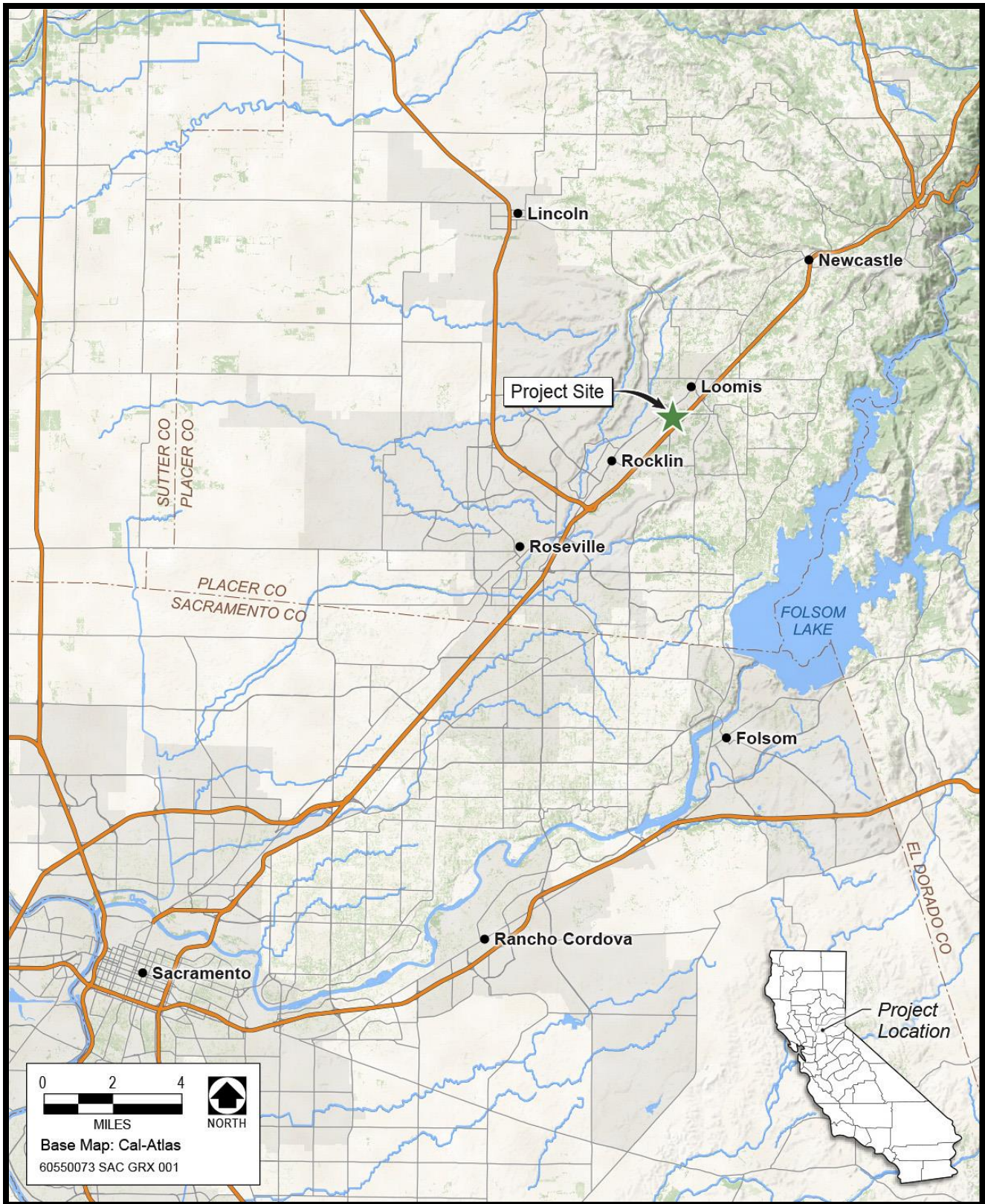
A Subsequent EIR is required whenever any of the following conditions occur:

- ▶ substantial changes are proposed in the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- ▶ substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- ▶ new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - the project will have one or more significant effects not discussed in the previous EIR;
 - significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As described in detail in the following sections, the changes to the Costco EIR required by the GPA/ZTA Project meet the criteria for an Addendum. The GPA/ZTA Project would not cause any changes to the Costco Project or circumstances that would increase the severity of any impact analyzed in the Costco EIR or result in any new significant impacts. Similarly, there is no “new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the [Costco] EIR was certified as complete.” (See Guidelines, § 15162, subd. (a)(3).) As stated above, the GPA/ZTA Project will not have any new or substantially more severe significant environmental effects because the potential changes to the physical environment contemplated by the GPA/ZTA project, i.e., the commercial support uses, were fully analyzed in the Costco EIR. Since there have been no substantial changes to the Costco Project or the circumstances under which the project is undertaken, there have also been no changes in relation to feasible mitigation measures or project alternatives.

An Addendum need not be circulated for public review, but CEQA requires the decision-making body (in this case, the Town Council) to consider the Addendum, together with the certified Costco EIR, prior to making a decision on the GPA/ZTA Project.



Source: Data compiled by AECOM in 2018

Figure 1-1. Regional Location Map



Source: Data compiled by AECOM in 2021

Figure 1-2. Costco Project Site and Surrounding Land Uses

3.0 DESCRIPTION OF PROPOSED GPA/ZTA PROJECT

3.1 COSTCO PROJECT SITE LAND USE DESIGNATIONS AND ZONING

The Costco Project Site is east of Sierra College Boulevard and south of Brace Road. The Assessor’s Parcel Numbers, land use designations, and zoning are listed in Table 3-1. The land use designations are shown in Figure 3-1, and the zoning is shown in Figure 3-2.

Table 3-1. Existing Land Use and Zoning for the Costco Project Site

Assessor’s Parcel Number	Land Use Designation	Zoning
045-042-011*	Residential Medium High Density (RM)	Medium Density Residential (RM-5)
045-042-012*	Residential Medium High Density (RM)	Medium Density Residential (RM-5)
045-042-023*	Residential High Density (RH)	High Density Residential (RH)
045-042-034*	General Commercial (CG) and Residential Medium High Density (RM)	General Commercial (CG) and Medium Density Residential (RM-5)
045-042-035	General Commercial (CG)	General Commercial (CG)
045-042-036*	General Commercial (CG) and Residential Medium High Density (RM)	General Commercial (CG) and Medium Density Residential (RM-5)
045-042-037	General Commercial (CG)	General Commercial (CG)
Note: Parcel numbers with an asterisk (*) would be either wholly or partially affected by the proposed General Plan and zone text changes. Sources: Town of Loomis 2009 and 2019		

As shown on Figures 3-1 and 3-2, most of the Costco Project Site is designated and zoned for General Commercial (CG) use under the existing 2001 Loomis General Plan and Loomis Zoning Code; portions of the site on the east side are designated and zoned as Residential Medium High Density (RM)/(RM-5), and a small portion of the site west of the Sierra Meadows apartment complex is designated and zoned as Residential High Density (RH) (Town of Loomis 2009, 2019).

As shown on the Costco Project site plan (Figure 2-1 [page 2-5] in the Costco FEIR and reproduced herein as Figure 3-3), the eastern portion of the Project Site that is currently designated and zoned as Residential Medium High Density (RM)/(RM-5) is proposed for commercial parking and landscaping associated with the Costco Project. A gated emergency ingress/egress driveway area from Brace Road would be installed on a portion of the Residential Medium High Density (RM)/(RM-5) land east of the Sierra Meadows apartment complex in the northeast corner of the Costco Project Site. On the west side of the Sierra Meadows apartment complex, in an area designated and zoned for Residential High Density (RH) uses, a secondary entrance to the Costco Project Site would be installed from Brace Road, comprised of a 30-foot-wide drive aisle for warehouse truck deliveries between the hours of 7:00 am and 10:00 pm. This area would also include commercial parking, lighting, and landscaping. As shown on Figure 3-3, no buildings would be constructed in the areas designated and zoned for Residential Medium High Density (RM)/(RM-5) or Residential High Density (RH). All of the parcels that comprise the Costco Project Site are owned by the same entity.

The Town is proposing limited changes to the Medium Density Residential (RM) and High Density Residential (RH) land use designations and zoning code requirements regarding commercial development along Sierra College Boulevard between the Town limits and Brace Road. The proposed changes require a General Plan amendment and a change to the Town’s Zoning Code text. The proposed changes are described in detail below.

3.2 PROPOSED LAND USE DESIGNATION CHANGES

Chapter III, Land Use and Community Development, of the 2001 General Plan contains policies for specific areas in Section G (2001 General Plan pages 40 through 42). On page 42/III-19 of the 2001 General Plan, the following new text would be added:

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

3.3 PROPOSED ZONING CODE TEXT CHANGES

Two interrelated changes to the Loomis Municipal Code Title 13 (Zoning) text are proposed.

First, Title 13, Division 2 (Zoning Districts and Allowable Uses), Chapter 13.24 (Residential Zoning Districts), Section 13.24.040 (Residential District General Development Standards) includes a table (Table 2-2) that lists the allowed land uses and permit requirements for each residential zoning district, including the Residential Medium Density (RM) and Residential High Density (RH) districts. Table 2-2 would be amended to add a footnote to both the RM and RH districts, as follows:

(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.

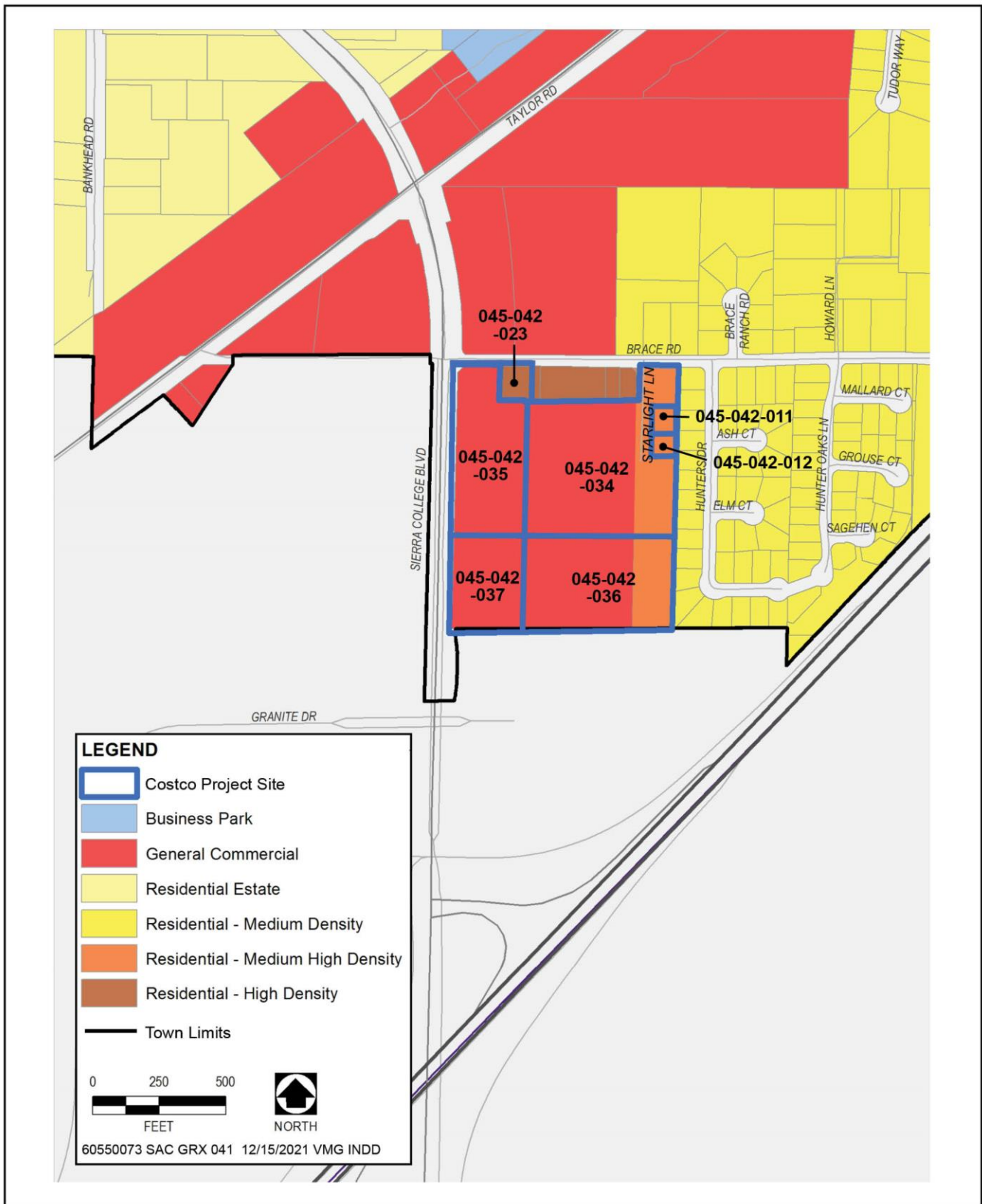
Second, Title 13, Division 3 (Site Planning and General Development Regulations), Chapter 13.36 (Parking and Loading), Section 13.36.090 (Parking Design and Development Standards), Section C (Location) sets forth requirements for the location of parking areas. Additional requirements related to nonresidential parking would be added as shown below in underlined text:

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.

3.3 REASON FOR THE PROPOSED GENERAL PLAN AND ZONING CODE TEXT CHANGES

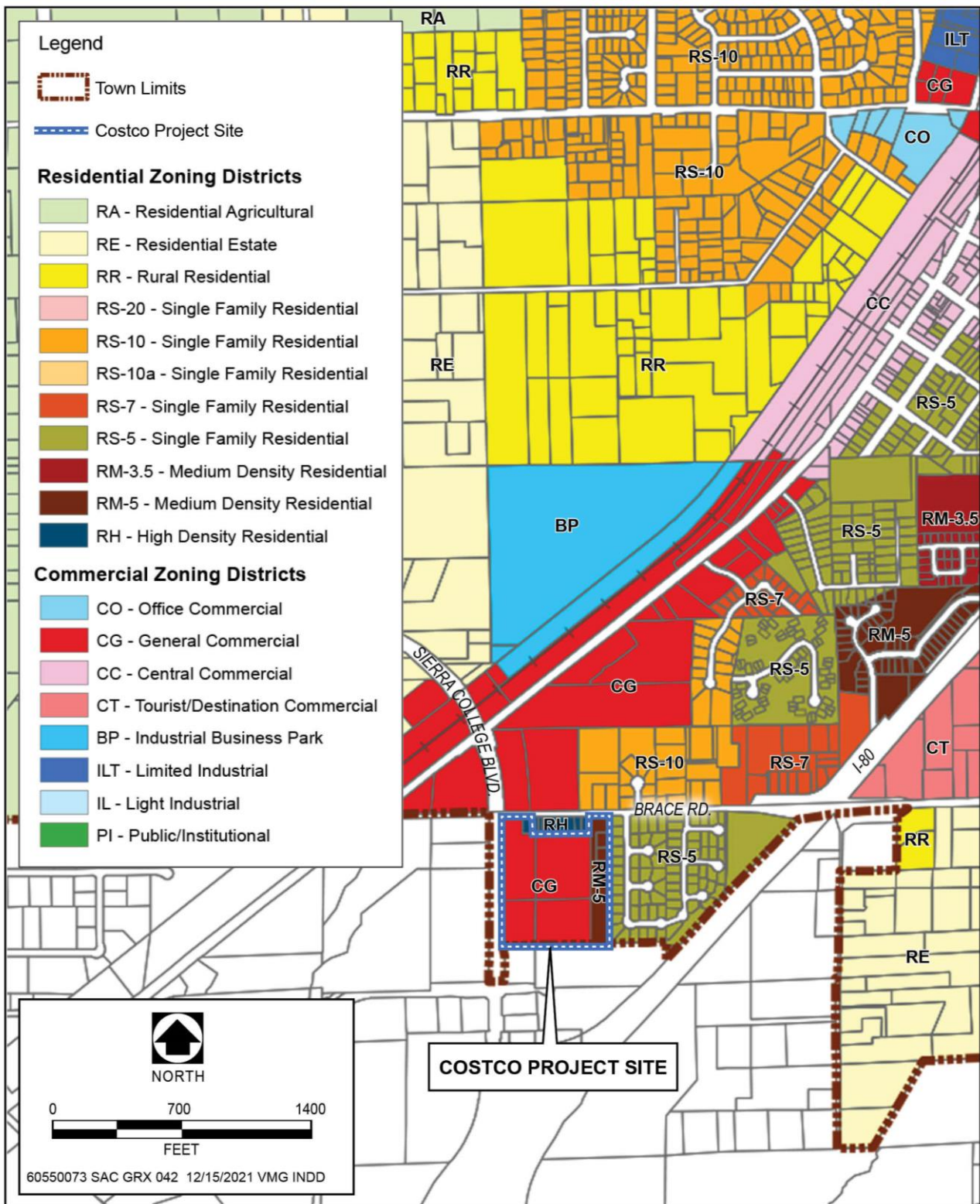
The purpose of the proposed General Plan and zoning text changes is to allow those portions of the Costco Project Site and any other qualifying site that are designated and zoned for residential use to be used for commercial support uses. The effect of the proposed General Plan and zoning text changes would be to allow commercial support uses, including parking and access uses such as commercial or emergency driveways or drive aisles, as well as commercial landscaping and associated lighting, on property that is zoned for residential use, but only in the specific locations and under the specific circumstances described in Section 3.2, above. The only property that currently meets the conditions of the proposed General Plan and zoning text changes is within the Costco Project Site.

The proposed General Plan and zoning text changes would allow commercial support uses on residentially designated land within a limited area of the Town. Prior to the proposed General Plan and zoning text changes, the Town allows commercial and support uses including associated parking, drive aisles, lighting, and landscaping on 14 acres of the Project site, and therefore this area would not be affected by the proposed General Plan amendment or zoning text changes. Under the GPA/ZTA Project, the 4 acres of property with residential designations and zoning under common ownership with the primary use on the commercially designated portions of the Costco Project Site may also be used to support the primary commercial use. The General Plan amendment and zoning text changes do not propose that the existing land use designation on those properties be changed to commercial, merely that the residentially designated portions of the property under common ownership may also be used for commercial *support* purposes within this limited area of the Town. Primary commercial uses, such as shops, personal and business services, restaurants, and other commercial uses, as defined by the Zoning Code, would not be allowed on these properties, just as is the case under the existing General Plan and Zoning Code. Residential uses at densities consistent with the zoning designations would continue to be permitted.



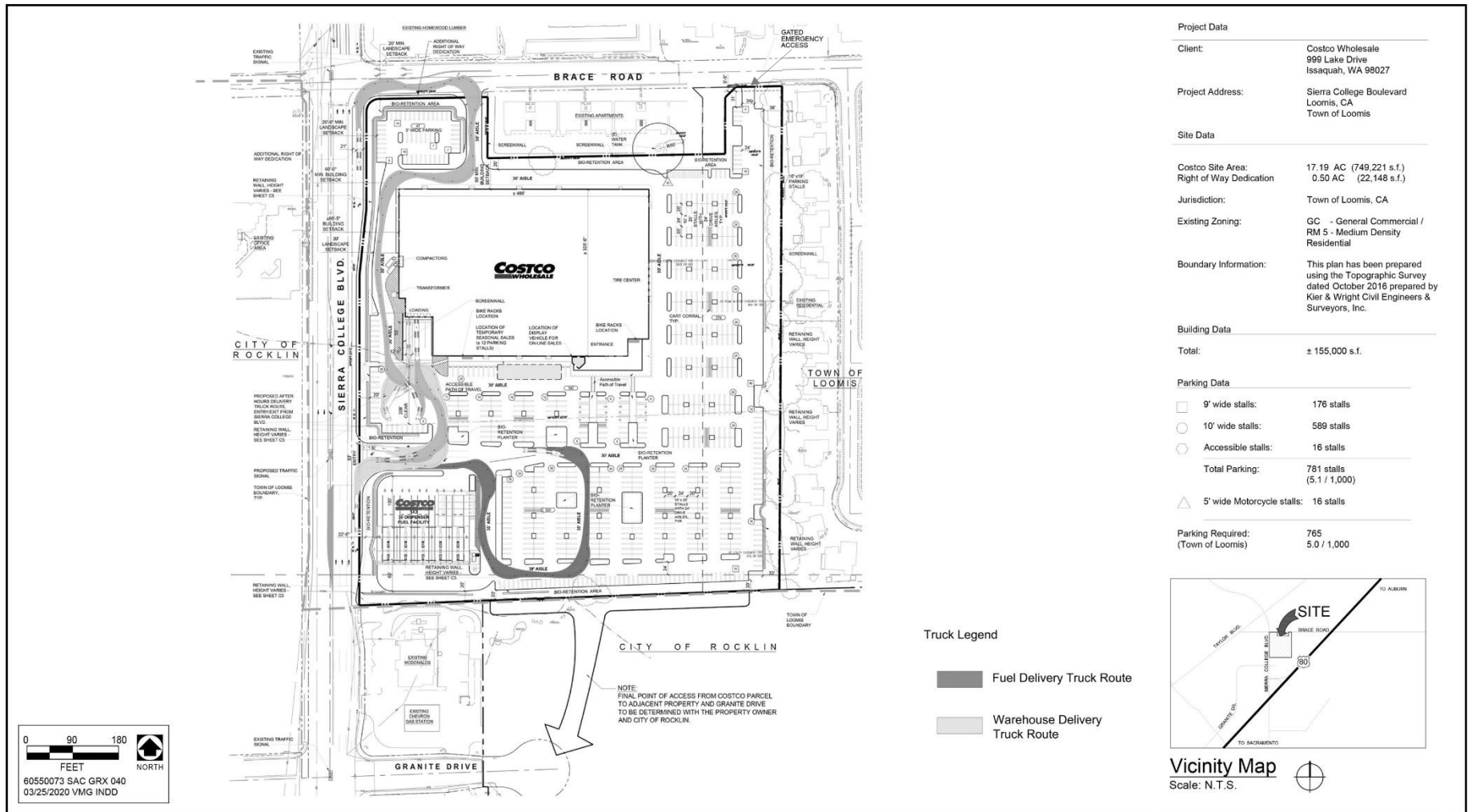
Source: Town of Loomis 2019, adapted by AECOM in 2021

Figure 3-1. General Plan Land Use Designations



Source: Data provided by Town of Loomis and adapted by AECOM in 2021

Figure 3-2. Zoning



Source: Data provided by MG2 and adapted by AECOM in 2020

Figure 3-3. Costco Project Site Plan

4.0 ENVIRONMENTAL ANALYSIS

This section of the Addendum presents a brief discussion of the potential adverse effects on the physical environment from implementation of the GPA/ZTA Project, which involves the Town's proposed changes to the Residential Medium High Density (RM) and Residential High Density (RH) land use designations and Zoning Code text. As discussed above, the Town has concluded that all the potential environmental impacts associated with the GPA/ZTA Project were fully analyzed in the Costco EIR, which analyzed the environmental impacts of the proposed commercial support uses (described above) on the residential property under common ownership with the commercial property and primary commercial use. Thus, the purpose of this Addendum is to document that the GPA/ZTA Project, though it will "require some changes or additions" to the previously certified Costco EIR, "none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred." (See Guidelines, § 15164.)

The proposed changes to the land use designations and Zoning Code text would occur only at the Costco Project Site at this time because the Costco site contains the only residential property that currently meets the proposed criteria. The proposed changes would allow the Costco Project, as currently designed and previously approved, to have commercial parking stalls, lighting, and landscaping; a gated emergency ingress/egress driveway area from Brace Road; and a secondary Project Site entry from Brace Road developed on Residential Medium High Density (RM) and Residential High Density (RH) parcels, as shown on the Costco site plan (Figure 3-3). Because all the potential environmental impacts of these planned uses at the Project Site were previously analyzed in the certified Costco EIR, the proposed changes to the Residential Medium High Density (RM) and Residential High Density (RH) land use designations and Zoning Code text would have no environmental impacts other than those already described in the Costco EIR. A brief discussion of the reasons why no new significant impacts or substantial increases in the severity of impacts identified in the Costco EIR would occur, related to each environmental topic area, is presented below.

4.1 AESTHETICS

The parcels affected by the proposed General Plan and zoning text changes, including the Costco Project Site, do not contain any scenic views, nor are the parcels within the viewshed of a designated State scenic highway (Costco 2019 RDEIR page 3.2-12). Moreover, the potential for short-term impacts associated with construction equipment and personnel resulting from development of the commercial support uses was analyzed in the Costco EIR. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, there would still be no impact on scenic views or effects on resources within State scenic highways, and impacts from constructions views would still be less than significant (Costco 2019 RDEIR page 3.2-13). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

The parcels affected by the proposed General Plan and zoning text changes are part of the proposed Costco Project Site. Two of the three affected parcels contain native oak trees. Aesthetic impacts associated with development of the Costco project, including removal of native oak trees to allow for the commercial supporting uses permitted by the GPA/ZTA Project, were fully analyzed in the Costco EIR (Costco 2019 RDEIR pages 3.2-12 through 3.2-25).

Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change in any way the locations or types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same potentially significant impact related to changes in visual character would still occur. Implementation of Mitigation Measure AES-1 (Costco 2019 RDEIR page 3.2-36 and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program) would reduce the impact from degradation of visual character to a less-than-significant level. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The only parcels that would be affected by the proposed General Plan and zoning text changes are within the Costco Project Site. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, there would still be no impact on agriculture and forestry resources (Costco 2018 DEIR page 5-3). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.3 AIR QUALITY

Construction and operational emissions that could be generated by development of the Costco Project Site, including the parcels that would be affected by the proposed General Plan and zoning text changes, were analyzed in the Costco 2019 RDEIR pages 3.3-16, 3.3-18, and 3.3-20, and attached to the Costco 2019 RDEIR as Appendix B. In addition, a Health Risk Assessment for the Costco Project was performed to evaluate toxic air contaminant (TAC) emissions associated with project construction and operations that could affect surrounding sensitive receptors, and the results were presented in the Costco 2019 RDEIR pages 3.3-14, 3.3-15, and 3.3-19 through 3.3-25.

The Costco EIR concluded that impacts from both construction and operational emissions were less than significant (2019 RDEIR pages 3.3-16 through 3.3-18). The Costco FEIR includes Mitigation Measure AIR QUALITY-1 requiring a specific sequence of construction phasing, to provide an extra level of assurance that construction-related emissions would not exceed PCAPCD thresholds. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same less-than-significant impacts related to construction and operational emissions would still occur. Implementation of Mitigation Measure AIR QUALITY-1 (Costco FEIR page 4-2 and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program) would help further reduce the Costco Project's construction-related emissions. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Because the proposed General Plan and zoning text changes contemplated in this Addendum would only affect the residential parcels within the Costco Project Site and would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the impacts from generation of local mobile-source carbon monoxide emissions; exposure of sensitive receptors to TAC emissions; and exposure of sensitive receptors to objectionable odors would still be less than significant (Costco 2019 RDEIR pages 3.3-16 through

3.3-27). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.4 BIOLOGICAL RESOURCES

The parcels that would be affected by the proposed General Plan and zoning text changes are within the Costco Project Site.

All potential impacts to Biological Resources were analyzed in the Costco 2019 RDEIR Section 3.4, “Biological Resources,” and the biological resources surveys attached to the Costco 2019 RDEIR as Appendix C, and there is no need to revise any of this Costco EIR analysis to address the GPA/ZTA Project, as none of the circumstances have changed. The Costco Project Site, including the parcels that would be affected by the proposed General Plan and zoning text changes, are dominated by annual grassland and valley oak woodland. In addition, one of the parcels affected by the proposed General Plan and zoning text changes (APN 045-042-011) contains a small area of valley freshwater marsh habitat within a wetland swale (0.012 acre); the swale has been delineated as a Water of the U.S. that is within the jurisdiction of the U.S. Army Corps of Engineers (Costco RDEIR Figure 3.4-1 [page 3.4-3] and Figure 3.4-2 [page 3.4-5]). The Costco EIR determined that no special-status animals or plants have been documented as occurring on the Costco Project Site itself, but special-status animal species have been reported in the project vicinity (Costco RDEIR page 3.4-7). Regardless of the type of urban development that were to occur (i.e., residential, commercial, or industrial) on the parcels affected by the proposed General Plan and zoning text changes, the same habitats and species have the potential to be affected through either direct take, loss, or fill, or indirect loss of habitat or water quality degradation.

Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, there would still be no impact related to these biological resource issues (Costco 2019 RDEIR pages 3.4-22 and 3.4-23). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Implementing the proposed General Plan and zoning text changes would result in the same permanent fill of waters of the United States, including wetlands subject to U.S. Army Corps of Engineers’ jurisdiction under the Clean Water Act, and waters of the state (swales) as addressed in the certified Costco EIR. Compliance with conditions of required regulatory permits would reduce these impacts to a less-than-significant level. (Costco 2019 RDEIR pages 3.4-24). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same less-than-significant impact from permanent fill of wetlands and Waters of the U.S. and waters of the state would still occur (Costco 2019 RDEIR pages 3.4-24 and 3.4-25). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

The biological resources impacts of Costco project implementation, including the removal of protected oak trees and loss of Valley oak woodlands, were fully analyzed and mitigated in the Costco EIR. (Costco 2019 RDEIR pages 3.4-25 through 3.4-29). Because the proposed General Plan and zoning text changes contemplated in this

Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same less-than-significant impact from loss of protected oak trees would still occur (Costco 2019 RDEIR pages 3.4-25 through 3.4-27). Similarly, the same less-than-significant impact, with the implementation of Mitigation Measure BIO-1, from the loss of Valley oak woodlands would occur. (Costco 2019 RDEIR page 3.4-28 and Costco FEIR pages 4-3 and 4-4, and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program) No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Similarly, all biological resource impacts relating to fish, wildlife, and birds, associated with development of the Costco Project were fully analyzed and mitigated in the Costco EIR. (Costco 2019 RDEIR pages 3.4-29 through 3.4-34). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same less-than-significant impacts related to loss of annual grassland habitat and indirect effects on steelhead (Costco 2019 RDEIR pages 3.4-29 and 3.4-32), loss and disturbance of habitat for nesting migratory birds, and loss and disturbance of habitat for nesting raptors, including special-status raptors, with implementation of Mitigation Measures BIO-2 and BIO-3 (Costco 2019 RDEIR pages 3.4-30 and 3.4-31), potential mortality and loss of habitat for western spadefoot toad, with implementation of Mitigation Measure BIO-4 (Costco 2019 RDEIR pages 3.4-33) would still occur. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

No tribal cultural resources were identified on or adjacent to any of the parcels that comprise the Costco Project Site (which includes the parcels affected by the proposed General Plan and zoning text changes) during this consultation. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, there would still be no impact related to tribal cultural resources (Costco 2018 DEIR page 5-3). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

The Costco EIR determined that it is possible for previously undiscovered cultural resources to be exposed during project-related construction activity, including on the parcels affected by the GPA/ZTA Project. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same less-than-significant impact related to cultural resources, with implementation of Mitigation Measures CUL-1 and CUL-2 (Costco 2018 DEIR pages 5-4 and 5-5) would still occur. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.6 ENERGY

The potential energy impacts associated with development of the Costco Project, including the parcels that would be affected by the proposed General Plan and zoning text changes, were analyzed in the Costco EIR. (2019

RDEIR Table 3.8-2 [page 3.8-7], Table 3.8-3 [page 3.8-8], and Table 3.8-4 [page 3.8-9]). The Costco EIR concluded that the project would not result in the wasteful or inefficient use of energy during construction or operation. (2019 RDEIR Chapter 2, “Project Description” [page 2-25], 2019 RDEIR page 3.8-7). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same less-than-significant impacts related to energy consumption and conflicts with energy plans would still occur. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.7 GEOLOGY AND SOILS

Seismic, geologic, and soils conditions are naturally occurring, and therefore the potential impacts would not change regardless of what type of urban development were to occur (i.e., residential, commercial, or industrial) on the parcels affected by the proposed General Plan and zoning text changes.

The geology and soils impacts of the GPA/ZTA Project were fully analyzed in the Costco EIR, including a geotechnical report (attached to the Costco 2019 RDEIR as Appendix G), which included the parcels that would be affected by the proposed General Plan and zoning text changes. (Costco 2019 RDEIR pages 5-6 and 5-7). The Costco EIR concluded that the impacts would be less than significant. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR (Costco 2018 DEIR pages 5-6 through 5-8), no new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

The Costco EIR concluded that construction activities associated with the Costco Project, including the support commercial uses on the parcels affected by the GPA/ZTA, would disturb soils and could result in erosion, but that impacts would be less than significant with implementation of Mitigation Measure HYDRO-1. (Costco 2018 DEIR pages 5-11 and 5-12). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same less-than-significant impact related to soil erosion, with implementation of Mitigation Measure HYDRO-1, would still occur. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.8 GREENHOUSE GASES

The greenhouse gas emissions impacts associated with development of the Costco Project, including the parcels that would be affected by the proposed General Plan and zoning text changes, were analyzed in the Costco EIR. (2019 RDEIR, Table 3.5-2 [page 3.5-12]).

The Costco EIR concluded that greenhouse gas emissions impacts associated with construction and operation of the Costco Project, including the commercial support uses authorized by the GPA/ZTA Project, would be cumulatively considerable and unavoidable, despite the implementation of all feasible mitigation, including Mitigation Measures GHG-1 and GHG-1b. (Costco 2019 RDEIR page 3.5-13; Costco FEIR, pages 3-279, 3-284, 3-333, 3-334, 3-358, 3-359, 3-951, 3-952, 3-1000, 4-4, and 4-5). Because the proposed General Plan and zoning

text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same cumulatively considerable impacts related to contribution to global climate change and conflicts with state and local plans adopted for the purpose of reducing GHG emissions, would still occur. No other feasible mitigation measures are available. Therefore, these impacts would still be cumulatively considerable and unavoidable. No new substantial increase in the severity of impacts or new significant impacts would occur compared to that identified in the Costco EIR.

4.9 HAZARDS, HAZARDOUS MATERIALS, AND WILDFIRE

The hazards, hazardous materials, and wildfire impacts associated with the Costco Project, including the parcels affected by the proposed General Plan and zoning text changes, were analyzed in the Costco EIR, including the Phase I and Phase II Environmental Site Assessments (ESAs) (attached to the Costco 2019 RDEIR as Appendix H). (Costco 2019 RDEIR pages 5-8 through 5-11). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, impacts related to routine transport, use, or disposal of hazardous materials would still be less than significant (Costco 2018 DEIR pages 5-7 and 5-8). Similarly, impacts related to exposure to hazardous materials, with implementation of Mitigation Measure HAZ-1, would still be less than significant. (Costco 2018 DEIR pages 5-9 and 5-10.) Lastly, as the Costco EIR concluded, there would still be no impacts related to school, airport, or wildland fire hazards (Costco 2018 DEIR page 5-10). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.10 HYDROLOGY AND WATER QUALITY

The hydrology and water quality impacts associated with development of the Costco Project, including the commercial support uses authorized by the GPA/ZTA Project, were fully analyzed in the Costco EIR. (Costco 2019 RDEIR pages 5-11 through 5-14). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, these impacts would still be potentially significant. Implementation of Mitigation Measures HYDRO-1, HYDRO-2, HYDRO-3, and HYDRO-4 (Costco 2018 DEIR pages 5-11 through 5-13 and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program) would reduce these impacts to a less-than-significant level. Similarly, groundwater impacts would still be less than significant. (Costco 2018 DEIR page 5-14.) No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.11 LAND USE

The only parcels currently affected by the proposed General Plan and zoning text changes are within the Costco Project Site, which is situated within the Town's designated Downtown/Town Center Area (Loomis General Plan Figure 3-3, page III-20). The Costco Project Site comprises approximately 14.05 acres designated General Commercial, 3.62 acres designated Residential Medium High Density, and 0.37 acres designated Residential High Density (a total of 18 acres). Of those 18 acres, 14 acres already allow commercial uses, including commercial support uses, and therefore would not be affected by the proposed General Plan amendment or zoning text changes. The remaining 4 acres of property with residential land use designations and zoning, which are under

common ownership with the primary use on the commercially designated portions of the Costco Project Site, may also be used to support the primary commercial use under the proposed General Plan amendment and zoning text changes. The General Plan amendment and zoning text changes do not propose that the existing land use designation on those properties be changed to commercial, merely that the properties with a residential designation and zoning may also be used for limited commercial *support* purposes, thereby incrementally expanding the range of allowed uses within this limited area of the Town. Primary commercial uses would not be allowed for parcels with a residential designation and zoning, nor could any commercial support buildings be built, as is the case currently.

As described above, the proposed changes would allow commercial parking stalls and associated lighting and landscaping; a gated emergency ingress/egress driveway area from Brace Road; and a secondary Project Site entry from Brace Road for truck deliveries, to be developed on Residential Medium High Density (RM) and Residential High Density (RH) parcels as shown on the Costco site plan (Figure 3-3). These planned uses at the Project Site were previously analyzed in all of the topic areas of the certified Costco EIR, and the reasons why the proposed General Plan and zoning text changes would not result in a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect are discussed throughout Chapter 3 of this Addendum (for example, General Plan noise thresholds, which have been adopted to avoid or mitigate environmental impacts related to noise disturbance, are evaluated as a separate impact in Section 3.6, “Noise” of the 2018 DEIR and in Section 4.13, “Noise” of this Addendum). Therefore, the proposed General Plan and zoning text changes contemplated in this Addendum would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Costco 2018 DEIR pages 5-15 and 5-16). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

The Project Site consists of undeveloped, vacant land. The surrounding area consists of single-family residential development to the east, a multi-family residential complex and commercial/industrial development to the north, undeveloped land and an office area to the west, and commercial areas to the south. Therefore, the proposed General Plan and zoning text changes contemplated in this Addendum would not divide an existing community and there would still be no impact (Costco 2018 DEIR page 5-15). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.12 MINERAL RESOURCES

As set forth in the Costco EIR (Costco 2019 RDEIR page 5-3), there are no known regionally or locally important mineral resource deposits under the Costco Project Site, including the area that is encompassed by the proposed General Plan and zoning text changes, based on a review of the *Mineral Land Classification of Placer County* (Lloyd 1995), the Loomis General Plan (Town of Loomis 2001), or the Placer County General Plan (Placer County 2013). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, there would still be no impact to mineral resources (Costco 2018 DEIR page 5-16), no new

significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.13 NOISE

The potential noise impacts of the Costco Project, including the development of commercial support uses on the parcels that would be affected by the proposed General Plan and zoning text changes, were analyzed in the Costco EIR, including the noise modeling attached to the Costco 2019 RDEIR as Appendix D. (Costco 2019 RDEIR, Table 3.6-7 [page 3.6-12], 3.6-13). The Costco EIR concluded that, even with the implementation of all feasible mitigation, including Mitigation Measure NOISE-1 (Costco 2019 RDEIR page 3.6-13), construction noise impacts would be significant and unavoidable. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, this impact would still be significant and unavoidable. No other feasible mitigation measures are available. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Similarly, because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, impacts associated from increased traffic volumes would still be less than significant (Costco 2019 RDEIR pages 3.6-13 through 3.6-15). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Lastly, because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, operational noise impacts, including noise impacts associated with nighttime deliveries and the tire center would still be less than significant, with implementation of Mitigation Measure NOISE-2 (Costco 2019 RDEIR page 3.6-17 and Costco FEIR page 4-6 and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program), would reduce these impacts to a less-than-significant level. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.14 POPULATION AND HOUSING

The population and housing impacts associated with the Costco Project, including development of the commercial support uses on the residential property affected by the proposed changes to the Residential Medium High Density (RM) and Residential High Density (RH) land use designations and zoning text in the GPA/ZTA Project were analyzed in the Costco EIR. (Costco 2019 RDEIR pages 3.1-3 and 3.1-4).

The proposed changes to the Residential Medium High Density (RM) and Residential High Density (RH) land use designations and zoning text would not result in a loss of potential future housing in the Town, because the changes would apply only to the parcels within the Costco Project Site. Furthermore, only 4 acres of residential land, within the approximately 4,300-acre Town of Loomis, would be affected and would remain within the Residential Medium High Density (RM) and Residential High Density (RH) zoning and land use designations,

which will continue to allow residential uses. Therefore, the proposed General Plan and zoning text changes would not affect the local growth projections in the Town of Loomis General Plan or the SACOG MTP/SCS. Furthermore, no residences are located on the Project Site. Therefore, the proposed General Plan and zoning text changes would not result in displacement or relocation of any residents that would necessitate the construction of replacement housing elsewhere.

Given the available construction and operational labor pool in the region, the Costco Project would not result in in-migration of new workers that would affect the local population. (Costco 2019 RDEIR pages 5-1, 5-3, and 5-18). Furthermore, the proposed General Plan and zoning text changes would not involve constructing new homes or extending roadways or other infrastructure that would serve any development other than the Costco Project, and therefore would not directly or indirectly induce population growth. Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, these impacts would still be less than significant (Costco 2018 DEIR page 5-16). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.15 PUBLIC SERVICES

The potential impacts of the Costco Project, including the development of commercial support uses on the parcels that would be affected by the proposed General Plan and zoning text changes, to schools, parks, and other public facilities were analyzed in the Costco EIR. (Costco 2018 DEIR page 5-16.) Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, no new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

The potential impacts of the Costco Project, including the development of commercial support uses on the parcels that would be affected by the proposed GTA/ZTA, to fire or police protection facilities were analyzed in the Costco EIR. (Costco 2018 DEIR pages 5-16 and 5-17.) Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, these impacts would still be less than significant. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.16 RECREATION

The potential impacts of the Costco Project, including the development of commercial support uses on the parcels that would be affected by the proposed GPA/ZTA, to fire or police protection facilities were analyzed in the Costco EIR. (Costco 2018 DEIR page 5-17.) Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, no impact would still occur as identified in the Costco 2018 DEIR. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.17 TRANSPORTATION AND TRAFFIC

The transportation and traffic impacts associated with the Costco project, including the development of commercial supporting uses on the residential property affected by the GPA/ZTA Project, were analyzed in the Costco EIR and the Traffic Impact Analysis attached to the Costco 2019 RDEIR as Appendix E. (See Costco RDEIR Tables 3.7-7 through 3.7-9 [pages 3.7-19 and 3.7-20], Costco RDEIR Tables 3.7-10 and 3.7-11 [pages 3.7-24 and 3.7-25]).

Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same significant traffic impacts identified in the Costco EIR would occur. Implementation of Mitigation Measures TR MM 4 and TR MM 6 (Costco 2019 RDEIR page 3.7-27) would still reduce some of the identified impacts to a less-than-significant level. Where affected intersections are outside the jurisdiction of the Town of Loomis, these impacts are considered significant and unavoidable since the Town cannot guarantee that the required mitigation measures would be implemented. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Similarly, because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, freeway impacts would still be less than significant as identified in the Costco 2019 RDEIR (pages 3.7-28, 3.7-29, and 3.7-36). No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Further, because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same significant traffic hazard impacts identified in the Costco EIR would occur. Implementation of Mitigation Measures TR MM 1 and TR MM 4 (Costco 2019 RDEIR page 3.7-31 and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program) would still reduce some of the identified impacts to a less-than-significant level. Where affected intersections are outside the jurisdiction of the Town of Loomis, these impacts are considered significant and unavoidable since the Town cannot guarantee that the required mitigation measures would be implemented. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new feasible mitigation measures have become available.

Lastly, because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, short-term, construction traffic impact would still be significant. Implementation of Mitigation Measure 3.7-4 (Costco 2019 RDEIR page 3.6-35 and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program), would reduce this impact to a less-than-significant level. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.18 UTILITIES AND SERVICE SYSTEMS

The utilities and service systems impacts of the Costco Project, including the development of commercial supporting uses on the residential property affected by the GPA/ZTA Project, were analyzed in the Costco EIR. (Costco 2019 RDEIR pages 5-20 through 5-22). Because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, water supply and wastewater treatment impacts would still be less than significant as identified in the Costco 2018 DEIR (pages 5-17 through 5-20), no new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

Similarly, because the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR, the same potentially significant wastewater conveyance impacts identified in the Costco EIR would occur. Implementation of Mitigation Measures UTIL-1 and HYDRO-3 (Costco 2018 DEIR page 5-19 and incorporated in the adopted Costco Project Mitigation Monitoring and Reporting Program) would reduce these impacts to a less-than-significant level. No new significant impact or substantial increase in the severity of impacts identified in the Costco EIR would occur, there is no new information of substantial importance, and no new mitigation measures would be required.

4.19 CUMULATIVE IMPACTS

Cumulative impacts for each of the environmental topic areas discussed above were evaluated in the 2018 DEIR (Chapter 4, and Executive Summary Table ES-2) and the 2019 RDEIR (Chapter 4, and Executive Summary Table ES-2). As described in detail above in Sections 4.1 through 4.18, the proposed General Plan and zoning text changes contemplated in this Addendum would not change the types of land uses or the location or amount of construction previously analyzed in the Costco EIR; therefore, the same project-level impacts would still occur in each environmental topic area. Because the project-level impacts would be the same, and the General Plan and zoning text changes apply only to the Project Site, the proposed General Plan and zoning text changes contemplated in this Addendum would also result in the same contribution to cumulative impacts as previously evaluated in the Costco EIR. No new significant cumulative impact or substantial increase in the severity of cumulative impacts identified in the Costco EIR would occur, and no new mitigation measures would be required.

5.0 CONCLUSION

The proposed legislative action proposed in the GPA/ZTA Project analyzed in this Addendum would not require major revisions to the Costco EIR because no new substantial impacts would result, nor would there be any increase the severity of environmental effects identified in the Costco EIR. Furthermore, there are no changes in the circumstances under which the Costco Project would be undertaken that would require major revisions to the Costco EIR because of new or substantially increased significant environmental effects. In addition, no new information of substantial importance has been discovered that would trigger or require major revisions to the Costco EIR because of new or substantially increased significant environmental effects. Moreover, there is no new information of substantial importance showing any of the following:

- (A) The project will have one or more significant effects not discussed in the Costco EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the Costco EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the Costco EIR and would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No new mitigation measures, beyond those identified in the Costco EIR, would be required for the GPA/ZTA Project. Therefore, no Subsequent or Supplemental EIR is required for GPA/ZTA, preparation of this Addendum fulfills the Town's obligations under Public Resources Code, Section 21166, and the Addendum meets the requirements of CEQA Guidelines Section 15164.

6.0 REFERENCES

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California Environmental Quality Act Findings of Fact General Plan and Zoning Code Text Amendment for Accessory Uses

Addendum to the Costco Loomis Project Environmental Impact Report

Consideration of Certified EIR and February 2022 EIR Addendum

Pursuant to the California Environmental Quality Act, Public Resources Code (“PRC”) Sections 21000 et seq. and the CEQA Guidelines, Title 14, California Code of Regulations, Sections 15000 et seq. (“CEQA Guidelines”) (collectively, “CEQA”), the Town of Loomis (the “Town”) has considered the Environmental Impact Report (“EIR”) prepared for the Loomis Costco Project (“Costco Project”) (State Clearinghouse No. 2016061048), located southeast of the intersection of Sierra College Boulevard and Brace Road in the town of Loomis, which was certified by the Town on August 11, 2020 (“Costco EIR”), and the Addendum thereto, dated February 2022, for proposed changes to the Medium Density Residential (RM) and High Density Residential (RH) zoning code definitions and allowable land uses, the proposed changes to the Town’s parking standards within the zoning code, and the proposed addition to the General Plan Land Use Element “Policies for Specific Areas.”

The Costco EIR, along with the February 2022 EIR Addendum, contain the environmental analysis and information necessary to support approval of the specified changes to the Town’s General Plan text and Zoning Code text.

Findings

Project Description

The Town proposes changes to the Medium Density Residential (RM) and High Density Residential (RH) zoning code definitions and allowable land uses, the proposed changes to the Town’s parking standards within the zoning code, and the proposed addition to the General Plan Land Use Element “Policies for Specific Areas.” Collectively, the proposed changes are referred to as the GPA/ZTA Project. The GPA/ZTA Project is intended to codify the Town’s existing interpretation of the General Plan and Zoning Ordinance to allow commercial support uses on residential property that is adjacent to and under common ownership with the primary commercial use. The GPA/ZTA Project requires some changes to the Costco EIR but none of the conditions described in CEQA Guidelines, section 15162 calling for preparation of a subsequent EIR have occurred.

Environmental Review Process

As stated above, on August 11, 2020, the Town of Loomis certified the EIR for the Costco Project (State Clearinghouse No. 2016061048), located southeast of the intersection of Sierra College Boulevard and Brace Road in the town of Loomis.

The Costco EIR includes a Draft EIR circulated for review and comment in April 2018 (Costco 2018 DEIR), a recirculated Draft EIR for review and comment in December 2019 (Costco 2019 RDEIR), and a Final Environmental Impact Report (Costco FEIR) certified in August 2020. Together, these documents are collectively referred to as “the Costco EIR”. The Costco EIR is available for review on the Town’s website: <https://loomis.ca.gov/loomis-costco-project-information/>.

The Town found that the Costco EIR was completed in compliance with CEQA and the CEQA Guidelines, that the Town Council reviewed and considered the information in the Costco EIR, and that the Costco EIR reflected the Town’s independent judgment and analysis. The Town adopted findings, a Statement of Overriding Consideration, and a Mitigation Monitoring and Reporting Program.

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that: “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Section 15162 of the CEQA Guidelines requires a subsequent EIR to a certified EIR when one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, Public Resources Code Section 21166 states that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occur:

1. Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
3. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The Town of Loomis, as lead agency, prepared an Addendum (dated February 2022) to the Costco EIR (dated August 11, 2020) pursuant to Section 15164 of the CEQA because the Costco EIR “retains some informational value” to the environmental effects of the proposed General Plan and Zoning Code text amendments. Accordingly, the February 2022 Addendum addresses the potential environmental impacts that could occur from the Town’s proposed changes to the Medium Density Residential (RM) and High Density Residential (RH) zoning code definitions and allowable land uses, the proposed changes to the Town’s parking standards within the zoning code, and the proposed addition to the General Plan Land Use Element “Policies for Specific Areas.”

The proposed legislative action analyzed in the Addendum would not require major revisions to the Costco EIR because no new substantial impacts would result, nor would there be any increase the severity of environmental effects identified in the Costco EIR. The commercial support uses addressed by the proposed legislative action were expressly contemplated and fully analyzed in the Certified EIR.

Furthermore, there are no changes in the circumstances that would require major revisions to the Costco EIR because of new or substantially increased significant environmental effects. In addition, no new information of substantial importance has been discovered that would trigger or require major revisions to the Certified EIR because of new or substantially increased significant environmental effects. Moreover, there is no new information of substantial importance showing any of the following:

- (A) The project will have one or more significant effects not discussed in the Costco EIR;
- (B) Significant effects previously examined will be substantially more severe than shown in the Costco EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the Costco EIR and would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No new mitigation measures, beyond those identified in the Costco EIR, would be required. There are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Costco EIR.

Therefore, the GPA/ZTA Project would not create any potential adverse impacts beyond those evaluated in the Costco EIR. As such, the preparation of an Addendum is appropriate and fully complies with the requirements of Public Resources Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164. No subsequent or supplemental EIR is required.

Additional Findings

Incorporation by Reference

These Findings incorporate by reference in their entirety the text of the February 2022 EIR Addendum prepared for the Project, the Draft EIR circulated for review and comment in April 2018 (Costco 2018 DEIR), the Draft EIR recirculated for review and comment in December 2019 (Costco 2019 RDEIR), the Final Environmental Impact Report (Costco FEIR) certified in August 2020, and the Findings adopted in support of the Costco Project previously adopted by the Town of Loomis.

Record of Proceedings

Various documents and other materials constitute the record of proceedings upon which the Town bases its findings and decision contained herein. The record of proceedings for Town's decision on the Loomis Costco Project includes the documents cited in the previous Findings adopted by the Town for the Costco Project, as well as the February 2022 EIR Addendum, and documents cited in the EIR Addendum. The Town Council has relied on all of the documents listed above in reaching its decision on the proposed project, even if not every document was formally presented to the Town Council.

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

Independent Judgment and Analysis

The Town Council hereby certifies that the Addendum to the Costco EIR was completed in compliance with CEQA and the CEQA Guidelines, that the Town Council reviewed and considered the information in the Addendum to the Costco EIR, and that the Addendum to the Costco EIR reflects the Town's independent judgment and analysis. The Town Council further certifies that the Addendum to the Costco EIR provides an adequate basis for considering and acting upon the GPA/ZTA Project. The Town Council has considered evidence and arguments presented during consideration of the GPA/ZTA Project and the Addendum to the Costco EIR.

ATTACHMENT 2:

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

Exhibit 2B: General Plan Amendment Findings

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



RESOLUTION NO. 22-10

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

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

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

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

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

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

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

WHEREAS, on April 12, 2022, the Town Council of Loomis opened a public hearing on the General Plan Amendment, at which time any person interested in the matter was given an opportunity to be heard, and then continued the public hearing until April 26, 2022; and

WHEREAS, on April 26, 2022, the Town Council of Loomis continued the public hearing on the General Plan Amendment, at which time any person interested in the matter was given an opportunity to be heard; and

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

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

amendments to the General Plan proposed for the Project and analyzed in the Addendum to the Environmental Impact Report, at which time any person interested in the matter was given an opportunity to be heard; and

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

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

Section 1. Amendment.

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

Page 42 (III-19), new 7:

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

Section 2. Findings.

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

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

Section 3. Action.

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

Section 4. Record.

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

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

AYES:
NOES:
ABSENT:
ABSTAINED:

Jennifer Knisley, Mayor

Carol Parker, Deputy Town Clerk

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

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

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

13.76.060 - Findings.

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

A. Findings for General Plan Amendments.

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

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

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

In support of Finding 2, the Town's objectives for these amendments are to locate commercial support uses adjacent to commercially designated property near existing interchanges to minimize impacts on Loomis. In addition, the amendment language is intended to locate non-structural support uses on land sufficient to provide the necessary facilities to support a primary commercial use. The amendment would support the Town's commercial base to increase municipal revenues and would provide for a wider range of goods and services for local residents while encouraging commercial uses near the freeway.

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

Roseville or farther. For Town residents, the distance traveled would decrease, increasing convenience and reducing vehicle travel.

In regard to public interest and the welfare of the Town, many of the Town residents travel to warehouse retail stores in Roseville and the Sacramento region. Commercial revenues from purchases at warehouse retail support those cities rather than the Town of Loomis. By providing support services such as parking area, drive aisles, lighting, and landscaping, to support retail variety, the Town could capitalize on those revenues to further support the Town.

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

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

California Environmental Quality Act (CEQA)

Discretionary projects in California are required to undergo environmental review under the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Title 14, Section 15000 et seq. [14 CCR Section 15000 et seq.]). The Environmental Impact Report and Addendum to the Environmental Impact Report serve as the environmental review documents for this project, and their purpose is to provide information regarding the project and its impacts. CEQA does not approve or disapprove projects but provides a framework for sharing environmental information and evaluation of a project and receiving public input to disclose what, if any, impacts may occur with project implementation. Using this information, the Town then makes a decision on whether or not to approve a project. The CEQA document does not make decisions but informs the ultimate decision, which may also take into account other factors, such as need or community benefit. Decision makers are free to also weigh the data provided by the experts analyzing the project, as well as public opinion. This Addendum to the EIR and the CEQA process are meant to educate and inform decision makers as they evaluate the project and reach conclusions.

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

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

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

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

Fiscal Analysis of the General Plan Amendment

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

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

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

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

Consistency with SB 330 and Government Code section 66300

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

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

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

- The GPA does not reduce height, density, or floor area ratio for RH or RH zoned property, or add new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations.
- The GPA does not reduce the development capacity of RM and RH property meeting the criteria of the GPA.
- There is no legal requirement that residentially zoned land must be developed to the maximum development capacity.
- The GPA does not restrict future development; the parcels effected by the GPA can be developed with residential uses in the future.
- This particular residentially zoned parcel was not included in the Town’s housing inventory list because its shape and/or other features, 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).
- Additionally, because the Town has enough inventory to meet its RHNA numbers, the GPA does not cumulatively reduce the residential development capacity of the Town.
- As the GPA is not reducing the intensity of land use on qualifying RH and RM zoned property (it only allows for additional limited commercial support uses), it does not trigger SB 330's no net loss requirement (that a city or county may reduce the intensity of land use only if it concurrently allows an at least equivalent increase in land use elsewhere in the city or county; Government Code section 66300, subdivision (i)(1)).

Consistency with Government Code section 65863, subdivision (b)

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

Spot Zoning Findings

- The GPA adds to the uses permitted on RH and RM zoned parcels. The GPA does not limit uses within the RM and RH zones.
- The GPA applies to property zoned RM or RH that may be used to support commercial activity along Sierra College Boulevard if: (a) the RM or RH property is adjacent to commercially zoned

property; (b) the RM or RH property and the adjacent commercial property are under common ownership; (c) use of the RM or RH property is limited to supporting uses such as commercial parking, commercial or emergency driveways or drive aisles, landscaping, drainage, and low impact development features such as bioswales; and (d) no buildings are built on the RM or RH property.

- The increase in permissible uses on RM and RH zoned property meeting the criteria set forth above is consistent with and will implement the Town General Plan as set forth in Table 1 (General Plan Consistency Analysis).
- The Town Council finds that the GPA is in the public interest:
 - The GPA supports the Town’s goal (Goal 7) of attracting new commercial development by encouraging new commercial development and uses in the area between the Town limits, Brace Road, and Sierra College Boulevard, and expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use. New commercial development provides jobs and generates increased revenues for the Town in the form of additional sales and property tax revenues as new commercial development is subject to business license taxes, property taxes.
 - The GPA allows commercial support uses on RM and RH property within a limited area between the Town limits, Brace Road, and Sierra College Boulevard to ensure the primary commercial use is adequately parked and accessed yet maintains the overall character of the Town.
 - Although the amendments expand limited commercial support use on limited portions of land designated residential, the residential designation (RM and RH) on the properties would persist. The GPA does not reduce the amount of or prevent the construction of market rate or affordable housing in Loomis, but merely expands the potential use of non-commercial property to include limited commercial support uses under certain conditions within a small area of the Town.
 - The GPA expands potential uses on the RM and RH property within this specific area of the Town to include commercial support uses as needed to serve the primary commercial use and patrons of that use, without limiting the intensity of uses on RM and RH property to commercial support uses only. Moreover, allowing the additional commercial support uses on RM and RH property within the area will provide an appropriate transition between commercial development and existing residential uses.
 - The expansion of potential commercial support uses on the RM and RH property discourages traffic in the existing residential neighborhoods by allowing parking and circulation on property designated RM and RH that is adjacent to commercial property under common ownership; thereby providing sufficient and centrally located commercially serving parking for the adjacent commercial property under common ownership.
 - Allowing parking and landscaping on the RM and RH property helps to buffer the primary commercial use from nearby residential uses, achieves greater compatibility between land uses, and ensures there is adequate space for commercial support uses such as parking and circulation to avoid parking and circulation pressures associated with the commercial use within the adjacent neighborhoods.

General Plan Consistency Evaluation

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

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
Chapter III – Land Use and Community Development	
Goal 1: To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and wildlife habitat values.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Proposals would require studies before a use permit is issued. There are no riparian features within the limited area to which the amendments would apply.
Goal 2. To protect groundwater and surface water quality.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Proposals would require studies before a use permit is issued.
Goal 3. To protect oak woodlands and significant stands of native trees.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. While this area does contain oak woodlands, proposals would require studies before a use permit is issued.
Goal 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Although small rock outcroppings and grassland meadow may be present in the area addressed by the amendment, proposals would require studies before a use permit is issued.
Goal 6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. Proposals would require studies before a use permit is issued. The amendment language limits the use to the area between the Town limit, Brace Road, and Sierra College Boulevard, which is between a freeway interchange and downtown.
Goal 7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town’s character.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. The amendments support this goal by encouraging new commercial development and uses in the area between the Town limit , Brace Road, and Sierra College Boulevard, expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use. New commercial development provides jobs. Proposals would require studies before a use permit is issued.

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
Goal 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town’s character.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The amendments support this goal by providing flexibility and allowing commercial support uses on RM and RH property within a limited area between the Town limit, Brace Road, and Sierra College Boulevard to ensure the primary commercial use is adequately parked and accessed.
Goal 9. To improve the Town’s commercial base to increase municipal revenues, and provide a wider range of goods and services for local residents, in addition to encouraging some commercial uses near the freeway and in the downtown that can attract or serve patrons from outside the community.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The amendments support this goal by encouraging commercial use in the area between the Town limit, Brace Road, and Sierra College Boulevard, expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use.
E.10. Loomis shall encourage the provision of adequate housing opportunities for people on fixed or limited incomes, with emphasis on senior citizen housing.	Consistent. Although the amendments expand limited commercial support use on limited portions of land designated residential, the residential designation on the properties would persist. The properties involved are not appropriate for very-low- or low-income housing as they are zoned for medium and high density residential at densities and lot sizes too small to support affordable units, and the amendments do nothing to prevent the construction of affordable housing in Loomis, but merely expand the potential use of non-commercial property to include limited commercial support use within a small area of town.
E.18. All new development in Loomis shall conform to the land use map, land use categories and development intensities set forth in this General Plan.	Consistent. The amendments would not alter the land use map, land use categories, or development intensity on the properties, but would allow for limited commercial access and parking uses.
F.1. Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with a commercial use is consistent with this policy. The amendments support this by expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use, while limiting the intensity of uses on RM and RH property to commercial support uses only, to balance commercial development with existing residential uses.
F.2. Downtown Loomis shall be developed and maintained as a focal point for personal shopping and services within the community, through continued implementation of the policies and regulations originally developed in the <i>Town Center Master Plan</i> , which are now in various portions of this General Plan and the Zoning Ordinance.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with a commercial use is consistent with this policy. The amendments, which are limited to Sierra College Boulevard and Brace Road, would not interfere with implementation of the <i>Town Center Master Plan</i> .
F.4 Commercial development shall be subject to design criteria which visually	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. Proposals would require studies to ensure consistency with design criteria before a use permit is issued.
F.5. New commercial development shall preserve and integrate existing natural features (e.g. creeks, native trees, rock outcrops) and topography into project landscaping.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. Proposals would require studies before a use permit is issued.
F.6. Loomis shall require landscaping throughout off-street parking lots to mitigate the adverse visual impact of large, paved areas and provide shading to assist in energy conservation within adjacent buildings.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. Proposals would require studies before a use permit is issued.
F.7. Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area adjacent to and under common ownership with a commercial use would not affect implementation of this policy. The amendments discourage traffic in existing residential neighborhoods by allowing parking and circulation on property designated RM and RH that is adjacent to commercial property under common ownership; thereby providing sufficient and centrally located commercially serving parking for the adjacent commercial property under common ownership. Proposals would require studies before a use permit is issued.
F.10. Commercial land uses shall be discouraged away from the Town's core area, except when property is demonstrably unsuitable for residential use because of proximity to noise sources such as major arterials or railroad lines.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with an adjacent commercial use under common ownership would not affect implementation of this policy. Proposals would require studies before a use permit is issued. The amendment limits where commercial supporting uses on RM and RH designated/zoned property may occur.
H.1. The boundaries of proposed land use designations should be coincident with existing property boundaries, to the extent possible. One possible exception may be when the frontage of a large lot along a major arterial would be inappropriate for residential uses, while much of the remainder could be suited for residential use.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The added commercial supporting uses would be within the boundaries of the existing commercial property that is under common ownership. The amendments would not alter the existing boundaries of the land use designations.
The goals of the Town of Loomis for its town center are to: <ol style="list-style-type: none"> 1. Maintain the small town character of Loomis; 2. Promote the economic stability of the Town; 3. Provide goods and services for residents; 4. Revitalize Taylor Road; 	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not affect implementation of this goal. Proposals would require studies before a use permit is issued. The amendments limit where this can occur specifically.

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
<p>5. Protect Loomis’ natural resources; 6. Create a civic center; 7. Provide a range of employment and housing opportunities; 8. Develop and maintain Downtown Loomis as a focal point for shopping and services; and 9. Redevelop the railroad rights-of-way to enhance Loomis’ historic image.</p>	
<p>Policy 1. Until the adoption of Zoning Ordinance provisions and design guidelines to implement the <i>Town Center Master Plan</i>, proposed development and new land uses within the Town Center Commercial, General Commercial, Residential Medium Density, Residential Medium High Density, and Residential High Density land use designations south of King Road and northwesterly of I-80 shall be consistent with the <i>Town Center Master Plan</i>. Proposed development and new land uses shall be consistent with the Town’s Zoning Ordinance provisions and design guidelines that implement the provisions of the <i>Town Center Master Plan</i>, after the Zoning Ordinance provisions and design guidelines are adopted by the Town.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not affect implementation of this policy. Proposals would require studies before a use permit is issued. Expansion of parking to serve a commercial use within the same or contiguous parcel and the same commercial owner would not interfere with implementation of this policy.</p>
<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 the preservation of open space and natural resources.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not conflict with or interfere with this goal. Proposals would require studies before a use permit is issued to ensure appropriate character and protection of resources. See the analysis of General Plan Policies F.4, F.5, and F.6 above.</p>

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
<p>Policy 1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. While this area addressed by the amendment contains oak woodlands, grassland, and pockets of wetland features, proposals would require studies before a permit is issued to ensure appropriate character and protection of resources.</p>
<p>Policy 3. Each development project should be designed to be consistent with the unique local context of Loomis.</p> <ul style="list-style-type: none"> a. Design projects to fit their context in terms of building form, siting and massing. b. Design projects to be consistent with a site's natural features and surroundings. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and integration of existing resources.</p>
<p>Policy 4. Design each project at a human scale consistent with surrounding natural and built features.</p> <ul style="list-style-type: none"> a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing. b. Project design should follow the rules of good proportion, where the mass of the building is balanced, and the parts relate well to one another. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>
<p>Policy 5. Design projects to minimize the need to use automobiles for transportation.</p> <ul style="list-style-type: none"> a. Emphasize pedestrian and bicycle circulation in all projects. b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile. c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Allowing commercial supporting uses on RM and RH properties in this area provides flexibility for addressing multiple modes of transportation to and from the adjacent commercial use under common ownership. Proposals would require studies before a permit is issued to ensure appropriate pedestrian and bicycle circulation and attention to modes of transit and consistency.</p>
<p>Policy 6. Encourage an active, varied, and concentrated urban life within commercial areas.</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would</p>

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
<p>a. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures of retail, other employment, and other uses.</p> <p>b. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses.</p>	<p>not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>
<p>Policy 7. Respect and preserve natural resources within rural areas.</p> <p>a. Design buildings to blend into the landscape.</p> <p>b. Emphasize native vegetation and natural forms in site design and project landscaping.</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate protection of resources and consistency.</p>
<p>Policy 8. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. The amendment does not allow for commercial structures. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>
<p>Policy 9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. The amendments would allow for parking lot or landscape area lighting within the residentially designated portions of the property, but that lighting, as well as any residential lighting, would be subject to Town standards. Proposals would require studies before a permit is issued to ensure that lighting is consistent with this policy.</p>
Economic Development	
<p>Goal 1. To encourage and assist existing industries and businesses to remain and expand in Loomis, helping them to be economically viable contributors to the community.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal but would support this goal. Allowing commercial supporting uses encourages businesses to remain and expand in Loomis.</p>
<p>Goal 2. To recruit new industries and businesses, thereby creating new jobs for Loomis residents.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal but would support this goal.</p>
Chapter IV. Circulation	
<p>Goal LOS: To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. An allowance for commercial parking and landscaping on dually designated/zoned parcels would help to buffer commercial use</p>

Table 1

General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
	from nearby lower density residential use and prevent parking and circulation spillage into adjacent residential areas. The parking, circulation, and landscaping on commercial property vs. high density multifamily property is similar in design.
LOS Policy: In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when: 1) The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or 2) The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this policy. Proposals would require studies before a use permit is issued. An allowance for commercial parking and landscaping on dually designated/zoned parcels would help to buffer commercial use from nearby lower density residential use and prevent parking and circulation spillage into adjacent residential areas. The parking, circulation, and landscaping on commercial property vs. high density multifamily property is similar in design.
Neighborhood Environment Goal: To take actions to minimize cut-thru traffic and manage speeds on residential streets.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road under common ownership and associated with a primary commercial use would not interfere with this goal but would support this goal by ensuring sufficient access and parking area for the commercial use is available contiguous to the commercial use to avoid traffic within nearby neighborhoods and confine the traffic to the commonly owned properties associated with that commercial use. Given the limited applicability of the amendment, the amendment would serve to reduce the potential for cut-through traffic generated by commercial properties adjacent to existing residences.
Neighborhood Environment Policy 2. The Town shall design streets and approve development in such a manner as to prevent and eliminate high traffic flows and parking problems within residential neighborhoods.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties under common ownership and within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not interfere with this policy but would support it by ensuring sufficient access and parking area is provided for the commercial use within the same or contiguous parcels to avoid traffic and parking within nearby neighborhoods. Given the limited applicability of the amendment, the amendment would serve to reduce the potential for cut-through traffic or off-site parking generated by commercial properties adjacent to existing residences.
Roadway Funding Goal: To leverage the Town’s resources with outside funding sources (developer fees, state funds, federal funds, etc.).	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated

Table 1

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

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<p>be measured from the property line of the subject parcel that is nearest to the existing water supply or sewage disposal service.</p> <p>b. All development proposed in nonresidential land use designations shall be connected to the community water supply and sewage disposal systems prior to occupancy.</p>	
<p>Policy 8. New construction and reconstruction/restoration shall consider energy conservation in the selection of building materials, building orientation, and landscaping.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy. The policy is equally applied to all new construction and reconstruction regardless of use type or designation; therefore, the policy would continue to apply. Landscaping is designed to reduce heat effects from the parking lot and decrease water consumption.</p>
<p>Goal. To maintain a fiscally healthy municipality, with new development contributing adequately to maintain current levels of service.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal and would support this policy through the provision of commercial support uses. Proposals would require studies before a use permit is issued.</p>
<p>Policy 1. New development shall be required to contribute toward the maintenance of existing levels of public services and facilities--through fees, dedications, or other appropriate means.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy. The policy is equally applied to all new development regardless of use type or designation; therefore, the policy would continue to apply, and the amendments are consistent.</p>
<p>Policy 3. A fiscal impact analysis shall be required for proposed General Plan amendments.</p>	<p>Consistent. A general plan amendment is proposed to allow commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town. This amendment would not interfere with or conflict with this policy, and a fiscal analysis has been completed.</p>
<p>Policy 4. Loomis shall support the development of new commercial and industrial activities to increase the Town’s discretionary revenues (which provides funds for capital projects and improved municipal services), provided that the new land uses are consistent with the Town’s distinct, rural character.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy, and support this policy through the provision of commercial support uses.</p>
<p>Chapter VII. Conservation of Resources</p>	
<p>Natural Resources and Open Space</p>	

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Goal 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal does not differentiate between the type of development that could impact natural resources. While this area addressed by the amendment contains potentially suitable habitat for western spadefoot toad, Swainson’s hawk and other raptor and migratory bird species, proposals would require studies before a use permit is issued.
Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
Goal 3. To help protect groundwater and air quality within the Sacramento region.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
Goal 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak woodlands and significant specimens of native trees	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
<p>Policy 1. Loomis will contribute toward the attainment of State and Federal air quality standards in the Sacramento Valley Air Basin through the following, and other feasible measures.</p> <ul style="list-style-type: none"> a. Site preparation and development activities shall incorporate effective measures to minimize dust emissions and the emissions of pollutants by motorized construction equipment and vehicles. b. During the review of development plans, the Town should require that project proponents conduct their own air quality analysis to determine air quality impacts and potential mitigation measures. c. Local employers should be encouraged to consider flextime as a means of reducing peak morning and afternoon trips. 	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy applies equally to residential and commercial uses. Proposals would require studies before a use permit is issued.

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<p>d. Recognizing that trees and other vegetation can provide a biological means of reducing air contaminants, existing trees should be retained and incorporated into project design wherever feasible. The additional planting of a large number of trees along roadways and in parking areas shall be encouraged.</p> <p>e. The Town shall require carbon monoxide modeling for development projects that, in combination with regionally cumulative traffic increases, would result in a total of 800 or more trips at an affected intersection or cause the level of service to drop to D or lower at the intersection.</p> <p>f. The Town shall support the Placer County Air Pollution Control District in its efforts to develop a feasible program to meet emission reduction requirements during the environmental review of all development proposals whose emissions exceed applicable significance thresholds.</p> <p>h. If an initial air quality screening indicates that emissions of any pollutant could exceed 10 pounds per day, the Town shall require such development projects to submit an air quality analysis to Placer County APCD for review. Based on the analysis, the Town may require appropriate mitigation measures consistent with the latest version of the AQAP or other regional thresholds of significance adopted for the air basin.</p> <p>i. New development shall pay its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and bus stop facilities.</p>	
<p>Policy 2. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, the Town shall require, as part of the environmental review process, a biotic resources evaluation by a qualified biologist. The biologist shall follow accepted protocols for surveys (if needed)</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between residential or commercial uses, but on the resources within the development site. Proposals would require studies before a use permit is issued.</p>

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and subsequent procedures that may be necessary to complete the evaluation.	
<p>Policy 3. The Town shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian areas.</p> <p>a. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, project applicants shall demonstrate that upland grading activities will not contribute to the direct cumulative degradation of stream quality.</p> <p>b. The Town will limit development on slopes with a gradient in excess of 30 percent or in areas of sensitive or highly utilized habitat, through appropriate zoning standards and individual development project review.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any grading activity. Proposals would require studies before a use permit is issued.</p>
<p>Policy 4. The Town shall require that industrial and commercial uses that store or use hazardous materials provide a buffer zone sufficient to protect public safety, including the safety of nearby wildlife.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The amendments do not allow for the storage of hazardous materials.</p>
<p>Policy 5. Individual heritage trees and significant stands of heritage trees shall be preserved. Healthy heritage trees shall be removed or significantly trimmed only when necessary because of safety concerns, conflicts with utility lines and other infrastructure, the need for thinning to maintain a healthy stand of trees, or where there is no feasible alternative to removal. Proposed development shall be designed, constructed, and maintained to preserve individual heritage trees and significant stands of heritage trees, and provide for the protection of root zones and the continuing health of the trees. When trees are removed, they shall be replaced in sufficient numbers to maintain the volume of the Town’s overall tree canopy over a 20-year period. Tree removal within stream corridors is also subject to the above policy on stream corridor protection.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any tree removal activity. Proposals would require studies before a use permit is issued.</p>

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<p>Policy 6. The streams of Loomis are among the most significant and valuable of the Town’s natural resources. Development adjacent to streams shall be designed, constructed, and maintained to avoid adverse impacts on riparian vegetation, stream bank stability, and stream water quality to the maximum extent feasible. These policies shall apply to all watercourses shown as blue lines on the most recent United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps applicable to the Town.</p> <p>A. Proposed structures and grading shall be set back the greater of: 100 feet from the outermost extent of riparian vegetation as defined in the Zoning Ordinance, or outside of the 100-year flood plain. Lesser setbacks may be approved where site-specific studies of biology and hydrology, prepared by qualified professionals approved by the Town, demonstrate that a lesser setback will provide equal protection for stream resources. Development shall be set back from ephemeral or intermittent streams a minimum of 50 feet, to the extent of riparian vegetation, or to the 100-year floodplain, whichever is greatest.</p> <p>Proposed development shall include surface water drainage facilities that are designed, constructed, and maintained to ensure that the increased runoff caused by development does not contribute to the erosion of stream banks, or introduce pollutants into watercourses.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. Proposals would require studies before a use permit is issued.</p>
<p>Policy 7. The Town will contribute toward the maintenance of high quality in the local surface and groundwater resources through the following, and other feasible measures</p> <ol style="list-style-type: none"> a. Proposed development shall incorporate measures to minimize soil erosion, and stream and drainage way sedimentation during construction, and over the life of each project. b. The Town will periodically review its ordinances requiring erosion and sediment control, and will update 	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any development. Proposals would require studies before a use permit is issued.</p>

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<p>them when necessary to ensure their continuing effectiveness.</p> <p>c. Proposed development shall be designed, constructed, and maintained to prevent the discharge of untreated effluent into local streams to the maximum extent feasible, including the introduction of contaminants such as pesticides, fertilizers, and petroleum products and other contaminants carried by urban runoff.</p>	
<p>Policy 8. The following policies apply to properties with wetland areas:</p> <p>a. The environmental review of development on sites with wetlands shall include a wetlands delineation, and the formulation of appropriate mitigation measures. The Town shall support the “no net loss” policy....</p> <p>b. The Town shall require new development to mitigate wetland loss...to achieve “no net loss” through any combination of the following, in descending order of desirability:</p> <ol style="list-style-type: none"> 1. Avoidance of riparian habitat; 2. Where avoidance is not feasible, minimization of impacts; 3. Compensation, including use of a mitigation banking program...that are encouraged to be located within the Town; or 4. Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1.... <p>c. The Town will require project-by-project review of sites where vernal pools exist....</p> <p>d. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible....</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any development on a property with wetlands. While this area addressed by the amendment contains swales, proposals would require studies before a use permit is issued.</p>
<p>Policy 9. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between use types or the land use designation on which they would be located. Proposals would require studies before a use permit is issued.</p>

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Cultural Resources	
Goal 1. To preserve and where appropriate replicate historic areas, such as the Downtown district and fruit sheds, that contribute to Loomis’ distinct character.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, which is outside of an historic area, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations and is equally applied to any development. Proposals would require studies before a use permit is issued.
Policy 5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between development type or land use designation. Proposals would require studies before a use permit is issued.
Chapter VIII. Public Health and Safety	
Safety	
Goal 1. To reduce risks associated with natural and man-made hazards through compliance with State and Federal safety programs.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 2. To reduce the risks associated with wildland and urban edge fires in the Town’s rural areas.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 3. To reduce the potential for and damage resulting from storm flooding hazards within the community	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 4. To reduce the risks associated with potential seismic activity, including ground-shaking, liquefaction, and landslides	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Policy 1. Loomis shall enforce building codes and other Town ordinances having an effect upon fire hazards and fire protection. The Town shall maintain	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would

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adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for firefighting.	not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations. Commercial supporting drive aisles and driveways in the RH and RM designations would be sized to comply with fire protection standards, including drive isle widths and turning radii. Proposals would require studies before a use permit is issued.
Policy 2. Engineering analysis of new development proposals shall be required in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Policy 4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to inundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and the amendments do not permit commercial support structures in the RM and RH zones – only parking, driveways/aisles, and landscaping. Proposals would require studies before a use permit is issued.
Policy 5. New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and there are no stream channels in the area to which the amendments would apply. Proposals would require studies before a use permit is issued.
Policy 7. Site-specific recommendations of the Town’s Drainage Master Plan, upon completion, shall be applied to individual development projects as appropriate.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations. Proposals would require appropriate design and implementation of required facilities established in the Drainage Master Plan before a use permit is issued.
Policy 14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the applicant as part of the project description to determine consistency with the State Health and Safety Code. A site visit may be necessary to determine compatibility to surrounding areas.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and the amendments do not allow for the storage of hazardous materials. Proposals would require studies before a use permit is issued.

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<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 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.</p>
<p>Goal 2. To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls.</p>	<p>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.</p>
<p>Goal 3. To maintain and where possible enhance the quiet, rural ambiance of the Town.</p>	<p>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.</p>
<p>Policy 1. New commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses.</p>	<p>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.</p>
<p>Policy 2. Loomis shall encourage the mitigation of noise impacts in all new developments as necessary to maintain the quiet, rural ambiance of the Town.</p>	<p>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</p>

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	proposed commercial use by allowing landscape buffers, parking, and driveways/aisles in which noise would be generated, thereby reducing noise impacts on existing uses that are generated by the primary use. No structures would be allowed in the RH and RM portions of the property. Proposals would require studies before a use permit is issued.
Policy 3. An acoustical analysis shall be required for new residential structures located within the projected noise contour of 65 dBA Ldn, showing that the structures have been designed to limit intruding noise in interior rooms to an annual level of 45 dBA Ldn.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued. The amendments do not prohibit future residential development which would be required to conduct an acoustical analysis.
Policy 4. Individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are met. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.
Policy 5. Loomis shall discourage the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. New sensitive noise receptors shall not be permitted if the only feasible mitigation for noise impacts is a sound wall.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued. The policy is not specific to a use or designation, and would continue to be applied to all developments.
Policy 6. Where noise mitigation is necessary, the following order of preference among options shall be considered: distance from the noise source; muffling of the noise source; design and orientation of the receptor; landscaped berms; landscaped berms in combination with walls.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles, thereby reducing noise impacts on existing uses that are generated by the primary use, particularly combined with soundwalls (which are not prohibited merely discouraged (Goal 2)) or time of day use restrictions. No primary commercial structures would be allowed in the RH and RM portions of the property. Proposals would require studies before a use permit is issued.
Policy 15. Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.

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Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
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 commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles, thereby reducing noise impacts on existing nearby residential uses that are generated by the primary use. The landscape buffer provides a noise barrier. Proposals would require studies before a use permit is issued.
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 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	Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RH and RM property

Table 1

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

Table 1

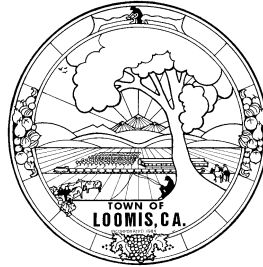
General Plan Consistency	
Relevant Goals, Policies, & Programs	General Plan Amendment Analysis
Goal F: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Town residents.	Consistent. The general plan and zoning ordinance amendments would 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.

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							
RECREATION, EDUCATION AND PUBLIC ASSEMBLY USES							
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
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>
Community Development	
<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>

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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.

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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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<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	

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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

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	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

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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

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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

Table 2

ZTA Amendment General Plan Consistency

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

Table 2

ZTA Amendment General Plan Consistency

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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ZTA Amendment General Plan Consistency

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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ZTA Amendment General Plan Consistency

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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ZTA Amendment General Plan Consistency

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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ZTA Amendment General Plan Consistency

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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ZTA Amendment General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Consistency Analysis
<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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ZTA Amendment General Plan Consistency

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

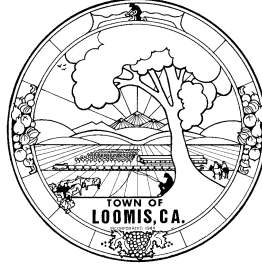
ATTACHMENT 4:

Exhibit 4A: Town Council Resolution 22-11 on the Conditional Use Permit and Design Review

Exhibit 4B: Findings on the Conditional Use Permit and Design Review

Exhibit 4C: Conditions of Approval for the Conditional Use Permit and Design Review

EXHIBIT 4A
TOWN COUNCIL RESOLUTION #22-11 ON THE CONDITIONAL USE PERMIT AND DESIGN REVIEW
TOWN OF LOOMIS TOWN COUNCIL MAY 10, 2022



RESOLUTION NO. 22-11

A RESOLUTION OF THE TOWN COUNCIL OF LOOMIS REPEALING RESOLUTION 20-31 AND APPROVING A CONDITIONAL USE PERMIT ALLOWING WAREHOUSE RETAIL, INCLUDING AN ANCILLARY FUELING STATION, WITHIN THE CG-GENERAL COMMERCIAL ZONE AND UNDER SPECIFIC LIMITS, COMMERCIAL SUPPORT USES ON COMMONLY OWNED RMH-RESIDENTIAL MEDIUM HIGH DENSITY AND RH-RESIDENTIAL HIGH DENSITY PROPERTIES PURSUANT TO THE LOOMIS COSTCO PROJECT AND APPROVAL OF DESIGN REVIEW FOR THE PROPOSED COSTCO PROJECT

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

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

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

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

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

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

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

WHEREAS, the Town Council of the Town of Loomis unanimously approved the conditional use permit and design review for the proposed Costco Project (Resolution 20-31); and

WHEREAS, after certification of the Costco EIR the Costco project was adopted on August 11, 2020, three lawsuits were filed, one of which was subsequently dismissed;

WHEREAS, the court determined that the Town committed a land use analysis error in both remaining actions, as it did not analyze the Project's inconsistency with the Town's Zoning Code and General Plan due to the proposal to construct commercial parking, driveways, and landscaping on residential land; and

WHEREAS, the Town proposes that the Town Council adopt General Plan and Zoning Ordinance text Amendments to address the inconsistencies found by the court; and

WHEREAS, AECOM prepared for the Town of Loomis' consideration an Addendum to the Costco EIR addressing the General Plan and Zoning Ordinance text Amendments; and

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

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

WHEREAS, on March 22, 2022, the Planning Commission of the Town of Loomis recommended the Town Council approve the conditional use permit and design review for the proposed Costco Project (Resolution 22-03); and

WHEREAS, on April 12, 2022, the Town Council of Loomis opened a public hearing on the conditional use permit and design review, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on April 26, 2022, the Town Council of Loomis continued the public hearing on the conditional use permit and design review, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on May 10, 2022, the Town Council of Loomis continued its consideration of the conditional use permit and design review, at which time any person interested in the matter was given an opportunity to be heard; and

WHEREAS, on May 10, 2022, the Town Council of Loomis considered the Costco EIR and associated Addendum, and the proposed amendments to the Zoning Ordinance proposed for the Project and analyzed in the Addendum to the Environmental Impact Report, at which time any person interested in the matter was given an opportunity to be heard; and

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

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

1. The Town Council of the Town of Loomis hereby repeals Resolution 20-31 and adopts Resolution 22-11.
2. Pursuant to Zoning Code Section 13.62.050, the Town Council finds the proposed use is consistent with the goals, policies and land uses in the Town of Loomis General Plan and amended Zoning Ordinance, compatible with existing and future land uses in the vicinity, located on a physically suitable site, and would not be detrimental to persons, property, or improvements in the vicinity as disclosed in the Findings contained herein as Exhibit A.
3. Pursuant to CEQA, the Costco EIR and the Addendum to the Costco EIR were certified by the Town Council, the environmental effects of which have been fully analyzed and disclosed in compliance with CEQA, and CEQA Findings of Fact and a Statement of Overriding Considerations have been prepared.
4. The Conditional Use Permit shall expire twenty-four months following approval by the Town Council on May 10, 2024, subject to the attached conditions of approval in Exhibit B.

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

AYES:

NOES:

ABSENT:

ABSTAINED:

Jennifer Knisley, Mayor

Carol Parker, Deputy Town Clerk

**EXHIBIT 4B
RESOLUTION #22-11**

**FINDINGS ON THE CONDITIONAL USE PERMIT AND DESIGN REVIEW
TOWN OF LOOMIS TOWN COUNCIL APRIL 12, APRIL 26, AND MAY 10, 2022**

California Environmental Quality Act (CEQA)

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

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

Since the certification of the Costco EIR and project adoption (August 11, 2020), additional General Plan and Zoning Code changes are proposed to address the placement of commercial support uses on Residential Medium (RM) and Residential High (RH) zoned and designated properties within the project area (Zoning Text Amendment (ZTA)). CEQA Guidelines Section 15164 provides for the use of an Addendum to document the changes for a project that are already covered under a previously certified EIR if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a Subsequent EIR have occurred. The new General Plan and Zoning text amendments would not cause any changes to the Costco Project or circumstances that would increase the severity of any impact analyzed in the Costco EIR or result in any new significant impacts. Similarly, there is no "new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the [Costco] EIR was certified as complete." (See Guidelines, §15162, subd. (a)(3)). The amendment will not have any new or substantially more severe significant environmental effects because the potential changes to the physical environment contemplated by commercial support uses within the RM and RH zoned properties, were fully analyzed in the Costco EIR. No new mitigation measures are required or proposed.

Conditional Use Permit

1. With repeal of Zoning Ordinance #285, and the adoption of Zoning Ordinance #290 amending the Zoning Code to allow warehouse retail in the CG-General Commercial zone as a conditional use, and to allow commercial support uses in the RH and RM zones, under the limited circumstances established in the ordinance, the proposed use is conditionally allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Ordinance and the Municipal Code;
2. The proposed use is consistent with the General Plan and any applicable specific plan. This includes the reduction of 150 potential moderate-income housing units on the properties as identified in the Housing Element vacant land survey. The project would not conflict with the Housing Element. Although no housing

units are proposed, there is sufficient vacant land for moderate-income housing to meet and exceed the current Regional Housing Needs Allocation (RHNA);

3. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity; and
4. The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints; and
5. Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property or improvements in the vicinity and zoning district in which the property is located.

Design Review

1. Design Review was originally conducted in 2018, by former Planning Director Bob King, and with comments from the Planning Commission provided to the applicant on May 1, 2018 and May 31, 2018.
2. The retail warehouse and ancillary fueling station are consistent with the Design Review requirements of Section 13.62.040 Design Review of the Loomis Municipal Code, with implementation of the Conditions of Approval.
3. The architectural design, building massing and scale is appropriate and compatible with surrounding subdivisions and the community.
4. The project provides attractive and desirable site layout and design, including, building arrangement, exterior appearance, setbacks, drainage, fences and wall, grading, landscaping, and lighting.
5. The project provides efficient and safe public access, circulation, and parking.
6. The project provides appropriate open space and landscaping, including landscaped setbacks that exceed the minimum requirements, landscaped parking medians, and the use of water efficient landscaping.
7. The project is consistent with the Loomis General Plan and Zoning Code with implementation of Mitigation Measures and Conditions of Approval.

Original Zoning Amendment General Plan Consistency Evaluation

Table 1 provides a General Plan consistency analysis of the previously considered 2020 amendments for the warehouse retail, lighting, driveway, and parking stall dimensions, loading spaces, and fueling station. A General Plan consistency analysis of the additional amendments regarding the limited allowance of commercial support uses on RM and RH zoned property adjacent to and commonly owned with commercially zoned property is provided in Table 2.

Table 1	
Conditional Use Permit General Plan Consistency	
Relevant Goals, Policies, & Programs	2020 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. The warehouse is not proposed in a creek or riparian area.
Goal 2: To protect groundwater and surface water quality.	Consistent. Warehouse operations would require appropriate permits with state and federal regulating agencies. A stormwater control plan would be required prior to construction or operations.

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
Goal 3. To protect oak woodlands and significant stands of native trees.	Consistent. Mitigation is included to plant replacement trees removed during construction and to create an open space oak woodland mitigation plan to preserve oak woodlands within the Town.
Goal 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.	Consistent. There are no significant topographical features, grazing areas, or meadows on the site.
Goal 6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area	Consistent. Locating the warehouse adjacent to existing commercial development at the southern gateway to the Town near the freeway interchange supports this goal.
Goal 7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town's character	Consistent. Warehouse retail will provide new jobs. Located at the southernmost edge of town, a warehouse retail operation in this location would not significantly affect the Town's overall character, particularly with a large lumber retail use adjacent.
Goal 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town's character	Consistent. Allowing a warehouse retail use on General Commercial land is consistent with this goal.
Goal 9. To improve the Town's commercial base to increase municipal revenues, and provide a wider 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 a warehouse retail use at this location supports this goal.
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. The proposed project provides a new commercial retail shopping facility and a fueling station to meet existing and future Town needs and increased sales tax revenues. Allowing a warehouse retail use as a conditional use in General Commercial is consistent with this policy.
F.2. Downtown Loomis shall be developed and maintained as a focal point for personal shopping and services within the community, through continued implementation of the policies and regulations originally developed in the <i>Town Center Master Plan</i> , which are now in various portions of this General Plan and the Zoning Ordinance.	Consistent: Warehouse retail at the southern gateway to Downtown is consistent with this policy.
F.4 Commercial development shall be subject to design criteria which visually integrate commercial	Consistent with Conditions. The warehouse is styled to include components of the Loomis fruit shed

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	architectural style, and artwork resembling fruit labels should be included on the retaining wall along Sierra College Blvd. or the warehouse structure. Heavy landscaping around the perimeter of the site with setbacks of 20 feet or more shields views from offsite. Final Designs need to show samples of fruit label artwork for Town approval.
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 with Mitigation. The culvert south and east of the site would be retained, with additional oaks planted parallel to the culverted area to retain the natural/native appearance of the landscape. The freshwater marsh features and majority of trees onsite would be removed to accommodate the warehouse structure and associated parking lot and drive aisles. Some existing oak trees onsite are retained along the landscaped setback located at the site perimeter. Onsite landscaping would include native Interior Live Oak and Valley Oak species. Proposed mitigation would include measures to compensate for loss of oak woodland habitat. There are no notable rock outcroppings on the site.
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. Parking areas with landscaped setbacks and islands are proposed. Each parking lot island would include large shade trees, shrubs, and ground cover. 26 Interior Live Oak and 37 Valley Oaks, along with other landscape trees, shrubs and groundcover would be located along the perimeter and within the parking field to provide screening and shading.
F.7. Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible.	Consistent. Traffic, including gasoline and nighttime warehouse deliveries, would primarily enter and exit at a signal on Sierra College Blvd (arterial). Daytime truck deliveries and some customers and employees would use a smaller right-in/right-out driveway on Brace Rd. (arterial). A potential third access point extension to Granite Drive may also occur, should the City of Rocklin and the landowner desire an access through to the Costco site. In general, due to the proximity to I-80, traffic would access the site via Sierra College Blvd. Access may also occur via Brace Road and Taylor Road accessing Sierra College Blvd. The site is located along two arterials, avoiding residential neighborhood streets. The gated emergency access on Brace Road would be used as an

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
	evacuation route or emergency access point only during emergency situations. Project traffic would not be diverted through existing residential neighborhoods.
F.10. Commercial land uses shall be discouraged away from the Town’s core area, except when property is demonstrably unsuitable for residential use because of proximity to noise sources such as major arterials or railroad lines.	Consistent. The warehouse would be located at the southwestern boundary of the Town, adjacent to the existing large commercial developments in Rocklin along Sierra College Blvd and the existing large lumber retail operation on Brace Rd. The site is bound by two arterials and is located within the Town’s core area in the General Plan.
<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. 	Consistent. The warehouse would be located at the southwest edge of Town near an existing lumber yard outside of the Loomis Town Center. The warehouse would capture economic activity currently lost to the Costco in Roseville and would reduce resident trips to Roseville.
<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>	Consistent with Conditions. A design review was conducted. Any areas of potential conflict with the Zoning Code or Design Guidelines is addressed through the conditions of approval to ensure consistency with these standards and guidelines.
Community Development	

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
<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. The warehouse is located centrally on the site, but is adjacent to residential uses and is adjacent to existing commercial uses in Rocklin. Sidewalks and access points are included in the Project. Landscaped setbacks are also included to retain the Town’s native landscape. The facility would serve the local community as well as patrons from outside the community.</p>
<p>Goal 2. To maintain the distinct identity and small town neighborly character of Loomis through the appropriate design of new development, and by the preservation of open space and natural resources.</p>	<p>Consistent with Conditions. The warehouse is styled to include components of the Loomis fruit shed architectural treatments such as corrugated siding and porch-like overhangs, but should be visually enhanced to reflect fruit label artistic treatments. Final Designs need to show detail for the architectural treatments and samples of fruit label artwork for Town approval. The site was designated/zoned for General Commercial, so it was intended for commercial development rather than use as open space. While the site will change, some oak tree replacement is planned onsite to maintain some of the natural character.</p>
<p>1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.</p>	<p>Consistent with Mitigation. To the extent feasible, oaks and culverted drainage areas are conserved; however, the bulk of the wetlands and the oak woodland is located in the center of the site, making retention of these features infeasible for any commercial development. The culvert and wetland features on the perimeter of the site are retained, as are the oaks along the perimeter, consistent with the Town’s Tree Preservation Ordinance. There are no existing structures and the cultural resources database search and on-site survey conducted for the proposed project concluded there were no on-site features eligible for listing in the California Register of Historic Resources and are not considered a unique archaeological resource as defined in Public Resources Code Section 21083.2 and do not meet the qualifications for “historic resources” under CEQA. Appropriate mitigation is included to address resource loss of oak trees, oak woodland habitat, and wetlands and reduce impacts to a less than significant level.</p>

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
<p>3. Each development project should be designed to be consistent with the unique local context of Loomis.</p> <ul style="list-style-type: none">a. Design projects to fit their context in terms of building form, siting and massing.b. Design projects to be consistent with a site's natural features and surroundings.	<p>Consistent with Conditions and Mitigation. The project design is consistent with the local context of Loomis and the project site is designated for the proposed uses. The project area includes vacant land, local roadways, Interstate 80, a Union Pacific rail line, and residential and commercial development. The warehouse is located near an existing lumber yard. Final Designs will need to provide details on each of the fruit shed style architectural elements and samples of fruit label artwork for Town approval. While tree removal is necessary to locate the warehouse and fuel station appropriately onsite, the culvert on the southern and eastern boundary would be retained and oaks planted along the edge of the landscape setback to maintain the natural context. Landscaping and bioswales would be installed around the perimeter and throughout the interior of the project site, with setbacks from adjacent properties. The proposed project would be consistent with the site's natural features (flat, vacant land with scattered trees) and surroundings (vacant land, roadways, and residential and commercial development). The Project would mitigate for loss of waters of the U.S. located in the center of the development.</p>
<p>4. Design each project at a human scale consistent with surrounding natural and built features.</p> <ul style="list-style-type: none">a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing.b. Project design should follow the rules of good proportion, where the mass of the building is balanced and the parts relate well to one another.	<p>Consistent with Conditions. Since this is a warehouse structure, it is limited as to the variation in design. To avoid the creation of a box structure, the proposed design includes variation in parapet cap height and uses various materials including metal panels, concrete masonry blocks and different wall colors in brown, gray, and blue shades. At the entrance, the upper elevations of the wall of the building come forward to provide architectural interest and shade. A series of porch-style overhangs on the south east, and north sides of the building also break up massing and are components of the Town's fruit shed architectural style. Final Designs need to detail these fruit shed style architectural elements and include samples of fruit label artwork for Town approval. Art resembling fruit labels should be located along the retaining wall at Sierra College Blvd. or on the warehouse structure to implement the Town's aesthetic.</p>

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
<p>5. Design projects to minimize the need to use automobiles for transportation.</p> <ul style="list-style-type: none"> a. Emphasize pedestrian and bicycle circulation in all projects. b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile. c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources. 	<p>Consistent with Conditions. The project includes pedestrian and bicycle access, and is located adjacent to Sierra College Boulevard, which provides transit service. The on-site circulation network provides for appropriate automobile access and parking, including 16 motorcycle parking spaces. The project will provide new pedestrian facilities (sidewalks) along the site frontages on Sierra College Boulevard and Brace Road, which will serve not only the project, but will also provide important missing connections between homes and destinations in the area. The frontage improvements would provide connectivity with existing facilities along both roadways and with new pedestrian facilities that would be provided on the project site. Pedestrian crosswalks would be provided at the proposed new signalized Costco site access intersection on Sierra College Boulevard. An ADA-compliant access ramp is proposed to provide access from Sierra College Blvd to the store entry. Sidewalk and ramp access detail shall be provided to the Town for review. The project would reconstruct the Type II bicycle facility on Sierra College Boulevard northbound along the site frontage, including providing separate northbound right-turn lanes at the proposed signalized project access and at Brace Road. In addition, the project would provide on-site bicycle parking for both members and employees. Transit service would be available to members and employees. Three routes operate in the project study area: two fixed routes and a dial-a-ride service.</p>
<p>6. Encourage an active, varied, and concentrated urban life within commercial areas.</p> <ul style="list-style-type: none"> a. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures of retail, other employment, and other uses. b. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses. 	<p>Consistent. The proposed project consists of one commercial building that provides residents with local retail shopping opportunities and a convenient fueling station for automobiles. The 17-acre project site accommodates a commercial use, in an area of other residential and retail uses, adjacent to the existing Rocklin commercial uses along Sierra College Blvd. The project would construct pedestrian and bicycle improvements that improve safety and connectivity between residential areas and retail and services along the Sierra College Boulevard Corridor.</p>
<p>7. Respect and preserve natural resources within rural areas.</p>	<p>Consistent with Conditions. The Project is located in an area surrounded by existing development including</p>

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
a. Design buildings to blend into the landscape. b. Emphasize native vegetation and natural forms in site design and project landscaping.	residences, retail and restaurants, and Homewood Lumber. The existing natural culvert and some existing oaks would be retained. Additional landscaping and oak tree replacement would occur around the perimeter of the site, with the balance of tree mitigation occurring offsite within the Town and/or through in-lieu payment. Parking lot islands would also be landscaped with appropriate species for the dimensions of the islands to provide shade and aesthetic improvement.
8. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	Consistent with Conditions. The Costco warehouse includes variation in color, material, and height to address building mass and components of Loomis fruit shed architectural style. Final designs need to detail these architectural elements of fruit shed style treatments and include samples of fruit label artwork for Town approval. A Design review was conducted in 2018 and 2020 and Conditions of Approval are prepared to ensure compliance.
9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.	Consistent. The proposed parking field would be illuminated with downward-pointing lights mounted on 32-foot tall poles in the interior of the lot, and 28-foot tall poles adjacent to the existing residential area, neither of which is taller than the proposed warehouse building. Project lighting was designed consistent with recommendations from the International Dark Sky Association to minimize the effects of outdoor lighting including skyglow and light intrusion. For example, light standards have been designed to distribute light evenly to promote vehicular and pedestrian safety, while timers would be programmed to shut off lights at closing to control illumination in the parking field. After operating hours, lights would remain on only along the main driveways, which would substantially reduce illumination levels compared to a typical commercial development. All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary and illuminating adjacent parcels. A lighting plan has been submitted to the Town. Safety lighting would be attached to the warehouse building, casting light onto the structure and walkway, rather than toward adjacent uses.

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
Economic Development	
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.	Consistent. The Costco warehouse expands the variety of retail opportunities and operations within the Town which can attract industries and businesses. It also captures a type of retail found in other nearby communities to which Town residents must travel. The economic benefit would be captured by Loomis rather than other communities.
Goal 2. To recruit new industries and businesses, thereby creating new jobs for Loomis residents.	Consistent. The Costco Wholesale warehouse would support this goal as it is a new business to Loomis and would generate approximately 170 new full-time jobs.
Chapter IV. Circulation	
Goal LOS: To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.	Consistent with Mitigation. The warehouse would capture trips already made in this area; however additional trips would be generated. Impacts are mitigated to the extent feasible and the project will be contributing to and implementing improvements.
LOS Policy: In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when: 1) The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or 2) The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.	Consistent with Mitigation. The warehouse would be located at Sierra College Boulevard and Brace Road and would primarily generate pass-by and diverted trips. Currently the Sierra College and Taylor Road intersections operate at an unacceptable LOS, and the warehouse would contribute to increased traffic levels; however, applicant implementation of Mitigation Measures TR MM-1 and TR MM-4 to modify signal timing and intersection restriping would address this issue.
Roadway Funding Goal: To leverage the Town’s resources with outside funding sources (developer fees, state funds, federal funds, etc.).	Consistent. The applicant would pay developer fees, fund signal coordination, and also implement traffic improvements, which includes funding agreements with Caltrans, Placer County and the City of Rocklin.
Road Funding Policy 1. The Town shall require proposed new development projects to analyze their contribution to increased vehicle, pedestrian, and bicycle traffic and to implement the roadway improvements necessary to address their impact.	Consistent. This is addressed in the EIR and through mitigation proposed in the EIR.

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
<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. This is addressed in the EIR and Costco would pay development fees when the building permit is issued and a fair-share portion of the circulation improvement funding agreements with Caltrans and Placer County, and if agreed to, the City of Rocklin.</p>
<p>Chapter V – Housing</p>	
<p>Goal 1: To provide a continuing supply of affordable housing to meet the needs of existing and future residents of the Town of Loomis in all income categories</p>	<p>Consistent. The project would not result in an alteration to housing supply. Although the project does not propose housing, the placement of a commercial warehouse and ancillary fueling station on parcels zoned CG would not interfere with this goal, nor would the use of RH and RM-5 lands for parking affect this goal as there are sufficient sites elsewhere in the Town on which housing may be constructed in relation to the Town’s Regional Housing Needs Allocation. The Housing Element does not identify any of the Costco parcels as appropriate for the development of low or very-low income housing. This is consistent with state law, which provides that the minimum density for low-income and very low-income units is 20 units per acre. Therefore, the parcels comprising the Costco site could not accommodate low- or very-low income units. The Housing element identified 147.4 acres of other “high density” vacant parcels (RM-5, CG, CO, RH, CT, and CC) in the Town (in addition to the Costco parcels) that have the capacity to accommodate 1,181 moderate income units. Since the Town’s moderate-income allocation under the RHNA is 55 units, there is still sufficient vacant land zoned for moderate income units to accommodate this allocation with the development of the Costco warehouse.</p>
<p>Policy A.2: The Town shall maintain an adequate supply of appropriately zoned land with public services to accommodate projected housing needs in accordance with the General Plan</p>	<p>Consistent. There is an abundance of adequate vacant sites in the Town to meet the moderate-income housing needs allocation and parcels zoned RH and RM-5 are not suitable for low- or very-low income housing. The Housing Element does not identify any of the Costco parcels as appropriate for the development of low or very-low income housing. This is consistent with state law, which provides that the minimum density for low-income and very low-</p>

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	income units is 20 units per acre. Therefore, the parcels comprising the Costco site could not accommodate low- or very-low income units.
<p>Policy A.5: The Town shall encourage "mixed-use" projects where housing is provided in conjunction with compatible non-residential uses.</p>	<p>Consistent. While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town.</p>
<p>Program 9. The Town will partner with the development community to facilitate residential development in the commercial and multi-family zones to diversify the housing stock. Specifically, the Town will:</p> <ul style="list-style-type: none"> • 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). 	<p>Consistent. While this Project does not provide mixed-use development, it does not affect the development of mixed-use projects elsewhere in the Town. The project does not propose housing or affect parcels zoned for very high density (20 units/acre) housing. Therefore, this program is not applicable to the proposed zoning code amendment or the conditional use permit.</p>
<p>Program 10: In order to meet State law requirements (Government Code Sections 65583(c)(1) (A) and 65583(c)(1) (B)) to address the RHNA, the Town shall amend the General Plan and the Zoning Ordinance to provide adequate sites for a minimum of 129 very low and low- income units (see Table 21) at a minimum of 20 dwelling units per acre "by right" (without conditional use permit or other discretionary action) at the "Village at Loomis" properties or another suitable site(s). At least half (50%) of these sites shall be zoned for residential uses only. The Town of Loomis recognizes that parcels greater than one acre in size are best suited for facilitation the development</p>	<p>Consistent. The project would not result in changes related to the provision of housing, zoning of the Villages, or the provision of very low- and low-income housing.</p>

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<p>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 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 project would not result in changes to this program or its implementation. No changes are proposed in relation to SROs, and no SROs are proposed by the Costco project CUP. Therefore, this program is not applicable.</p>
<p>Goal F: To increase the efficiency of energy use in new and existing homes, with a concurrent reduction in housing costs to Town residents</p>	<p>Consistent. The Project would not result in changes to code provisions regarding energy use or energy efficiency. The Costco Project includes the implementation of energy efficient components.</p>
<p>Policy F.2: New land use patterns should encourage energy efficiency, to the extent feasible.</p>	<p>Consistent. The Project would not result in an adverse effect on energy efficiency or meeting energy efficiency goals. The Costco Project includes the implementation of energy efficient components. As part of the project design, the following actions are proposed for the construction phase, as detailed in Recirculated DEIR Chapter 2, "Project Description":</p> <ul style="list-style-type: none"> • New and renewable building materials typically would be extracted and manufactured within the region. The materials for the masonry concrete would be purchased locally, minimizing transportation-related emissions and impacts on the local roadway system. • Pre-manufactured building components, including structural framing and metal panels, would be used during construction, thus minimizing waste generation. • Using locally sourced materials would reduce the project's energy requirements for transporting materials to the project site. Using renewable materials would reduce overall energy demand in

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	<p>extracting and manufacturing demands for such materials relative to new materials. Using pre-manufactured materials would reduce overall waste because the manufacturing process would be streamlined to reduce generation of waste materials and would allow excess materials from one process to be used in another. In addition, fuel savings would be achieved through the proposed use of locally sourced materials, and the amount of waste to be hauled off-site would be reduced. Furthermore, the grading plan does not call for the import or export of soils.</p> <ul style="list-style-type: none">• Specific energy conservation and sustainability features incorporated into the project operation include the following:• Parking lot light standards would be designed to distribute light evenly and use less energy than are used by a larger number of fixtures at lower heights. LED lamps would be used to provide a higher level of perceived brightness with less energy than other lamps such as the high-pressure sodium type.• Pre-manufactured metal wall panels with insulation would be use and carry a higher energy efficiency rating (R-Value) and greater solar reflectivity to help conserve energy consumed to heat and cool the structure. Building heat absorption would be reduced further by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall.• A reflective “cool roof” material would be used to produce lower heat absorption, thereby lowering energy requirements during the summer when the HVAC system is running hard. This roofing material meets the requirements of the U.S. Environmental Protection Agency’s Energy Star energy efficiency program.• HVAC comfort systems would be controlled by a computerized building management system to maximize efficiency.• HVAC units would be high-efficiency directed duct units.

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	<ul style="list-style-type: none"> • Parking lot lights would be controlled by the project’s energy management system • Energy-efficient transformers (i.e., Square D Type EE transformers) would be used. • Variable-speed motors would be used on make-up air units and booster pumps. • Gas and water heaters would be direct vent and 94% efficient or greater. • Tanks would be used to capture heat released by refrigeration equipment to heat domestic water in lieu of venting heat to the outside.
Chapter VI – Public Services, Facilities, and Finance	
<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 with Conditions. Infrastructure is in place along Sierra College Blvd. Connection to the existing main lines/infrastructure is proposed, with connections extended onto the site to serve the warehouse. Conditions of approval include installation of utility connections to the satisfaction of the Town and utility providers.</p>
<p>Policy 4: Proposed development shall be connected to public water supply and sewage disposal systems as follows: 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 with Conditions. Water and sewer infrastructure are proposed to serve the warehouse and shown on the site plan. Conditions of approval include installation of utility connections to the satisfaction of the Town and utility providers.</p>
<p>Policy 8. New construction and reconstruction/restoration shall consider energy conservation in the selection of building materials, building orientation, and landscaping</p>	<p>Consistent. LED lighting would be used and recycled metal materials used as feasible. Shade trees would reduce cooling needs. The warehouse includes skylights and energy efficient systems as listed in the EIR.</p>
<p>Goal. To maintain a fiscally healthy municipality, with new development contributing adequately to maintain current levels of service</p>	<p>Consistent. The warehouse would be fiscally beneficial to the Town with sales taxes supporting the Town’s fiscal health.</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 with Conditions. Appropriate fees would need to be provided by the applicant. The conditions of approval include payment of fees, including public service fees.</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</p>	<p>Consistent. The warehouse would support this policy and contribute to the Town’s revenues.</p>

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Relevant Goals, Policies, & Programs	2020 Consistency Analysis
services), provided that the new land uses are consistent with the Town’s distinct, rural character.	
Chapter VII. Conservation of Resources	
Natural Resources and Open Space	
Goal 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts	Consistent with Mitigation. Although Western spadefoot toad were not identified on the site, mitigation is included in the EIR to conduct surveys for, and if present, avoid, minimize and mitigate for impacts (Mitigation Measure BIO-4). Mitigation is also included to protect nesting species (Mitigation Measures BIO-2 and -3) and to compensate for oak woodland habitat loss (Mitigation Measure BIO-1). The Project would be required to comply with US Army Corps of Engineer permit conditions for impacts to jurisdictional waters (freshwater marsh), including wetland replacement at a 1:1 ratio.
Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values	Consistent. The site does not contain creeks or riparian areas that would be affected.
Goal 3. To help protect groundwater and air quality within the Sacramento region	Consistent with Mitigation. The State-required erosion and sediment control plan, SWPPP, post development stormwater management, BMPs and drainage plan would protect water resources. No significant air quality impacts would occur as the Project is required to implement PCAPCD dust and exhaust controls and comply with PCAPCD rules and regulations. Vapor recovery systems are also proposed to address TAC emissions. An Authority to Construct permit is required from PCAPCD prior to receipt of a building permit. Mitigation Measure GHG-1 addresses greenhouse gas emissions associated with traffic emissions.
Goal 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak woodlands and significant specimens of native trees	Consistent with Mitigation. The warehouse is located on land designated/zoned General Commercial and is not designated open space. While oaks are located onsite, the site is surrounded by development. Mitigation Measure BIO-1 (Prepare and Implement an Oak Woodland Open Space Mitigation Plan) would reduce impacts associated with oak woodland loss. Although 63 oaks would be replanted onsite and some existing oaks retained, the Applicant is also required to comply with the Tree Ordinance and develop and implement a replacement plan for the balance of the

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Relevant Goals, Policies, & Programs	2020 Consistency Analysis
	trees lost. Per the Town’s Tree Preservation Ordinance, the balance of trees to be mitigated may be replanted offsite within the Town or through payment of in-lieu fees to be used for tree replacement and preservation.
<p>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. 	<p>Consistent with Conditions and Mitigation. Air quality analysis was included in the EIR. Implementation of PCAPCD emissions reduction requirements would result in compliance with attainment of the Sacramento Valley Air Basin standards. A) PCAPCD Dust Control requirements would be implemented to minimize construction dust and other PCAPCD permit requirements/compliance measures would be implemented. B and F) The proposed project would not generate emissions that would exceed the Air District thresholds, and thus, would not conflict with or obstruct implementation of any applicable air quality plan. C) The hours and operations of the project would generally allow employee trips to occur outside the peak periods of travel demand of the local transportation network. D) Tree removal would occur onsite, but tree replacement and additional tree planting/fee payment would occur. Native oak trees would be preserved where feasible, and the EIR includes mitigation to preserve oak woodland and implement replacement plantings consistent with the Town’s Tree Preservation Ordinance (Mitigation Measures AES-1 and BIO-1). E) As explained in Section 3.3 of the RDEIR, the vehicle fleet has changed substantially since the last Loomis General Plan Update, as it relates to carbon monoxide emissions and dispersion modeling is no longer required to demonstrate that there would be no concerns related to carbon monoxide concentrations. As the agency responsible for establishing policies to maintain a level of air quality within Placer County that is protective of human health, the PCAPCD-recommended screening criteria were selected as an appropriate threshold of significance to evaluate potential CO impacts in a manner that considers the protection of human health and meeting the requirements for selecting a threshold of significance defined in Section 15064 of the CEQA Guidelines. Dispersion modeling would not</p>

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

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

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

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<p>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> <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 feasible, including the introduction of contaminants such as pesticides, fertilizers, and petroleum products and other contaminants carried by urban runoff. 	<p>Consistent with Conditions. Regulatory compliance measures for the project include implementation of water quality measures such as obtaining a General Construction Stormwater Permit and preparation of a SWPPP. The project applicant is required by the Central Valley RWQCB to implement appropriate Best Management Practices as a part of a Storm Water Pollution Prevention Plan during the construction phase of the project, and to comply with all design and maintenance requirements in the County’s MS4 permit during the operational phase of the project. BMPs would be utilized and an erosion and sediment control plan would need to be prepared per Loomis Municipal Code (12.04). Stormwater runoff would enter a series of infiltration trenches before discharging into the drainage system. Infiltration trenches are designed and sized to meet the regulatory standards of the Phase I Municipal Separate Storm Sewer System permit issued by the Central Valley RWQCB. A final drainage plan per Chapter 14.36 of the Code would also be submitted to the Town. As a condition, the applicant must also prepare and implement BMPS and a post-development stormwater management plan to ensure source control to control surface pollutants.</p>
<p>Policy 8. The following policies apply to properties with wetland areas:</p> <ol style="list-style-type: none"> a. The environmental review of development on sites with wetlands shall include a wetlands 	<p>Consistent. The project site contains 0.15 acre of low-quality valley freshwater marsh in three, on-site swales. The 0.15 acre of on-site valley freshwater marsh cannot be preserved and still accommodate the</p>

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<p>delineation, and the formulation of appropriate mitigation measures. The Town shall support the “no net loss” policy....</p> <p>b. The Town shall require new development to mitigate wetland loss...to achieve “no net loss” through any combination of the following, in descending order of desirability:</p> <ol style="list-style-type: none"> 1. Avoidance of riparian habitat; 2. Where avoidance is not feasible, minimization of impacts; 3. Compensation, including use of a mitigation banking program...that are encouraged to be located within the Town; or 4. Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1.... <p>c. The Town will require project-by-project review of sites where vernal pools exist....</p> <p>d. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible....</p>	<p>proposed project; therefore, on-site preservation is not feasible. If required as part of the U.S. Army Corps of Engineers and Central Valley RWQCB permit processes, the applicant would prepare and implement a wetland restoration plan to address impacts on wetlands to ensure a no net loss to the wetland functions. USACE jurisdictional areas must be replaced at a minimum 1:1 ratio. Compensatory mitigation, in lieu of applicant-created wetlands, may be permitted by the U.S. Army Corps of Engineers following consultation.</p>
<p>Policy 9. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.</p>	<p>Consistent. The EIR includes environmental mitigation such as air quality permits and consultation with the Army Corps of Engineers, CDFW, and RWQCB regarding wetland resources.</p>
<p>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. There are no historic structures on site. As a Condition of Approval, final designs need to show architectural treatments in fruit shed style and samples of fruit label artwork for Town approval.</p>
<p>Policy 5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas</p>	<p>Consistent with Conditions and Mitigation. The cultural resources database search and on-site survey conducted for the proposed project concluded there were no on-site features eligible for listing in the California Register of Historic Resources nor are the considered a unique archaeological resource as defined in PRC Section 21083.2, and the resources do not meet the qualifications for “historic resources” under CEQA. Mitigation Measure CUL-1 would protect any as-yet-undiscovered significant cultural, archaeological, or historic resources that could be encountered during construction activities. The Conditions of Approval include actions required</p>

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	should buried resources be uncovered during construction, in accordance with State law.
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 with Mitigation and Conditions. Structures would be built to Code. Mitigation Measure HAZ-1 requires the project to conduct further investigation regarding onsite lead and arsenic levels and implement measures to coordinate with local, state, and federal agencies to remediate as necessary based on additional investigations. The Project is required to comply with California EPA’s Unified Program and the associated regulations thereunder, and must file an emergency response plan and hazardous materials storage and containment plan and UST installation permit with Placer County Environmental Health.
Goal 2. To reduce the risks associated with wildland and urban edge fires in the Town’s rural areas	Consistent. Development of the site would reduce potential risks of wildland fire.
Goal 3. To reduce the potential for and damage resulting from storm flooding hazards within the community	Consistent with Conditions. The site is within FEMA zone X and an onsite drainage plan and stormwater control are required as conditions of approval.
Goal 4. To reduce the risks associated with potential seismic activity, including groundshaking, liquefaction, and landslides	Consistent. Structural development would require compliance with California Building Code. The site does not pose particular seismic threat.
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. Compliance with the building code is required. The on-site water system would consist of lines ranging in size from 10 to 12 inches in diameter. The system would provide sufficient flow and pressure to meet fire department requirements of 1,600 gallons per minute at a residual pressure of 55 pounds per square inch for sprinklers and 4,000 gallons per minute at a residual pressure of 20 pounds per square inch for firefighting flow. Emergency access to the project site would be provided by Sierra College Boulevard and Brace Road. A 30-foot aisle would loop around the warehouse to provide emergency access. A 25-foot wide gated emergency only access driveway would be located at the east end of the site at Brace Road to provide for improved emergency vehicle access and evacuation of the site during emergency situations. Roadway improvements follow the Town standards, including street widths and turning radii.

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Relevant Goals, Policies, & Programs	2020 Consistency Analysis
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. Engineering site plans are to be provided to the Town.
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. The site is within Zone X, which is not subject to 100-year or more frequent flooding.
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. There are no onsite stream channels. The existing culvert on the southern boundary of the site would be retained. The SWPPP and BMPs to control erosion and water quality would protect downstream resources.
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. Structures would be built per the Building Code.
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 with Mitigation. A Phase I ESA and a Phase II ESA were conducted for the EIR. No contaminants were observed onsite. A review of state records indicates no known hazards. The site was used for an orchard, and is adjacent to a Chevron station. The EIR indicates lead and arsenic from orchard operations are present at elevated levels. Mitigation Measure HAZ-1 requires the project to conduct further investigation and implement measures to coordinate with local, state, and federal agencies to remediate as necessary based on additional investigations.
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 with Conditions. See above. The applicant would need to coordinate with Placer County Environmental Health and state and federal agencies to determine appropriate storage, handling, and disposal of hazards and would be required to obtain permits for underground storage tanks, and prepare a hazardous materials storage and containment plan and emergency response plan.

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
Noise	
<p>Goal 1. To protect Town residents and workers from the harmful and annoying effects of noise</p>	<p>Consistent with Mitigation. The warehouse and customer traffic would not cause harmful levels of noise; however, nighttime warehouse deliveries would have the potential to create annoying noise effects on the apartment complex adjacent to the truck route. Therefore, the project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM. To further mitigate this noise, a sound wall is proposed.</p>
<p>Goal 2. To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls.</p>	<p>Consistent with Mitigation. The warehouse and customer traffic would not cause harmful levels of noise; however, the warehouse deliveries scheduled to occur between 10 PM and 7 AM would have the potential to create annoying noise effects on the apartment complex adjacent to the truck route. Therefore, the project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM. To further mitigate delivery noise, a 13-foot-tall soundwall is proposed, as well as double pane windows on the apartment complex to reduce truck noise (Mitigation Measure Noise-2). An 8-foot soundwall is also proposed along the eastern boundary of the property adjacent to the single-family residences to reduce tire center and general operational noise.</p>
<p>Goal 3. To maintain and where possible enhance the quiet, rural ambiance of the Town.</p>	<p>Consistent with Mitigation. See above, noise impacts from deliveries would affect the quiet ambiance of the Town adjacent to the warehouse, but mitigation is proposed to protect residences from noise. Trucks would enter from I-80 through the commercial area of Rocklin and would not run through Town or residential areas at night</p>
<p>Policy 1. New commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses.</p>	<p>Consistent with Mitigation. The warehouse and customer traffic would not cause harmful levels of noise; however, the warehouse deliveries would have the potential to create annoying noise effects on the apartment complex adjacent to the truck route. The truck route is located adjacent to the apartments due to onsite circulation safety. Therefore, the project proposes to route warehouse deliveries to the main</p>

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
	driveway on Sierra College Boulevard between the hours of 10 PM an 7 AM. To further mitigate this noise, a 13-foot-tall soundwall is proposed as well as double pane windows on the apartment complex to reduce truck noise (Mitigation Measure Noise-2). Noise generated at the Tire Center component of the warehouse would be shielded by an 8-foot soundwall.
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 with Mitigation. Mitigation Measure Noise-2 is proposed to address operational noise impacts and Mitigation Noise-1 addresses construction noise.
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. An acoustical analysis was performed for the EIR and mitigation measures proposed.
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 with Mitigation. The proposed project involves construction of a new commercial land use and has been sited and designed to minimize the potential for noise to conflicts with existing land uses. The project proposes to route warehouse deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM an 7 AM. To further mitigate this noise, a 13-foot soundwall is proposed to reduce noise levels to an acceptable level to avoid excessive noise. Night deliveries are necessary to avoid traffic impacts on roads currently operating below standards.
Policy 6. Where noise mitigation is necessary, the following order of preference among options shall be considered: distance from the noise source; muffling of the noise source; design and orientation of the receptor; landscaped berms; landscaped berms in combination with walls.	Consistent with Mitigation. Since distance is not feasible for the warehouse due to site layout constraints and proximity to residential uses, noise muffling would be implemented during construction (Mitigation Measure Noise-1). Warehouse operations noise is primarily caused by deliveries; therefore, the delivery ramp is located at the warehouse entrance, away from residences. The primary delivery route, however, passes by the apartment complex, and night deliveries are necessary to avoid traffic impacts on existing roadways operating below standard. Therefore, the project proposes to route warehouse

Table 1

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	2020 Consistency Analysis
	deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM an 7 AM. A 13-foot-tall soundwall and noise reducing windows are proposed at the apartments and an 8-foot-tall soundwall is proposed at the Tire Center (Mitigation Noise-2).
Policy 7. Use the land use/noise compatibility matrix shown on Figure 8-4 to determine the appropriateness of land uses relative to roadway noise.	Consistent: Noise compatibility standards in General Plan Figure 8-4 were used to determine that the proposed commercial project in its current location is appropriate given the noise levels on nearby roadways.
Policy 9. Provide for alternative transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips.	Consistent: The proposed project involves a commercial retail store and associated fueling station. The project includes widening Sierra College Boulevard to provide a northbound Class II bicycle lane between Granite Drive and Brace Road, along with a landscaped pedestrian sidewalk along Sierra College Boulevard and the west end of Brace Road. The internal site circulation network has been appropriately designed for pedestrian access to parking and the Costco building.
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 with Mitigation. The primary access to the project site for automobile and truck access will be off Sierra College Boulevard. As described in Chapter 2 of this Final EIR, the proposed project has been modified such that nighttime truck deliveries between 10 PM and 7AM will be prohibited from the Brace Road entrance and must use the Sierra College Boulevard entrance. The eastern Brace Road entrance will be gated and used only for emergency access. Mitigation is proposed to address noise. In addition, the drive aisles are setback from the residences by landscaped buffers to increase the distance from the noise sources to the sensitive receptors.
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. The Costco parking lot adjacent to the existing Sierra Meadows Apartments would be buffered by a screen wall and a landscaped bioswale and buffered from residential properties to the east by vegetation, a bio-retention area, and retaining walls.

Table 1

Conditional Use Permit General Plan Consistency	
Relevant Goals, Policies, & Programs	2020 Consistency Analysis
Policy 17. Limit the use of leaf blowers, motorized lawn mowers, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise which adversely affects residential areas.	Consistent: Parking lot cleaning and landscape maintenance activities will be restricted to daytime hours, consistent with the Town’s Noise Ordinance.
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 with Mitigation. Warehouse deliveries are scheduled to occur at night to avoid or reduce impacts on intersections already operating below standards. Shipments would occur between 2 AM and 9 PM, with most deliveries occurring before 10 AM. Nighttime deliveries are necessary to avoid greater traffic safety hazards and general traffic impacts. The project proposes to route deliveries to the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM.
Policy 19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts	Consistent with Mitigation. Construction hours would be limited to between the hours of 7 am to 7 pm Monday through Friday and 8 am to 7 pm on Saturdays. Acoustical shielding and idling limits are required under Mitigation Measure Noise-1. Coordination and notification with adjacent residents would also be required under this mitigation measure.
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. An acoustical analysis is included in the EIR and mitigation measures established.

Municipal Code Consistency

The following text analyzes the consistency of the previously considered 2020 amendments for the warehouse retail, lighting, driveway and parking stall dimensions, loading spaces, and fueling station with the Municipal Code. An analysis of the additional amendments regarding the limited allowance of commercial support uses on RM and RH zoned property adjacent to and commonly owned with commercially zoned property follows Table 2, below.

13.62.050 - Use permit and minor use permit.

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

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

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

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

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

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

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

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

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

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

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

13.30.040 - Fences and walls.

B. **Height Limitations.** Each fence, wall, hedge and berm otherwise allowed shall comply with the height limitations shown in Table 3-1. See also Figure 3-1. A fence or wall with a height greater than six feet and a length greater than fifty feet shall require design review in compliance with Section 13.62.040, except for open and wire fencing in the RA, RE, and RR zoning districts.

TABLE 3-1 - MAXIMUM HEIGHT OF FENCES AND WALLS

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

Notes:

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

D. Specific Fencing and Wall Requirements.

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

Due to potential noise disturbances and due to the adjacent residential uses, an 8' solid screening wall is proposed along the eastern property boundary. An 8' wall along the apartment complex southern boundary is also required in the Conditions of Approval for these reasons. In addition, a 13' sound wall is proposed along the western property boundary of the adjacent Sierra Meadows apartment complex to shield first floor sensitive

spaces from truck delivery noise. Since additional wall height is needed to avoid noise hazard, and the height is necessary to ensure safety, it is exempt per 13.30.040.A.2.

13.30.050 - Height limits and exceptions.

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

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

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

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

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

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

13.30.060 - Mechanical equipment placement.

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

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

13.30.070 - Noise standards.

C. **Noise Source Standards.**

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

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

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

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

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

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

Notes:

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

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

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

Notes:

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

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

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

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

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

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

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

TABLE 3-4 - ALLOWABLE HOURS OF CONSTRUCTION

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

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

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

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

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

13.30.080 - Outdoor lighting.

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

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

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

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

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

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

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

13.30.090 - Performance standards.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Complies. No radioactivity or electrical disturbance would occur.

13.30.100 - Screening.

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

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

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

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

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

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

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

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

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

13.30.110 - Setback regulations and exceptions.

B. Setback Requirements.

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

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

13.30.120 - Solid waste/recyclable materials storage.

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

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

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

13.30.130 - Undergrounding of utilities.

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

Utilities would be located underground.

Chapter 13.34 - LANDSCAPING STANDARDS

13.34.030 - Landscape and irrigation plans.

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

Preliminary plan provided

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

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

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

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

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

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

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

13.34.040 - Landscape location requirements.

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

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

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

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

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

There are no areas unused that are not landscaped.

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

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

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

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

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

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

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

4. **Perimeter Parking Lot Landscaping.**

a. **Adjacent to Streets.** A parking area for a nonresidential use adjoining a street shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the zoning district or fifteen feet, whichever is more. A parking area for a residential use shall comply with the setback requirements of the applicable zoning district.

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

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

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

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

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

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

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

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

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

Complies per item b.

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

Complies – see item b.

5. Interior Parking Lot Landscaping.

a. Amount of Landscaping.

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

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

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

13.34.050 - Landscape standards.

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

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

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

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

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

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

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

Exceeds the minimum.

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

- a. Exceed a maximum height of thirty-six inches within a required front or street side setback, except for one or more trees with the lowest portion of their canopy maintained at a minimum height of six feet above grade; or
- b. Interfere with the proper operation of solar energy equipment or passive solar design on adjacent parcels.

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

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

Curbing would be installed around landscape areas.

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

- a. Interfere with safe sight distances for vehicular, bicycle, or pedestrian traffic;
- b. Conflict with overhead utility lines, overhead lights, or walkway lights; or
- c. Block pedestrian or bicycle ways.

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

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

None proposed.

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

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

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

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

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

d. Number of Trees.

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

Complies.

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

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

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

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

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

Turf is not proposed.

5. Soil Conditioning and Mulching.

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

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

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

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

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

1. Water-efficient systems (e.g., drip, mini-spray, bubbler-type, or similar system) shall be used unless infeasible. Low-flow sprinkler heads with matched precipitation rates shall be used when spray or rotor-type heads are specified for watering shrubs and ground cover areas. Turf areas shall be sized and shaped so they can be efficiently irrigated. Spray or run-off onto paved areas shall be avoided.

2. Dual or multi-program controllers with separated valves and circuits shall be used when the project contains more than one type of landscape treatment (e.g., lawn, ground cover, shrub, tree areas), or a variety of solar aspects. Soil moisture-sensing devices and rain sensors shall be used on larger projects (fifty thousand plus square feet of landscaped area) to minimize or eliminate over-watering.

3. Watering shall be scheduled at times of minimal wind conflict and evaporation loss.

4. Sprinkler heads must have matched precipitation rates within each valve zone.

5. Check valves are required where elevation differential may cause low head drainage.

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

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

To be completed as a Condition of Approval.

13.34.060 - Maintenance of landscape areas.

A. Maintenance Required. All site landscaping shall be maintained in a healthful and thriving condition at all times. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this chapter. Regular maintenance shall include checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; aerating and dethatching turf areas; adding/replenishing mulch, fertilizer, and soil amendments; pruning; and weeding all landscaped areas.

B. Maintenance Agreement. Prior to final building inspection or the issuance of a certificate of occupancy, and prior to the recordation of a final subdivision map where applicable, the applicant shall enter into a landscape maintenance agreement with the town to guarantee proper maintenance in compliance with

subsection A. The form and content of the agreement shall be approved by the town attorney and the director.

C. **Water Waste Prohibited.** Water waste in existing developments resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited.

D. **Enforcement.** Failure to maintain landscape areas in compliance with this section shall be deemed a nuisance, and shall be subject to abatement in compliance with the municipal code, and/or the applicable land use permit may be revoked. (Ord. 205 § 1 (Exh. A), 2003)

Landscaping would utilize native and low water requirement vegetation, as well as water efficient irrigation. The Conditions of Approval will require a landscape maintenance agreement.

Chapter 13.36 - PARKING AND LOADING

13.36.030 - General parking regulations.

A. **Parking and Loading Spaces to be Permanent.** Each parking and loading space shall be permanently available, marked, and maintained for parking or loading purposes for the use it is intended to serve. The approval of a limited term permit (Section 13.62.030) may allow the temporary use of a parking or loading space for other purposes.

B. **Parking and Loading to be Unrestricted.** An owner, lessee, tenant, or other person having control of the operation of a premises for which parking or loading spaces are required by this chapter shall not prevent, prohibit or restrict authorized persons from using the spaces without the prior approval of the director.

C. **Vehicles for Sale.** No vehicle, trailer or other personal property shall be parked on private property for the purpose of displaying the vehicle, trailer, or other personal property for sale, hire, or rental, unless the property is appropriately zoned, approved by the town for that use, and the person or business at that location is licensed to sell vehicles, trailers, or other personal property. However, one vehicle or trailer owned by the owner, renter, or lessee of the property may be displayed for the purpose of sale for a maximum of one month.

Parking spaces would be permanent and would not be prohibitive. Vehicles would not be onsite for sale. A model vehicle would be located at the entrance of the Costco Warehouse, but the vehicle itself would not be for sale.

13.36.040 - Number of parking spaces required.

Each land use shall be provided the number of off-street parking spaces required by this section. See Sections 13.36.100, and 13.36.110 for off-street parking requirements for bicycles and motorcycles, respectively.

D. **Excessive Parking.** The town discourages a land use being provided more off-street parking spaces than required by this chapter, to avoid the inefficient use of land, unnecessary pavement, and excessive storm water runoff from paved surfaces. The provision of off-street parking spaces in excess of the requirements in Table 3-7 is allowed only with minor use permit approval, and when additional landscaping and pedestrian amenities are also provided to the satisfaction of the review authority.

TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE

LAND USE TYPE	VEHICLE SPACES REQUIRED
Retail Trade	
All "Retail Trade" uses listed in Section 13.26.030, Table 2-6, except the following	1 space for each 200 sf of floor area, plus 1 space per 200 sf of outdoor sales area.
Appliances, building materials, and furniture stores	1 space for each 500 sf of indoor display area for first 10,000 sf, 1 space for each 1,000 sf of indoor display area over 10,000; 1 space for each 1,000 sf of outdoor display area.
Auto and vehicle sales and rental	1 space for each 400 sf of floor area for showroom and office, plus 1 space for each 2,000 sf of outdoor display area, plus spaces as required by this section for parts sales ("retail trade," above), and vehicle services.
Bar, night club	1 space for each 50 sf of seating area and waiting/lounge area exclusive of dance floor, plus 1 space for each 30 sf of dance floor.
Convenience store	1 space for each 250 sf of floor area.
Plant nursery, garden supply store	1 space for each 2,000 sf of site area; 1 loading space, 15 ft. x 30 ft., for each acre.
Produce stand or other outdoor vendor	3 spaces minimum, located at least 20 feet off the public right-of-way or 20 feet from the front property line with no automobile maneuvering permitted in the public right-of-way. The minor use permit may require additional parking, depending on the nature of the sales proposed.
Restaurant	1 space for each 60 sf of dining area.
Shopping center	1 space for each 250 sf of floor area for centers of less than 30,000 sf, and 1 space per 300 sf for centers of 30,000 sf or more.

A minimum of 775 parking stalls are required for the Costco warehouse structure, and 589 10-foot wide stalls, 176 9-foot wide stalls, and 16 accessible stalls located at the entrance are proposed, for a total of 781 stalls. All stalls would be 90 degree parking spaces.

13.36.050 - Disabled/handicapped parking requirements.

Parking spaces for the disabled shall be provided in compliance with the Uniform Building Code (UBC), the Federal Accessibility Guidelines, and/or California Code of Regulations Title 24, as applicable. These spaces shall count toward fulfilling the off-street parking requirements of this chapter. (Ord. 205 § 1 (Exh. A), 2003)

16 accessible spaces would be located near the Costco warehouse entrance.

13.36.060 - Bicycle parking.

Each multifamily project and nonresidential land use shall provide bicycle parking in compliance with this section.

A. Number of Bicycle Spaces Required.

2. Retail commercial and office uses shall provide bicycle parking spaces equal to a minimum of five percent of the required vehicle spaces, distributed to serve customers and employees of the project.

B. Bicycle Parking Design and Devices. Each bicycle parking space shall include a stationary parking device to adequately secure the bicycle, shall be a minimum of two feet in width and six feet in length, with a minimum of seven feet of overhead clearance, and shall be conveniently located and generally within proximity to the main entrance of a structure. (Ord. 205 § 1 (Exh. A), 2003)

Bicycle parking is identified on the site plan near the main entrance and near the loading bays; however, there is no indication of the number of spaces that would be provided. At 5 percent of the vehicle spaces, 39 bicycle parking spaces would be required. The Conditions of Approval will require the provision of a minimum of 39 bicycle parking spaces.

13.36.070 - Motorcycle parking.

Parking lots with fifty or more parking spaces shall provide motorcycle parking spaces conveniently located near the main entrance of a structure, accessed by the same aisles that provide access to the automobile parking spaces in the parking lot.

A. Number of Spaces Required. A minimum of one motorcycle parking space shall be provided for each fifty automobile spaces or fraction thereof.

B. Space Dimensions. Motorcycle spaces shall have minimum dimensions of four feet by seven feet. (Ord. 205 § 1 (Exh. A), 2003)

16 motorcycle parking spaces would be provided by the Costco Warehouse. The site plan shows these spaces at the rear of the warehouse as most motorcycle spaces would be occupied by employees. 16 motorcycle parking spaces would be required for the retail warehouse per these requirements and 16 are proposed.

13.36.090 - Parking design and development standards.

Required parking areas shall be designed and constructed as follows.

A. Access to Parking. Access to parking shall be provided as follows for all parking areas other than garages for individual dwelling units.

1. Parking areas shall provide suitable maneuvering area so that vehicles exit to a street in a forward direction. Parking lots shall be designed to prevent access at any point other than at designated access drives. Single-family homes and duplexes are exempt from this requirement.

2. An industrial use located on Taylor or Rippy Roads, and commercial uses that provide fifty or more parking spaces shall have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of twenty feet from the street right-of-way, to provide a stacking area for vehicles entering and exiting the parking area. See Figure 3-7.

3. A minimum unobstructed clearance height of fourteen feet shall be maintained above areas accessible to vehicles within nonresidential uses.

This parking access requirement is met per the plans.

B. **Access to Adjacent Sites.** Applicants for nonresidential development are encouraged to provide on-site vehicle access to parking areas on adjacent nonresidential properties to provide for convenience, safety, and efficient circulation. A joint access agreement running with the land shall be recorded by the owners of the abutting properties, as approved by the director, guaranteeing the continued availability of the shared access between the properties.

Shared pedestrian access between adjacent properties, including residential developments is also strongly encouraged.

The adjacent apartment complex has its own private access east of the right-in/right-out driveway on Brace Road that would not be affected by the warehouse. The Costco driveway and apartment driveway are at least 50 feet apart. Full access would remain at the apartment driveways. No additional access to the apartment complex is proposed or necessary.

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

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

The site plans indicate compliance. Parking onsite and outside of setbacks.

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

TABLE 3-9 - MINIMUM PARKING STALL AND LOT DIMENSIONS

General Parking Stall Dimension Requirements	
Length	Width
20 feet, including bumper overhang. ¹	10 ft.

¹Industrial uses to allow up to 20% of the required parking stalls to be compact, 9 feet x 16 feet (only in order to provide area for orchard style trees) as approved by the director or commission.

One-Way Traffic and Double-Loaded Aisles				
Parking angle (degrees)	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle width (travel lane)
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	13 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	15 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	19 ft.
90	10 ft.	20 ft.	20 ft.	13 ft.

Two-Way Traffic and Double-Loaded Aisles				
Parking angle (degrees)	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle width (travel lane)
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	24 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	24 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	24 ft.
90	10 ft.	20 ft.	20 ft.	24 ft.

All stalls would be 90 degree parking spaces. 589 parking stalls would measure 10 feet wide by 20 feet in depth. 176 parking stalls would measure 9 feet wide by 16 to 20 feet in depth, and a Code amendment is proposed to allow the reduced stall width of 9 feet for compact spaces as follows:

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

Aisles between the parking rows would measure 24 feet. Main circulation aisles would measure 30 feet in width.

- E. **Landscaping.** Landscaping shall be provided in compliance with Section 13.34.040(C).
- F. **Lighting.** See Section 13.30.080.
- G. **Striping and Identification.** Parking spaces shall be clearly outlined with four-inch wide lines painted on the parking surface. Carpool spaces shall be clearly identified for carpool use only. The re-striping of any parking space or lot shall require the approval of a re-striping plan by the director.
- H. **Surfacing.** Parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete or other all-weather surfacing approved by the director. Required parking in the RA, RE, or RR zoning districts may be surfaced with gravel, decomposed granite, or other all-weather surface at the discretion of the review authority.

I. **Wheel Stops/Curbing.** Continuous concrete curbing at least six inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Individual wheel stops may be provided in lieu of continuous curbing when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area.

When provided, wheel stops shall be placed to allow for two feet of vehicle overhang area within the dimension of the parking space. (Ord. 229 § 1, 2006; Ord. 218 § 3, 2005; Ord. 216 § 1, 2005; Ord. 205 § 1 (Exh. A), 2003)

Site plans indicate landscaping, lighting, striping, surfacing, and curbing in accordance with these requirements. The parking lot would be paved asphalt. Concrete curbing is proposed, as well as landscaping and lighting as previously discussed. The Final Plans shall include these striping and curbing requirements as a Condition of Approval.

13.36.100 - Driveways and site access.

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

A. Number of Driveways.

1. **Multifamily and Nonresidential Projects.** A multifamily or nonresidential project on a parcel of two acres or less shall be limited to a maximum of two driveways, unless the director and town engineer determine that more than two driveways are required to accommodate the traffic for the project. Whenever a property has access to more than one street, access shall be generally limited to the lowest volume street where the impact of a new access will be minimized.

The parcel is greater than two acres. One main driveway at a new signal is proposed on Sierra College Blvd. A right-in/right-out driveway is proposed on Brace Rd. A gated emergency access only driveway is proposed at the east end of the project site at Brace Road. A third access driveway to Granite Drive may be provided in the future if the City of Rocklin and the landowner pursue such access and with Costco and Town approval of the access location. Primary access is on Sierra College Blvd. as most traffic accessing the use would be coming from the commercial area on Sierra College Blvd and from I-80. The driveways at Sierra College Boulevard and Brace Road would serve to adequately distribute vehicle circulation. Although multiple driveways are proposed, the Brace Road driveway would primarily serve delivery trucks and would not be a popular customer access as no left turn access from Brace would be provided due to a new median on Brace Road limiting turning movements for the Costco driveway.

B. **Distance from Street Corners.** Each driveway shall be located a minimum of one hundred fifty feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street. For parcels with frontages less than one hundred fifty feet, the minimum distance shall be one hundred feet unless a lesser distance is approved by the town engineer.

The driveway on Sierra College Blvd. would be more than 150 feet from the nearest intersections. The right-in/right-out driveway on Brace Road would be 185 feet from the nearest curb return of Brace Road and Sierra College Blvd.

C. **Driveway Spacing.** Driveways shall be separated along the street frontage as follows:

2. **Multifamily and Nonresidential Development.** Where two or more driveways serve the same or adjacent multifamily or nonresidential development, the centerline of the driveways shall be separated by a minimum of fifty feet. Exceptions to this standard shall be subject to the approval of the town engineer.

The right-in/right-out driveway is spaced over 50 feet from the apartment driveway centerline to centerline. The gated emergency access is not a full-use driveway and would only be used during emergency access or evacuation situations.

D. **Driveway Width and Length.**

2. **Nonresidential Uses.** A driveway for a nonresidential use shall have a minimum paved width of thirteen feet for a one-way driveway and twenty-six feet for a two-way driveway. The maximum driveway width shall be thirty feet, exclusive of the area provided for a median divider.

The Brace Rd driveway would be 30 feet wide. The Sierra College Blvd driveway would be 59 feet wide and includes the fuel truck route. This exceeds the maximum width of 30 feet. Sierra College Blvd would be signalized at the driveway, and a Code amendment is proposed to include driveway size limits where a driveway is signalized as follows:

3. **Signalized Driveways for Warehouse Retail Uses.** A signalized driveway shall have two-way paved access and shall not exceed a maximum paved width of sixty feet.

E. **Clearance from Obstruction.** The nearest edge of a driveway curb cut shall be at least three feet from the nearest property line, the centerline of a fire hydrant, utility pole, traffic signal, light standards, or other similar facilities. Street trees shall be a minimum of ten feet from the driveway access, measured at the trunk. Driveways shall have an overhead clearance of fourteen feet in height except within a parking structure which may be reduced to seven feet, six inches.

No obstructions are shown on the plans. Final plans shall indicate compliance.

F. **Traffic Safety Visibility Area.** Structures or landscaping over thirty inches in height shall not be allowed within a traffic safety visibility area. See Section 13.20.050(E).

Final landscaping shall ensure no trees or tall shrubs are within the traffic safety visibility area.

G. **Surfacing.** Within the commercial, industrial, RS, RM, and RH zones, driveways shall be paved and permanently maintained with asphalt, concrete, or paving units. Within other zoning districts, the director may authorize the use of other all-weather surfacing, where the director determines that a surface other than asphalt or concrete is consistent with the driveways of similar properties in the vicinity, and that the alternate surface will not impair accessibility for emergency vehicles. A driveway with a slope of fifteen percent or more shall be paved with asphalt or concrete in all cases. (Ord. 205 § 1 (Exh. A), 2003)

Driveways would be asphalt concrete.

13.36.110 - Loading space requirements.

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

TABLE 3-11 - REQUIRED LOADING SPACES

Type of Land Use	Loading Spaces Required
Commercial uses	1 space for each 10,000 sf of floor area over the first 10,000.
<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.

Based on the existing requirements for the commercial uses standard, Costco would be required to provide 15 loading spaces for a 155,000 SF warehouse, which is far more than the hourly deliveries expected. Therefore, a new standard for the unique loading requirements for warehouse retail uses is proposed through a Code amendment as shown above in bold text. The Costco warehouse would provide 4 loading bays, which is sufficient as up to 3 deliveries per hour would occur. Deliveries related to the tire center would be made at the tire center entrance.

B. Standards for Loading Areas. Off-street loading areas shall be provided as follows. These standards and the requirements of subsection A may be reduced by the review authority where the review authority first determines that the operating, shipping and delivery characteristics of the use do not require the number or type of loading spaces required by this section.

1. **Dimensions.** Loading spaces shall be a minimum of twelve feet in width, forty feet in length, with fourteen feet of vertical clearance.
2. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting shall also comply with the provisions of Section 13.30.080.
3. **Loading Ramps.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions and overhead clearances.

Four loading ramps would be located at the southwest corner of the building as shown on the site plan. Each ramp would measure 12.5 feet wide by 50 feet in length and no overhang to limit vertical clearance. Safety lighting is included on the structure. Final plans shall include detailed profile drawings for the loading ramp area as a Condition of Approval.

4. **Location.** Loading spaces shall be:
 - a. As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
 - b. Situated to ensure that the loading facility is screened from adjacent streets;
 - c. Situated to ensure that loading and unloading takes place on-site and in no case faces a public street, or is located within a required front yard setback, adjacent public right-of-way, or other on-site traffic circulation areas;
 - d. Situated to ensure that vehicular maneuvers occur on-site; and
 - e. Situated to avoid adverse impacts upon neighboring residential properties and located no closer than one hundred feet from a residential zoning district unless adequately screened, and authorized through design review approval.

Loading bays would be located near the entrance, as far away from the residences as feasible. Bays would be screened with a wall and street-side landscaping. Loading is outside setbacks, and is within the parcel, not on the street. It also avoids facing the street. Vehicular maneuvers would occur within the parking lot. No loading is within 100 feet of a residential zoning district.

5. **Screening.** Loading areas shall be screened from abutting parcels and streets with dense landscaping or solid masonry walls with a minimum height of six feet.

Loading areas would be screened with a solid wall as well as street-side landscaping.

6. **Striping.** Loading spaces shall be striped, and identified for “loading only.” The striping and “loading only” notations shall be continuously maintained in a clear and visible manner. (Ord. 205 § 1 (Exh. A), 2003)

Loading areas include striping.

Chapter 13.38 - SIGNS

13.38.030 - Sign permit requirements.

No sign shall be installed, constructed, or altered unless a sign permit and, where applicable a master sign plan approval is first obtained in compliance with this section, or the sign is allowed without sign permit approval by subsection E of this section. A building permit may also be required. After approval of a sign permit and/or master sign plan, each sign installed and maintained on the subject site shall comply with the permit and plan.

A. **Fees and Plans Required.** An application for a sign permit shall be prepared, filed and processed in compliance with Chapter 13.60. The application shall also include architectural elevations and plans of all proposed signs drawn to scale, with all dimensions noted, and include illustrations of copy, colors, materials, and samples of the proposed colors and materials. The plans submitted shall also show the location of each sign on buildings and the site.

B. **Sign Permit Review Authority.** The director shall review all sign permit applications and approve only those that comply with the findings required in subsection D of this section. The director may require conditions of approval as are reasonably necessary to achieve the purposes of this chapter. The director may also refer a sign permit application to the commission for design review and a decision, either for the individual sign permit, or as part of a development project that is otherwise subject to design review.

D. **Findings for Approval.** The approval of a sign permit or master sign plan shall require that the review authority first make all the following findings:

1. The proposed signs do not exceed the standards of Sections 13.38.060 and 13.38.070, and are of the minimum size and height necessary to enable motorists and pedestrians to readily identify the facility or site from a sufficient distance to safely and conveniently access the facility or site;
2. The size, location, and design of the signs are visually complementary and compatible with the scale, and architectural style of the primary structures on the site, any prominent natural features on the site, and structures and prominent natural features on adjacent properties on the same street; and
3. The proposed signs are in substantial conformance with the design criteria in Section 13.38.050(D).

A final sign plan shall be submitted, and fees paid by the applicant. The proposed signs do not exceed the standards, are compatible with the site, and conform.

13.38.040 - Prohibited signs.

All signs not expressly permitted by this chapter shall be prohibited. Examples of prohibited signs include the following:

- A. Abandoned signs;
- B. Animated signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, except time and temperature displays (which are not considered signs);
- C. Balloons and other inflatable devices;
- D. Flags, except those allowed by Section 13.38.030(E)(4);
- E. Illegal signs;
- F. Moving signs, except barber poles;
- G. Obscene signs;
- H. Permanent off-site signs;
- I. Pennants;
- J. Pole signs and other freestanding signs over six feet in height, except as provided by Section 13.78.070(D);
- K. Roof signs;
- L. Because of the town's compelling interest in ensuring traffic safety, signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads or confuses pedestrian or vehicular traffic;
- M. Signs attached to or suspended from a vehicle parked within a public right-of-way, or in a location on private property that is visible from a public right-of-way including off-premises parked vehicle signs unless the vehicle parked off-premises is actively engaged in the usual business or regular work of the owner. (Ord. 260 § 1, 2015; Ord. 205 § 1 (Exh. A), 2003)

None of these are proposed

13.38.050 - General requirements for all signs.

- A. **Sign Area Measurement.** The measurement of sign area to determine compliance with the sign area limitations of this chapter shall occur as follows.
 - 1. The surface area of a sign shall be calculated by enclosing the extreme limits of all framing, writing, logo, representation, emblem, or other display within a single continuous perimeter composed of squares or rectangles with no more than eight lines. See Figure 3-9.
 - 2. Supporting framework or bracing that is clearly incidental to the display itself shall not be computed as sign area.
 - 3. The area of a double-faced (back-to-back) sign shall be calculated as a single sign face if the distance between each sign face does not exceed eighteen inches and the two faces are parallel with each other.
 - 4. Where a sign consists of one or more three-dimensional objects (i.e., balls, cubes, clusters of objects, sculpture or statue-like trademarks), the sign area shall be measured as their maximum projection upon a vertical plane. See Figure 3-10.

5. The area of any time and/or temperature device incorporated into a sign shall not be included in the calculation of total sign area.

Fueling station signage would measure 1'9" or 21 SF per sign on the long elevation and 1'4" or 15 SF per sign on the short elevation for a total of 72 SF (4 signs). Warehouse signage includes 7' signage measuring 381 SF (3 signs), 4'6" signage measuring 158 SF (1 sign), and Tire Center signage measuring 1'9" or 31 SF. Total signage square footage would be 1,404 SF on the project site.

C. Sign Location Requirements.

1. All signs shall be located on the same site as the subject of the sign, except as otherwise allowed by this chapter. A sign may project over an adjacent public right-of-way only when authorized by an encroachment permit as well as a sign permit.
2. No sign shall be located within the public right-of-way, except as otherwise allowed by this chapter.
3. The location of all signs shall be evaluated to ensure:
 - a. That the setback is appropriate for the height and area of a freestanding or projecting sign;
 - b. That flush or projecting signs relate to the architectural design of the building. Signs that cover windows, or that spill over natural boundaries and/or cover architectural features shall be discouraged;
 - c. That signs do not unreasonably block the sight lines of existing signs on adjacent properties; and
 - d. Pedestrian and vehicular safety.

The project incorporates wall-mounted signs at least 1 foot below the roofline along the primary building frontage and at entry. No freestanding ground-mounted signs, awnings, or suspended signs are proposed.

D. Design Criteria for Signs. The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or building permit can be approved.

1. **Color.** Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the building or buildings being identified. Contrasting colors may be utilized if the overall effect of the sign is still compatible with the building colors and prevailing colors in the surrounding neighborhood (where a theme can be identified).

Signs would be red and blue in the Costco logo. Building colors would be neutral browns, blues, and grays and signs would be compatible in color.

2. Design and Construction.

- a. Proposed permanent signs should be designed by professionals (e.g., architects, building designers, landscape architects, interior designers, or those whose principal business is the design, manufacture, or sale of signs), or others who are capable of producing professional results.
- b. All permanent signs should be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation businesses, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability so as to reduce maintenance costs and to prevent dilapidation.

Signs would utilize the company logo design and would be built to company standards to ensure it is clear, durable, and well-maintained.

3. Materials and Structure.

- a. Sign materials (including framing and supports) should be representative of the type and scale of materials used on the site of the sign. Sign materials should match those used on the building and on other signs.
- b. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
- c. The size of the structural members (e.g. columns, crossbeams, and braces) should be proportional to the sign panel they are supporting. In general, fewer larger supporting members are preferable to many smaller supports.
- d. The use of individual letters incorporated into the building design is encouraged, rather than signs with background and framing other than the building wall.
- e. The use of reflective materials or surfaces may be approved only where the review authority determines that these materials will not distract motorists or create other hazards, and should be minimized in all cases.

Sign materials would be consistent throughout the site. Signage would use externally illuminated reverse panel channel letters. Signs would not include reflective material.

4. **Street Address.** The review authority may require that a sign include the street address of the site where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.

Located at an intersection, additional street address signage is not necessary.

E. **Copy Design Guidelines.** The town does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.

1. Sign copy should relate only to the name and/or nature of the business or commercial center.
2. Permanent signs that advertise continuous sales, special prices, or include phone numbers, etc. should be avoided.
3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
4. The area of letters or symbols should not exceed forty percent of the background area in commercial districts or sixty percent in residential districts.
5. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.

Sign content would indicate "Costco Wholesale" in the red and blue corporate logo. Signs would be building wall mounted. A sign indicating "Tire Center" on the side of the warehouse building would also be included in simple lettering to indicate the location of the tire center. Lettering would not exceed 40 percent of the background area.

F. **Sign Lighting.** The artificial illumination of signs, either from an internal or external source, shall be designed to minimize light and glare on surrounding rights-of-way and properties.

1. The town prefers that a sign be illuminated by lights shining on the sign rather than by lights within the sign, although signs comprised of individually mounted, internally lit letters may be found acceptable. In the case of a sign comprised of a metal cabinet with a face of plastic or similar material, the face material shall be opaque except for the letters and artwork that convey the message. It is the intent of the town that a cabinet sign be designed and constructed to appear as much as possible as illuminated individual letters.
2. External light sources shall be directed and shielded so that they do not produce glare on any object other than the sign, and/or off the site of the sign.
3. The light from an illuminated sign shall not be of an intensity or brightness that will interfere with the reasonable enjoyment of residential properties. In areas with low ambient nighttime illumination levels (i.e., areas of the town with little or no illuminated signing) a sign should be designed to use light, illuminated copy against a dark or opaque background.
4. Sign illumination shall not blink, flash, flutter, or change light intensity, brightness or color.
5. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
6. Neither the direct nor reflected light from primary light sources shall create a hazard to operators of motor vehicles.
7. Reflective-type bulbs and incandescent lamps that exceed fifteen watts shall not be used on the exterior surface of signs so as to expose the face of the bulb or lamp to a public right-of-way or adjacent property.
8. Light sources shall utilize energy efficient fixtures to the greatest extent possible.
9. Permanently installed illuminated panels, visible tubing, and strings of lights outlining all or a portion of a building, other than lighting that is primarily for indirectly illuminating architectural features, signs, or landscaping, shall be deemed "signs" subject to this chapter and shall be counted as part of the allowed sign area. Each line of tubing or lights shall be deemed to have a minimum width of at least six inches for the purpose of area calculation.

Warehouse signage would use externally illuminated reverse pan channel letters. Signs would not include blinking or flashing lights. Colored lights are not proposed. No signs or lights are proposed at street frontage. Lighting would be shielded with cutoff lenses and would use timer-controlled LED fixtures. Tubing and string lights are not proposed.

G. **Maintenance of Signs.** Each sign and supporting hardware, including temporary signs, shall be maintained in good repair and functioning properly at all times. Any repair to a sign shall be of equal or better in quality of materials and design as the original sign. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the municipal code.

Signs are to be maintained.

13.38.060 - Zoning district sign standards.

Each sign shall comply with the sign type, area, height, and other restrictions provided by this section, except as otherwise expressly provided in Section 13.38.030(E) or Section 13.38.070.

B. **Commercial and Industrial Zoning District Sign Standards.** Each sign in a commercial or industrial zoning district (see Section 13.20.020) shall comply with the requirements in Table 3-11, in addition to the provisions of Section 13.38.070, as applicable. (Ord. 205 § 1 (Exh. A), 2003)

TABLE 3-11 - SIGN STANDARDS FOR COMMERCIAL AND INDUSTRIAL ZONES

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
Ground-Mounted and Ground-Floor Signs			
Awning	Below roof ⁽¹⁾	<p>Single tenant site or building: 3 of any combination of allowed sign types per primary building frontage.</p> <p>1 of any allowed sign type per secondary frontage</p> <p>Site or building with 4 or more tenants: 1 of any allowed sign type per business frontage.</p>	<p>Interior parcel: 1 sf for each linear ft of primary building frontage (for buildings with multiple frontages such as within a shopping center, 1 sf for each linear foot of primary frontage plus 0.5 sf for each foot of secondary frontage)</p> <p>The total area of all signs on a single building frontage shall not exceed the total linear feet in that frontage.</p> <p>At least 25 sf, and no more than 200 sf, are allowed for each use.</p> <p>Corner parcel: 0.5 additional sf for each linear foot of secondary frontage.</p> <p>Site with 4 or more tenants: allowed an additional freestanding identification sign of 0.25 sf for each linear ft of total primary bldg. frontage, to 200 sf maximum.</p>
Freestanding	6 ft		
Projecting, Wall	Below roof ⁽¹⁾		
Suspended	Below eave/canopy; at least 8 ft above a walking surface		
Temporary/ Portable	See Sections 13.38.070(A) and (H)		
Window	See Section 13.38.070(J)		
Second Floor Signs			
Awning, Projecting, Wall	Below roof ⁽¹⁾	1 per tenant space	12 sf for each tenant. 1 directory sign not to exceed 12 sf is also allowed to identify upper floor occupants.
Window	See Section 13.38.070(J)		
Indoor Signs and Outdoor Signs Not Visible from a Street			

Awning, Freestanding, Projecting, Suspended, Wall, Window	Below roof ⁽¹⁾	See Section 13.38.070, as applicable
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Notes:

(1) At least one foot below the top of a parapet, the sill of a second floor window, and/or the lowest point of any cornice or roof overhang.

The Costco warehouse building measures approximately 488 feet by 326 feet, with building heights ranging from 27 feet to 33 feet. Signs would be more than one foot beneath the top of the parapet. The signs proposed are flat (non-projecting) wall signs. Code Section 13.38.070.1 applies in regard to signage area limits for wall signs, which states that the area of the largest wall sign shall not exceed 7% of the area of the building façade on which the sign is mounted. Two wall signs measuring 381 square feet and 158 square feet would be located on the entrance frontage (South elevation) totaling 539 SF, and one sign per side would be located on the other two sides facing roadways (North and West elevations) measuring 381 SF per sign. Since the sign area allowed on the South, West, and North elevations are approximately 982 SF, 690 SF, and 1,024 SF, respectively, the proposed signage meets the established limits on all three sides. Along the East elevation facing the single-family residences, the structure would include one “Tire Center” directional sign measuring 31 SF. The allowed area on this side of the structure is 622 SF; therefore, 31 SF of signage is well within the signage limit under Section 13.38.070. Total allowable signage under 13.38.070 would be 3,318 SF while total proposed signage on the warehouse would be 1,332 SF. The wall sign above the entry doors on the south side of the building is found to be a wall sign, just as the Raley’s signage was evaluated, rather than an awning sign as the wall projects forward to create a covering and is not interpreted as an awning.

Signage is also proposed on the fueling station canopy. This signage would measure 21 SF on the long North and South elevations of the canopy and 15 SF on the shorter East and West elevations of the canopy. The canopy measures 160’ by 74’ by 3’, allowing for signage up to 33.6 SF or 15.59 SF per side. Therefore, the proposed signage falls within this limit. Final signage submitted with the sign application will be required to meet the square footage limits established in 13.38.070 as already proposed.

13.38.070 - Standards for specific types of signs.

Proposed signs shall comply with the following standards where applicable, in addition to the sign area, height, and other requirements of Section 13.38.060, and all other applicable provisions of this chapter.

- B. **Awning Signs.** The following standards apply to awning signs in all zoning districts where allowed by Section 13.38.060.
 - 1. Signs on awnings are limited to ground level and second story occupancies only.
 - 2. Awnings shall not be internally illuminated, except that lettering on the awning valence may be backlit. Direct exterior lighting may be allowed. Translucent awning materials are prohibited.

No awning signs are proposed. See above (13.38.060).

- H. **Temporary Signs.** Temporary signs are allowed subject to the following requirements.

1. **Construction Signs.** Construction identification signs may be allowed in all zoning districts with sign permit approval, in compliance with the following standards:
 - a. Only one sign, located on-site, shall be allowed;
 - b. The area of the sign shall not exceed thirty-two square feet;
 - c. Sign height shall not exceed six feet; and
 - d. The sign shall not be illuminated.

Construction signage will not be illuminated and will be required to conform to these temporary standards as a conditional of approval.

- I. **Wall Signs.** The following standards apply to wall signs in all zoning districts where allowed by Section 13.38.060.

1. A wall sign may be located on any primary or secondary building frontage.
2. The area of the largest wall sign shall not exceed seven percent of the area of the building facade on which the sign is mounted or painted, including the area of windows, doors and recesses.
3. No sign shall project from the surface to which it is attached more than required for construction purposes, and in no case more than twelve inches.
4. No sign shall be placed so as to interfere with the operation of a door or window.

See above (13.38.060) regarding sizing conformance. Sign lettering would not project more than 12 inches from the surface.

13.38.080 – Exceptions to sign area limitations.

The review authority may grant an exception to increase the maximum allowed sign area by up to twenty-five percent if the review authority first determines that:

- A. The position or setback of the building on the site requires additional area for effective signing;
- B. The exceptional size of the structures, uses, or site requires additional sign area for effective identification from major approaches to the site; or
- C. The name of the business or use to be identified is exceptionally long, so that sign readability would be impaired by crowding words into the allowable sign area. (Ord. 205 § 1 (Exh. A), 2003)

No exceptions to the sign area limitations are proposed or necessary, although Exceptions A and B are applicable.

ZTA Amendment General Plan Consistency Evaluation

Since the warehouse retail, lighting, driveway and parking stall dimensions, loading spaces, and fueling station amendments were previously reviewed, considered and adopted in 2020, the following analysis in Table 2 focuses on the General Plan consistency pertaining 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	
Conditional Use Permit General Plan Consistency	
Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
Chapter III – Land Use and Community Development	
Goal 1: To preserve, maintain, and enhance creeks and riparian areas for both their aesthetic and wildlife habitat values.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Proposals would require studies before a use permit is issued. There are no riparian features within the limited area to which the amendments would apply.
Goal 2. To protect groundwater and surface water quality.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Proposals would require studies before a use permit is issued.
Goal 3. To protect oak woodlands and significant stands of native trees.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. While this area does contain oak woodlands, proposals would require studies before a use permit is issued.
Goal 4. To protect major landscape features within Loomis, including significant topography and rock outcroppings, open meadows and grazing areas.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. Although small rock outcroppings and grassland meadow may be present in the area addressed by the amendment, proposals would require studies before a use permit is issued.
Goal 6. To focus more intensive land uses near the downtown and freeway interchange, while maintaining the predominantly agricultural/rural character of Loomis outside the core area.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. Proposals would require studies before a use permit is issued. The amendment language limits the use to the area between the Town limit, Brace Road, and Sierra College Boulevard, which is between a freeway interchange and downtown.
Goal 7. To attract new development and land uses that provide jobs to Town residents, provided that those uses are consistent with the Town’s character.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. The amendments support this goal by encouraging new commercial development and uses in the area between the Town limit, Brace Road, and Sierra College Boulevard, expanding potential commercial support uses on the RM

Table 2

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
	and RH property needed to serve the primary commercial use and patrons of that use. New commercial development provides jobs. Proposals would require studies before a use permit is issued.
Goal 8. To designate adequate land to accommodate new commercial and industrial development that is consistent with the Town’s character.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The amendments support this goal by providing flexibility and allowing commercial support uses on RM and RH property within a limited area between the Town limit, Brace Road, and Sierra College Boulevard to ensure the primary commercial use is adequately parked and accessed.
Goal 9. To improve the Town’s commercial base to increase municipal revenues, and provide a wider range of goods and services for local residents, in addition to encouraging some commercial uses near the freeway and in the downtown that can attract or serve patrons from outside the community.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would support this goal. The amendments support this goal by encouraging commercial use in the area between the Town limit, Brace Road, and Sierra College Boulevard, expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use.
E.10. Loomis shall encourage the provision of adequate housing opportunities for people on fixed or limited incomes, with emphasis on senior citizen housing.	Consistent. Although the amendments expand limited commercial support use on limited portions of land designated residential, the residential designation on the properties would persist. The properties involved are not appropriate for very-low- or low-income housing as they are zoned for medium and high density residential at densities and lot sizes too small to support affordable units, and the amendments do nothing to prevent the construction of affordable housing in Loomis, but merely expand the potential use of non-commercial property to include limited commercial support use within a small area of town.
E.18. All new development in Loomis shall conform to the land use map, land use categories and development intensities set forth in this General Plan.	Consistent. The amendments would not alter the land use map, land use categories, or development intensity on the properties, but would allow for limited commercial access and parking uses.
F.1. Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with a commercial use is consistent with this policy. The amendments support this by expanding potential commercial support uses on the RM and RH property needed to serve the primary commercial use and patrons of that use, while limiting the intensity of uses on RM and RH property to commercial support uses only, to balance commercial development with existing residential uses.
F.2. Downtown Loomis shall be developed and maintained as a focal point for personal shopping and services within the community, through continued implementation of the policies and regulations originally developed in the <i>Town Center Master Plan</i> , which are now in various portions of this General Plan and the Zoning Ordinance.	Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within a limited area with a commercial use is consistent with this policy. The amendments, which are limited to Sierra College Boulevard and Brace Road, would not interfere with implementation of the <i>Town Center Master Plan</i> .

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Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<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 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.</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 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.</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 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.</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 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.</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 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.</p>
<p>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.</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 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.</p>
<p>The goals of the Town of Loomis for its town center are to:</p> <ul style="list-style-type: none"> 10. Maintain the small town character of Loomis; 11. Promote the economic stability of the Town; 12. Provide goods and services for residents; 13. Revitalize Taylor Road; 	<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 goal. Proposals would require studies before a use permit is issued. The amendments limit where this can occur specifically.</p>

Table 2

Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<p>14. Protect Loomis’ natural resources; 15. Create a civic center; 16. Provide a range of employment and housing opportunities; 17. Develop and maintain Downtown Loomis as a focal point for shopping and services; and 18. Redevelop the railroad rights-of-way to enhance Loomis’ historic image.</p>	
<p>Policy 1. Until the adoption of Zoning Ordinance provisions and design guidelines to implement the <i>Town Center Master Plan</i>, proposed development and new land uses within the Town Center Commercial, General Commercial, Residential Medium Density, Residential Medium High Density, and Residential High Density land use designations south of King Road and northwesterly of I-80 shall be consistent with the <i>Town Center Master Plan</i>. Proposed development and new land uses shall be consistent with the Town’s Zoning Ordinance provisions and design guidelines that implement the provisions of the <i>Town Center Master Plan</i>, after the Zoning Ordinance provisions and design guidelines are adopted by the Town.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not affect implementation of this policy. Proposals would require studies before a use permit is issued. Expansion of parking to serve a commercial use within the same or contiguous parcel and the same commercial owner would not interfere with implementation of this policy.</p>
<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 the preservation of open space and natural resources.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not conflict with or interfere with this goal. Proposals would require studies before a use permit is issued to ensure appropriate character and protection of resources. See the analysis of General Plan Policies F.4, F.5, and F.6 above.</p>
<p>Policy 1. The design of development should respect the key natural resources and existing</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties</p>

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Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<p>quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.</p>	<p>within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. While this area addressed by the amendment contains oak woodlands, grassland, and pockets of wetland features, proposals would require studies before a permit is issued to ensure appropriate character and protection of resources.</p>
<p>Policy 3. Each development project should be designed to be consistent with the unique local context of Loomis.</p> <ul style="list-style-type: none"> 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. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and integration of existing resources.</p>
<p>Policy 4. Design each project at a human scale consistent with surrounding natural and built features.</p> <ul style="list-style-type: none"> 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. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>
<p>Policy 5. Design projects to minimize the need to use automobiles for transportation.</p> <ul style="list-style-type: none"> 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. 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Allowing commercial supporting uses on RM and RH properties in this area provides flexibility for addressing multiple modes of transportation to and from the adjacent commercial use under common ownership. Proposals would require studies before a permit is issued to ensure appropriate pedestrian and bicycle circulation and attention to modes of transit and consistency.</p>
<p>Policy 6. Encourage an active, varied, and concentrated urban life within commercial areas.</p> <ul style="list-style-type: none"> c. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures 	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RM and RH portions of properties within the area confined to Sierra College Boulevard and Brace Road associated with a primary commercial use would not conflict with this policy. Proposals would require studies before a permit is issued to ensure appropriate character and consistency.</p>

Table 2

Conditional Use Permit General Plan Consistency	
Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<p>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>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>
Economic Development	
<p>Goal 1. To encourage and assist existing industries and businesses to remain and expand in Loomis, helping them to be economically viable contributors to the community.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal, but would support this goal. Allowing commercial supporting uses encourages businesses to remain and expand in Loomis.</p>
<p>Goal 2. To recruit new industries and businesses, thereby creating new jobs for Loomis residents.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal, but would support this goal.</p>
Chapter IV. Circulation	
<p>Goal LOS: To strive for service levels that reflect a balance between mobility, cost-effectiveness, and financial resources.</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined to Sierra College Boulevard and Brace Road associated with a commercial use would not interfere with this goal. An allowance for commercial parking and landscaping on dually designated/zoned</p>

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Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
	<p>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>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</p>	<p>Consistent. Allowing commercial supporting uses such as parking on RM and RH designated and zoned properties within the area confined</p>

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Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
(developer fees, state funds, federal funds, etc.).	to Sierra College Boulevard and Brace Road associated 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	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

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Conditional Use Permit General Plan Consistency

Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<p>Manager determines that connection is infeasible because of elevation differences or insufficient line capacity. The 300-foot 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>management system and 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</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>

Table 2

Conditional Use Permit General Plan Consistency	
Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
consistent with the Town’s distinct, rural character.	
Chapter VII. Conservation of Resources	
Natural Resources and Open Space	
Goal 1. To protect areas rich in wildlife of a fragile ecological nature, including areas of rare or endangered species and riparian areas, from land development impacts	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal does not differentiate between the type of development that could impact natural resources. While this area addressed by the amendment contains potentially suitable habitat for western spadefoot toad, Swainson’s hawk and other raptor and migratory bird species, proposals would require studies before a use permit is issued.
Goal 2. To preserve, maintain, and enhance creeks and riparian areas for their aesthetic, wildlife habitat, and recreational values.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
Goal 3. To help protect groundwater and air quality within the Sacramento region.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
Goal 4. To protect major open space areas and natural features within the Town, including significant topography and rock outcroppings, oak woodlands and significant specimens of native trees	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this goal. The goal applies regardless of proposed uses or zoning designation. Proposals would require studies before a use permit is issued.
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. 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. h. During the review of development plans, the Town should require that project proponents conduct their own air quality	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy applies equally to residential and commercial uses. Proposals would require studies before a use permit is issued.

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Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<p>analysis to determine air quality impacts and potential mitigation measures.</p> <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</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</p>

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<p>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>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>
<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</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any tree removal activity. Proposals would require studies before a use permit is issued.</p>

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Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<p>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 commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. Proposals would require studies before a use permit is issued.</p>
<p>Policy 7. The Town will contribute toward the maintenance of high quality in the local surface and groundwater resources through the following, and other feasible measures</p> <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>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>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>Policy 8. The following policies apply to properties with wetland areas:</p> <p>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....</p> <p>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:</p> <ol 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.... <p>g. The Town will require project-by-project review of sites where vernal pools exist....</p> <p>h. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible....</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy is equally applied to any development on a property with wetlands. While this area addressed by the amendment contains swales, proposals would require studies before a use permit is issued.</p>
<p>Policy 9. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between use types or the land use designation on</p>

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Conditional Use Permit General Plan Consistency	
Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
	which they would be located. Proposals would require studies before a use permit is issued.
Cultural Resources	
Goal 1. To preserve and where appropriate replicate historic areas, such as the Downtown district and fruit sheds, that contribute to Loomis’ distinct character.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, which is outside of an historic area, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations and is equally applied to any development. Proposals would require studies before a use permit is issued.
Policy 5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town would not interfere with or conflict with this policy or its implementation. The policy does not differentiate between development type or land use designation. Proposals would require studies before a use permit is issued.
Chapter VIII. Public Health and Safety	
Safety	
Goal 1. To reduce risks associated with natural and man-made hazards through compliance with State and Federal safety programs.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 2. To reduce the risks associated with wildland and urban edge fires in the Town’s rural areas.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 3. To reduce the potential for and damage resulting from storm flooding hazards within the community	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 4. To reduce the risks associated with potential seismic activity, including ground-shaking, liquefaction, and landslides	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between

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Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
	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 differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Policy 4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to inundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and the amendments do not permit commercial support structures in the RM and RH zones – only parking, driveways/aisles, and landscaping. Proposals would require studies before a use permit is issued.
Policy 5. New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and there are no stream channels in the area to which the amendments would apply. Proposals would require studies before a use permit is issued.
Policy 7. Site-specific recommendations of the Town’s Drainage Master Plan, upon completion, shall be applied to individual development projects as appropriate.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations. Proposals would require appropriate design and implementation of required facilities established in the Drainage Master Plan before a use permit is issued.
Policy 14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the	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

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Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
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.	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.
Policy 15. The storage, handling and disposal of potentially hazardous waste must be in conformance with the requirements set forth in California Administrative Code, Title 22, Division 4, Ch. 30, and California Health and Safety Code, Division 20, Chapter 6.5.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The policy does not differentiate between land use types or designations and does not allow for the storage of hazardous materials. Proposals would require studies before a use permit is issued.
Noise	
Goal 1. To protect Town residents and workers from the harmful and annoying effects of noise.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Goal 2. To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this goal. Proposals would require studies before a use permit is issued. Although the amendments allow commercial driveways/aisles on higher density residentially designated property, this does not prohibit design features, such as landscaping or sound reducing components, including sound walls, from addressing noise generated by roadway traffic and commercial uses.
Goal 3. To maintain and where possible enhance the quiet, rural ambiance of the Town.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM portions of a commercially designated/zoned property and within a specific area of the Town, would not interfere with or conflict with this goal. The goal does not differentiate between land use types or designations. Proposals would require studies before a use permit is issued.
Policy 1. New commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses.	Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles in which noise would be generated, thereby reducing noise impacts on existing uses, particularly combined with soundwalls (which are not prohibited merely discouraged (Goal 2)) or time of day use restrictions. Proposals would require studies before a use permit is issued.

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Relevant Goals, Policies, & Programs	ZTA Amendment Analysis
<p>Policy 2. Loomis shall encourage the mitigation of noise impacts in all new developments as necessary to maintain the quiet, rural ambiance of the Town.</p>	<p>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.</p>
<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>

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<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 would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles, thereby reducing noise impacts on existing nearby residential uses that are generated by the primary use. The landscape buffer provides a noise barrier. Proposals would require studies before a use permit is issued.</p>
<p>Policy 18. Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at night.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. The amendments would increase the setback between existing residential and proposed commercial use by allowing landscape buffers, parking, and driveways/aisles in which noise would be generated, thereby reducing noise impacts on existing uses that are generated by the primary use, particularly combined with soundwalls (which are not prohibited merely discouraged (Goal 2)) or time of day use restrictions. Proposals would require studies before a use permit is issued.</p>
<p>Policy 19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.</p>
<p>Policy 20. Future industrial or commercial development in areas determined to be near noise-sensitive land uses shall be subject to an acoustical analysis to determine the potential for stationary source noise impacts to neighboring land uses.</p>	<p>Consistent. Allowing commercial support uses, including parking, landscaping, and driveways/drive aisles, on RH and RM property adjacent to commercially designated/zoned property under common ownership and within a specific area of the Town, would not interfere with or conflict with this policy. Proposals would require studies before a use permit is issued.</p>
<p>2021 Housing Element</p>	
<p>Goal A: To provide a continuing supply of affordable housing to meet the needs of existing and future residents of the Town of Loomis in all income categories.</p>	<p>Consistent. Allowing commercial supporting uses such as parking, driveways/aisles, and landscaping on RH and RM property adjacent to commercially designated/zoned property under common ownership 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</p>

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	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 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.

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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.
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.

Municipal Code Consistency

Since the amendments regarding the warehouse retail, lighting, driveway and parking stall dimensions, loading spaces, and fueling station were previously reviewed, considered and adopted, the following analysis focuses on the additional zoning text amendment 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).

13.62.050 - Use permit and minor use permit.

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

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

The 2021 general plan and zoning amendments would not affect this ordinance and use permit approvals would still be required for warehouse retail use, including the associated parking, circulation and landscaping supporting features of the primary use (warehouse retail).

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

The associated parking, circulation and landscaping supporting features of the primary use (warehouse retail) would be consistent with the General Plan with implementation of the proposed 2021 general plan and zoning amendments. See Table 2 for General Plan consistency.

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

Placement of parking, circulation, and landscaping support uses on the RH and RM property are compatible with the existing residential uses as they form a larger buffer between the primary commercial use and the nearby residential units. Parking, access driveways, and landscaping for commercial uses and high-density residential uses are not substantially different and are treated the same in the Town's parking ordinance. Large landscape buffers, with fencing, large trees, and maintained shrubs further enforce compatibility. If the RH and RM properties were developed with residential units, the buffer between the primary commercial use and the residential use would decrease. It is important to note that mixed-use residential units are allowed in commercial areas, indicating that commercial uses and higher density residential uses are not incompatible; therefore, the use of RH and RM uses for commercial support uses that operate at a lower intensity of use would not be incompatible.

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

Allowing commercial support uses such as parking, circulation, and landscaping on the RH and RM properties is suitable as these support uses are less intensely developed and used than the primary commercial use on the commercially designated/zoned portion of the property and serve to buffer the existing residential uses from the primary commercial use.

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

Allowing commercial support uses in the RM and RH portions of the property would not alter the findings above. Placement of landscape in this area would buffer residential uses from the primary commercial use. Parking and circulation design and operation for commercial uses have the same requirements as is required for multi-family parking and circulation. Placement of these less intensely used support features in the RH and RM areas improves the buffer between the existing residential and proposed commercial use.

13.30.040 - Fences and walls.

- B. **Height Limitations.** Each fence, wall, hedge and berm otherwise allowed shall comply with the height limitations shown in Table 3-1. See also Figure 3-1. A fence or wall with a height greater than six feet and a length greater than fifty feet shall require design review in compliance with Section 13.62.040, except for open and wire fencing in the RA, RE, and RR zoning districts.

TABLE 3-1 - MAXIMUM HEIGHT OF FENCES AND WALLS

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

Notes:

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

D. Specific Fencing and Wall Requirements.

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

Fencing requirements on the RH and RM properties are the same as those applied on commercial properties. Therefore, commercial fencing would have to meet the same standards as higher density residential fencing. The proposed general plan and zoning amendments would not affect the fencing requirements or compliance.

13.30.050 - Height limits and exceptions.

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

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

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

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

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

Under the amendments, the commercial support uses in the RH and RM areas would be subject to the height restrictions in those designations/zones. RM and RH allow structures up to 30 feet in height or two-stories. GC/CG areas allow 2 story structures up to 35 feet in height. However, no structures are proposed by the amendments in the RM and RH areas of the property. Landscape trees would be subject to traffic safety height limits, as in any zone since the Town applies the same standards to all zones.

13.30.060 - Mechanical equipment placement.

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

No mechanical equipment would be located in the RH and RM portions of the property. The amendments do not create new allowances for mechanical equipment placement as this ordinance applies to all zones and does not apply different standards to different zones.

13.30.070 - Noise standards.

C. **Noise Source Standards.**

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

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

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

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

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

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

Notes:

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

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

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

Notes:

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

2. **Acoustical Analysis Required.** Where the director determines that a proposed nonresidential use on a site adjacent to a residential zoning district may generate noise in excess of any limit

established by Table 3-2, and/or where the use may generate noise in outdoor areas in excess of 60 dBA, the land use permit application for the use shall include an acoustical analysis by a qualified professional approved by the director.

- a. **Contents.** The analysis shall determine the potential for stationary source noise impacts to neighboring land uses, include field measurements to determine more precise locations for existing and projected future noise levels (based on traffic projections in the circulation element of the general plan or as otherwise accepted by the town), and recommend appropriate mitigation measures.
- b. **Preferred Mitigation Measures for Receptor Sites.** When development is subject to high noise levels requiring mitigation, the following measures shall be considered and preference shall be given where feasible in the following order:
 - i. Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses;
 - ii. Acoustical treatment of buildings; or
 - iii. Structural measures: construction of earth berms and/or wood or concrete barriers.

Noise standards established in this ordinance are based on the land use and not the property zoning or designation, therefore, the applied standards are based on the existing adjacent uses and not the potential use of a zone. The amendments would not change this standard, and any proposed project would be subject to these same standards based on the proposed use and existing conditions. The amendments would not allow for a deviation from the standards in the ordinance, and therefore, do not increase the potential for noise disturbance.

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

TABLE 3-4 - ALLOWABLE HOURS OF CONSTRUCTION

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

The proposed amendments would not affect hours of construction.

4. **Limitation on Truck Deliveries.** Truck deliveries to a commercial or industrial parcel adjacent to a residential zoning district shall be limited to the daylight hours unless the director authorizes other delivery times based on the determination that there is either no feasible alternative, or there are overriding transportation and traffic management benefits to scheduling deliveries at night.

The proposed amendments would not conflict with this requirement. The requirement does not limit truck deliveries to occur only on commercially or industrially zoned property, and instead addresses deliveries to commercial or industrial parcels adjacent to residentially zoned parcels. The limits apply whether or not the amendment is adopted. The ordinance does not prohibit daytime deliveries near the residential units.

13.30.080 - Outdoor lighting.

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

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

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

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

The lighting ordinance applies to all outdoor lighting on all private property and is not zone-specific. Some parking lot lighting within the RH and RM zones on the project property would be associated with the parking lot support use. The previously approved amendments to light fixture standards referenced above would apply to lighting in the RH and RM zones, through the proposed amendments, as they would be support uses for the primary commercial use. Item C notes that “No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source.” While this could limit illumination to one footcandle on the RH and RM zoned portions of the property, the ordinance includes an exception for lighting on the site of the light source. Therefore, placement of parking lot lighting on the RH and RM zoned portions of the property would remain consistent with appropriate shielding.

13.30.090 - Performance standards.

- A. **Purpose.** This section provides performance standards that are designed to minimize various potential operational impacts of land uses and development within the town, and promote compatibility with adjoining areas and land uses.
- B. **Applicability.** The provisions of this section apply to all new and existing land uses, including permanent and temporary uses in all zoning districts, unless an exemption is specifically provided. Uses existing on the effective date of this section shall not be altered or modified thereafter to conflict with these standards.
- C. **Air Emissions.** No visible dust, gasses, or smoke shall be emitted, except as necessary for the heating or cooling of structures, and the operation of motor vehicles on the site.

Since this applies to all zones, the proposed amendments would not affect this ordinance, and the ordinances standards would continue to apply.

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

The use, handling, storage, and transportation of combustibles would not occur on the RH and RM zoned portions of the property even with the amendments. The amendments would allow commercial support uses on non-commercially zoned property; however, the use of any such materials would still be required to follow federal and state standards should such a use be proposed.

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

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

This ordinance does not differentiate between dust creating activities in different zones. Therefore, all such activities are treated equally regardless of the zone in which they occur, and such activities are possible in any zone when ground disturbance occurs. The proposed amendments would not affect implementation of these requirements, and supporting commercial uses on RH and RM zoned portions of the property would remain subject to these standards.

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

No ground vibration would be associated with the commercial support uses proposed in the amendments outside of the construction period.

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

This ordinance does not differentiate between light and glare creating activities or materials used in different zones. Therefore, all such activities or materials are treated equally regardless of the zone in which they occur, and such activities are possible in any zone when lighting or reflective material use occurs. The proposed amendments would not affect implementation of these requirements, and supporting commercial uses on RH and RM zoned portions of the property would remain subject to these standards.

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

The proposed amendments would allow for commercial support uses in specific RM and RH zoned parcels; however, the discharge of liquids is not proposed. This ordinance does not differentiate between the different zones, and the amendments would not affect implementation of this ordinance.

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

The proposed amendments would allow for commercial support uses in specific RM and RH zoned parcels. The proposed amendments would not affect implementation of the Town's noise standards, and supporting commercial uses on RH and RM zoned portions of the property would remain subject to these standards.

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

Odor sources would not be allowed to be located near the residential uses or within the RH and RM zoned portions of the property under the amendments. Parking, drive aisles, and landscaping would buffer odors associated with a primary commercial use, placing additional space between the primary commercial and residential uses to dissipate potential odors. The amendments allow for certain commercial support uses, none of which are nuisance odor generating.

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

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

The proposed amendments continue to comply as no radioactivity or electrical disturbance would occur or would be permitted under the amendments.

13.30.100 - Screening.

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

A. **Screening Between Different Land Uses.** A commercial or industrial land use proposed on a site adjacent to a residential zoning district shall provide screening at the parcel boundary as follows. Other nonresidential uses adjacent to a residential use may also be required by the director to comply with these requirements.

1. The screen shall consist of plant materials and a solid wall of masonry or similar durable material, a minimum of six feet in height.
2. The maximum height of the wall shall comply with the provisions of Section 13.30.040.
3. Proposed walls and fences shall be designed to incorporate decorative features on both sides, as approved by the director, to avoid the appearance of long, unbroken flat planes without visual interest. Examples of decorative features include regularly spaced columns or pilasters, offsets and setbacks for portions of the wall or fence, and/or wells for trees or other landscaping.
4. A landscaping strip with a minimum width of five feet shall be installed adjacent to screening walls, except that ten feet of landscaping shall be provided between a parking lot and a screening wall, in compliance with Section 13.34.040(C)(4)(d).

5. The director may waive or approve a substitute for this requirement if the director first determines that:

- a. The intent of this section can be successfully met by means of alternative screening methods; or
- b. Physical constraints on the site make the construction of the required screening infeasible; or
- c. The physical characteristics of the site or adjoining parcels make the required screening unnecessary.

The proposed amendments would allow commercial support uses on RH and RM portions of the property, including landscaping, parking, and driveways or drive aisles. Placement of these support uses on these portions of the property help to screen the primary commercial use from adjacent residential uses, acting as an enlarged setback from the commercial structure and buffering the area with vegetation and screenwalls. While the amendment would allow for supporting commercial uses on residentially zoned portions of the property, the ordinance text does not indicate that such uses must be screened from the primary commercial use, only that screening is to be provided at the parcel boundary. The RM zoned areas are within the same parcel boundary as the CG zoned areas (dual zoning), and therefore placement of screening at the parcel boundary between the residential neighborhood on Hunters Drive and the commercial property complies with this ordinance. The RH zoned parcel is its own separate parcel from the CG zoned parcel. Since commercial support uses associated with the primary commercial use on the CG parcel would be located on the commonly owned RH parcel, placement of a screenwall at the boundary of this RH parcel would not be appropriate for this commonly owned and used parcel. Therefore, placement of a screenwall at the boundary of the RH parcel with the existing apartment complex would better serve to meet the requirements of this ordinance. The purpose of the ordinance is to address different land uses and not to erect barriers between contiguous uses. Additionally, the use on the commonly owned RH parcel would be support commercial and not residential, meeting the intent of the statement that, "A commercial or industrial land use proposed on a site adjacent to a residential zoning district shall provide screening at the parcel boundary"

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

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

The proposed amendments do not allow for loading docks, mechanical equipment or refuse storage within the RH and RM portions of the property. The amendments would be consistent with this ordinance.

13.30.110 - Setback regulations and exceptions.

B. Setback Requirements.

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

The proposed amendments would not allow commercial structures, but only commercial support uses in the applicable RH and RM zones located on the project property. Setbacks are provided that meet the ordinance

requirements as well as the setback requirements for the zones in which the commercial support uses would be located. Therefore, the proposed amendment is consistent with this ordinance.

13.30.120 - Solid waste/recyclable materials storage.

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

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

The proposed amendments do not allow for solid waste or recyclable materials storage within the RH and RM portions of the property, nor are such uses proposed. The amendments would be consistent with this ordinance.

13.30.130 - Undergrounding of utilities.

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

The undergrounding of utilities is universal to all zones, and the proposed amendments would be consistent with this ordinance.

Chapter 13.34 - LANDSCAPING STANDARDS

13.34.030 - Landscape and irrigation plans.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments are consistent with this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

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

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

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

13.34.040 - Landscape location requirements.

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

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

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

4. **Perimeter Parking Lot Landscaping.**

a. **Adjacent to Streets.** A parking area for a nonresidential use adjoining a street shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the zoning district or fifteen feet, whichever is more. A parking area for a residential use shall comply with the setback requirements of the applicable zoning district.

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

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

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

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

The ordinance differentiates commercial parking from residential parking only in the sense of setback requirements. The RH, RM, and CG zones all have a required front and side setbacks of 15 feet. The landscape setback in the RH and RM areas would continue to be required and the amendment would allow for landscaping associated with a commercial use within the RH and RM areas. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping based on the type of use rather than zoning and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements if they are developed with commercial or commercial support uses. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

This ordinance is based on the type of use and not the zoning on which that use is located. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

5. Interior Parking Lot Landscaping.

a. Amount of Landscaping.

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

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

13.34.050 - Landscape standards.

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

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

- a. Plants having similar water use shall be grouped together in distinct hydrozones.
- b. The protection and preservation of native species and natural areas is encouraged, and may be required by conditions of approval as a result of project review in compliance with the California Environmental Quality Act (CEQA).
- c. Fire prevention shall be addressed on sites in the heavily wooded and/or vegetated areas of the town identified by the fire district as being fire-prone by providing fire-resistant landscaping buffers between development areas and naturally vegetated areas, as identified by the director.

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

- a. Exceed a maximum height of thirty-six inches within a required front or street side setback, except for one or more trees with the lowest portion of their canopy maintained at a minimum height of six feet above grade; or
- b. Interfere with the proper operation of solar energy equipment or passive solar design on adjacent parcels.

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

- a. Interfere with safe sight distances for vehicular, bicycle, or pedestrian traffic;
- b. Conflict with overhead utility lines, overhead lights, or walkway lights; or
- c. Block pedestrian or bicycle ways.

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

a. Trees shall not be planted under any structure that may interfere with normal growth (for example, an eave, overhang, balcony, light standard or other similar structure).

b. Trees in landscape planters less than ten feet in width or located closer than five feet from a permanent structure shall be provided with root barriers/root barrier panels.

c. Trees shall be staked in compliance with standards provided by the department.

d. **Number of Trees.**

i. Parking area: refer to Section 13.34.040(C).

ii. Street setbacks: one per two hundred square feet of landscaped area.

iii. Street trees: one per thirty-foot length of right-of-way. The director may modify this requirement depending on the chosen tree species and its typical spread at maturity.

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

a. A minimum of two, five-gallon size shrubs shall be provided for every six feet of distance along street setbacks, or as approved by the director.

b. Groundcover shall be provided throughout the landscaped area and shall be spaced to achieve full coverage within one year.

c. Artificial groundcover or shrubs shall not be allowed.

d. Crushed rock, redwood chips, pebbles, stone, and similar materials shall be allowed up to fifteen percent of the total required landscape area. Artificial or synthetic ground covers are not allowed.

e. Nonturf areas (e.g., shrub beds) shall be top dressed with a bark chip mulch or approved alternative.

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

5. Soil Conditioning and Mulching.

- a. A minimum one-foot depth of uncompacted soil shall be available for water absorption and root growth in each planted area.
- b. A soil test for horticultural suitability shall be required at time of landscape installation in each landscaped area. Soil shall be prepared and/or amended to be suitable for the landscape to be installed.
- c. A minimum of two inches of mulch shall be added in each nonturf area to the soil surface after planting. Any plant type that is intolerant to mulch shall be excluded from this requirement. Nonporous material shall not be placed under the mulch.

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

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

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

13.34.060 - Maintenance of landscape areas.

A. **Maintenance Required.** All site landscaping shall be maintained in a healthful and thriving condition at all times. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this chapter. Regular maintenance shall include checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; aerating and dethatching turf areas; adding/replenishing mulch, fertilizer, and soil amendments; pruning; and weeding all landscaped areas.

B. **Maintenance Agreement.** Prior to final building inspection or the issuance of a certificate of occupancy, and prior to the recordation of a final subdivision map where applicable, the applicant shall enter into a landscape maintenance agreement with the town to guarantee proper maintenance in compliance with subsection A. The form and content of the agreement shall be approved by the town attorney and the director.

C. **Water Waste Prohibited.** Water waste in existing developments resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited.

D. **Enforcement.** Failure to maintain landscape areas in compliance with this section shall be deemed a nuisance, and shall be subject to abatement in compliance with the municipal code, and/or the applicable land use permit may be revoked. (Ord. 205 § 1 (Exh. A), 2003)

The ordinance applies to landscaping in all zones and does not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of this ordinance.

Chapter 13.36 - PARKING AND LOADING

13.36.030 - General parking regulations.

A. **Parking and Loading Spaces to be Permanent.** Each parking and loading space shall be permanently available, marked, and maintained for parking or loading purposes for the use it is intended to serve. The approval of a limited term permit (Section 13.62.030) may allow the temporary use of a parking or loading space for other purposes.

B. **Parking and Loading to be Unrestricted.** An owner, lessee, tenant, or other person having control of the operation of a premises for which parking or loading spaces are required by this chapter shall not prevent, prohibit or restrict authorized persons from using the spaces without the prior approval of the director.

C. **Vehicles for Sale.** No vehicle, trailer or other personal property shall be parked on private property for the purpose of displaying the vehicle, trailer, or other personal property for sale, hire, or rental, unless the property is appropriately zoned, approved by the town for that use, and the person or business at that location is licensed to sell vehicles, trailers, or other personal property. However, one vehicle or trailer owned by the owner, renter, or lessee of the property may be displayed for the purpose of sale for a maximum of one month.

The proposed amendments do not affect this ordinance, and parking would be for the use of the primary commercial structure/use. Allowing commercial accessory uses including parking within the RH and RM properties concurrent with or adjacent to the commercial use would support that primary use and avoid unwanted parking and circulation through neighboring properties.

13.36.040 - Number of parking spaces required.

Each land use shall be provided the number of off-street parking spaces required by this section. See Sections 13.36.100, and 13.36.110 for off-street parking requirements for bicycles and motorcycles, respectively.

D. **Excessive Parking.** The town discourages a land use being provided more off-street parking spaces than required by this chapter, to avoid the inefficient use of land, unnecessary pavement, and excessive storm water runoff from paved surfaces. The provision of off-street parking spaces in excess of the requirements in Table 3-7 is allowed only with minor use permit approval, and when additional landscaping and pedestrian amenities are also provided to the satisfaction of the review authority.

TABLE 3-7 - PARKING REQUIREMENTS BY LAND USE

LAND USE TYPE	VEHICLE SPACES REQUIRED
Residential Uses	
Multifamily Dwelling	2 covered spaces per unit, plus 1 additional space for each bedroom over 3, plus guest parking at a ratio of 1 uncovered space per each 3 unit
Single Family Dwelling	2 covered spaces, plus 1 additional space for each bedroom over 3.
Retail Trade	
All "Retail Trade" uses listed in Section 13.26.030, Table 2-6, except the following	1 space for each 200 sf of floor area, plus 1 space per 200 sf of outdoor sales area.
Appliances, building materials, and furniture stores	1 space for each 500 sf of indoor display area for first 10,000 sf, 1 space for each 1,000 sf of indoor display area over 10,000; 1 space for each 1,000 sf of outdoor display area.
Auto and vehicle sales and rental	1 space for each 400 sf of floor area for showroom and office, plus 1 space for each 2,000 sf of outdoor display area, plus spaces as required by this section for parts sales ("retail trade," above), and vehicle services.

Bar, night club	1 space for each 50 sf of seating area and waiting/lounge area exclusive of dance floor, plus 1 space for each 30 sf of dance floor.
Convenience store	1 space for each 250 sf of floor area.
Plant nursery, garden supply store	1 space for each 2,000 sf of site area; 1 loading space, 15 ft. x 30 ft., for each acre.
Produce stand or other outdoor vendor	3 spaces minimum, located at least 20 feet off the public right-of-way or 20 feet from the front property line with no automobile maneuvering permitted in the public right-of-way. The minor use permit may require additional parking, depending on the nature of the sales proposed.
Restaurant	1 space for each 60 sf of dining area.
Shopping center	1 space for each 250 sf of floor area for centers of less than 30,000 sf, and 1 space per 300 sf for centers of 30,000 sf or more.

The proposed amendments do not affect this ordinance as the number of spaces required is based on the type of use with different types of uses, including those within the same use category, requiring different amounts of parking.

13.36.050 - Disabled/handicapped parking requirements.

Parking spaces for the disabled shall be provided in compliance with the Uniform Building Code (UBC), the Federal Accessibility Guidelines, and/or California Code of Regulations Title 24, as applicable. These spaces shall count toward fulfilling the off-street parking requirements of this chapter. (Ord. 205 § 1 (Exh. A), 2003)

These requirements apply to disabled/handicapped parking in all zones and do not establish separate standards for commercial zones and multifamily residential zones. New projects in the CG, RH, and RM zones are equally subject to the same requirements. The proposed amendments would not alter the applicability of these requirements.

13.36.060 - Bicycle parking.

Each multifamily project and nonresidential land use shall provide bicycle parking in compliance with this section.

A. Number of Bicycle Spaces Required.

2. Retail commercial and office uses shall provide bicycle parking spaces equal to a minimum of five percent of the required vehicle spaces, distributed to serve customers and employees of the project.

B. Bicycle Parking Design and Devices. Each bicycle parking space shall include a stationary parking device to adequately secure the bicycle, shall be a minimum of two feet in width and six feet in length, with a minimum of seven feet of overhead clearance, and shall be conveniently located and generally within proximity to the main entrance of a structure. (Ord. 205 § 1 (Exh. A), 2003)

The proposed amendments do not affect this ordinance, and this ordinance establishes that bicycle parking is required for both commercial and multifamily uses, with commercial uses required to provide fewer spaces.

13.36.070 - Motorcycle parking.

Parking lots with fifty or more parking spaces shall provide motorcycle parking spaces conveniently located near the main entrance of a structure, accessed by the same aisles that provide access to the automobile parking spaces in the parking lot.

- A. **Number of Spaces Required.** A minimum of one motorcycle parking space shall be provided for each fifty automobile spaces or fraction thereof.
- B. **Space Dimensions.** Motorcycle spaces shall have minimum dimensions of four feet by seven feet. (Ord. 205 § 1 (Exh. A), 2003)

The proposed amendments do not affect this ordinance, and this ordinance is based on the number of parking spaces provided rather than zones and uses.

13.36.090 - Parking design and development standards.

Required parking areas shall be designed and constructed as follows.

- A. **Access to Parking.** Access to parking shall be provided as follows for all parking areas other than garages for individual dwelling units.
 - 1. Parking areas shall provide suitable maneuvering area so that vehicles exit to a street in a forward direction. Parking lots shall be designed to prevent access at any point other than at designated access drives. Single-family homes and duplexes are exempt from this requirement.
 - 2. An industrial use located on Taylor or Rippy Roads, and commercial uses that provide fifty or more parking spaces shall have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of twenty feet from the street right-of-way, to provide a stacking area for vehicles entering and exiting the parking area. See Figure 3-7.
 - 3. A minimum unobstructed clearance height of fourteen feet shall be maintained above areas accessible to vehicles within nonresidential uses.

The proposed amendments do not affect this ordinance. These requirements apply to "all parking areas other than garages for individual dwelling units" and are the same for commercial uses and multi-family uses.

- B. **Access to Adjacent Sites.** Applicants for nonresidential development are encouraged to provide on-site vehicle access to parking areas on adjacent nonresidential properties to provide for convenience, safety, and efficient circulation. A joint access agreement running with the land shall be recorded by the owners of the abutting properties, as approved by the director, guaranteeing the continued availability of the shared access between the properties.

Shared pedestrian access between adjacent properties, including residential developments is also strongly encouraged.

The proposed amendments do not affect this ordinance. The proposed amendments will not interfere with pedestrian access between the adjacent existing residential uses and the commercial uses.

- C. **Location.** Parking areas shall be located as follows:
 - 2. Nonresidential parking shall be located on the same parcel as the uses served or within three hundred feet of the parcel (within five hundred feet in the downtown) if shared parking or public parking facilities are used to meet parking requirements.

3. Nonresidential parking shall not be located within a required front yard setback area. Parking (not including loading or loading docks) may be located within a required side or rear yard setback area, provided it is separated from the side or rear property line by a minimum of five-foot landscaped area or in the event the adjacent lot is residentially zoned, by a minimum of ten-foot landscaped setback area.

4. Nonresidential parking within the downtown area identified by the general plan shall not be located between a building and the fronting street.

The proposed amendments do not affect this ordinance, which states, "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." This language indicates that the proposed commercial parking should be located within the portion of the parcel zoned RM and within the RH parcel. Furthermore, landscaping within the RM and RH parcels would buffer the parking or drive aisle from existing adjacent residential uses.

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

TABLE 3-9 - MINIMUM PARKING STALL AND LOT DIMENSIONS

General Parking Stall Dimension Requirements	
Length	Width
20 feet, including bumper overhang. ¹	10 ft.

¹Industrial uses to allow up to 20% of the required parking stalls to be compact, 9 feet x 16 feet (only in order to provide area for orchard style trees) as approved by the director or commission.

One-Way Traffic and Double-Loaded Aisles				
Parking angle (degrees)	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle width (travel lane)
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	13 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	15 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	19 ft.
90	10 ft.	20 ft.	20 ft.	13 ft.

Two-Way Traffic and Double-Loaded Aisles				
Parking angle (degrees)	Curb length	Interior stall depth, with bumper overhang	Perimeter stall depth, with bumper overhang	Aisle width (travel lane)
30	18 ft.	16 ft. 6 in.	17 ft. 10 in.	24 ft.
45	12 ft. 8 in.	18 ft. 10 in.	20 ft. 6 in.	24 ft.
60	10 ft. 5 in.	19 ft. 7 in.	21 ft. 10 in.	24 ft.
90	10 ft.	20 ft.	20 ft.	24 ft.

The proposed amendments do not affect this ordinance, which is based on the dimensions of parking lots and spaces provided rather than zones and uses.

- E. **Landscaping.** Landscaping shall be provided in compliance with Section 13.34.040(C).
- F. **Lighting.** See Section 13.30.080.
- G. **Striping and Identification.** Parking spaces shall be clearly outlined with four-inch wide lines painted on the parking surface. Carpool spaces shall be clearly identified for carpool use only. The re-striping of any parking space or lot shall require the approval of a re-striping plan by the director.
- H. **Surfacing.** Parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete or other all-weather surfacing approved by the director. Required parking in the RA, RE, or RR zoning districts may be surfaced with gravel, decomposed granite, or other all-weather surface at the discretion of the review authority.
- I. **Wheel Stops/Curbing.** Continuous concrete curbing at least six inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Individual wheel stops may be provided in lieu of continuous curbing when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area.

When provided, wheel stops shall be placed to allow for two feet of vehicle overhang area within the dimension of the parking space. (Ord. 229 § 1, 2006; Ord. 218 § 3, 2005; Ord. 216 § 1, 2005; Ord. 205 § 1 (Exh. A), 2003)

The proposed amendments do not affect this ordinance, which establishes the same requirements for both commercial and multifamily parking lots, and does not establish separate requirements for the CG, RM, or RH zones. Commercial support parking uses and multi-family residential parking are still held to the equivalent standards; therefore, the amendments would not conflict with this ordinance or create allowances in conflict with these requirements.

13.36.100 - Driveways and site access.

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

- A. **Number of Driveways.**
 - 1. **Multifamily and Nonresidential Projects.** A multifamily or nonresidential project on a parcel of two acres or less shall be limited to a maximum of two driveways, unless the director and town engineer determine that more than two driveways are required to accommodate the traffic for the project.

Whenever a property has access to more than one street, access shall be generally limited to the lowest volume street where the impact of a new access will be minimized.

The proposed amendments do not affect this ordinance, which establishes the same requirements for both commercial and multifamily uses. Although duplexes are afforded different standards (one driveway), the ordinance does not establish separate requirements for the RM or RH zones.

B. Distance from Street Corners. Each driveway shall be located a minimum of one hundred fifty feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street. For parcels with frontages less than one hundred fifty feet, the minimum distance shall be one hundred feet unless a lesser distance is approved by the town engineer.

The proposed amendments do not affect this ordinance, which establishes the same requirements for all zones and uses.

C. Driveway Spacing. Driveways shall be separated along the street frontage as follows:

2. Multifamily and Nonresidential Development. Where two or more driveways serve the same or adjacent multifamily or nonresidential development, the centerline of the driveways shall be separated by a minimum of fifty feet. Exceptions to this standard shall be subject to the approval of the town engineer.

The proposed amendments do not affect this ordinance, which establishes the same requirements for both commercial and multifamily uses. Although duplexes are afforded different standards for driveway separation distances, the ordinance does not establish separate requirements for the RM or RH zones as opposed to commercial zones. Multifamily and non-residential uses must adhere to the same standard.

D. Driveway Width and Length.

2. Nonresidential Uses. A driveway for a nonresidential use shall have a minimum paved width of thirteen feet for a one-way driveway and twenty-six feet for a two-way driveway. The maximum driveway width shall be thirty feet, exclusive of the area provided for a median divider.

The proposed amendments do not affect this ordinance, which establishes requirements for nonresidential uses, single family uses and warehouse retail uses, but not for multifamily residential uses or for specific zones.

E. Clearance from Obstruction. The nearest edge of a driveway curb cut shall be at least three feet from the nearest property line, the centerline of a fire hydrant, utility pole, traffic signal, light standards, or other similar facilities. Street trees shall be a minimum of ten feet from the driveway access, measured at the trunk. Driveways shall have an overhead clearance of fourteen feet in height except within a parking structure which may be reduced to seven feet, six inches.

The proposed amendments do not affect this ordinance, which establishes the same requirements for all zones and uses.

F. Traffic Safety Visibility Area. Structures or landscaping over thirty inches in height shall not be allowed within a traffic safety visibility area. See Section 13.20.050(E).

The proposed amendments do not affect this ordinance, which establishes the same requirements for all zones and uses.

G. Surfacing. Within the commercial, industrial, RS, RM, and RH zones, driveways shall be paved and permanently maintained with asphalt, concrete, or paving units. Within other zoning districts, the director may authorize the use of other all-weather surfacing, where the director determines that a surface other than asphalt or concrete is consistent with the driveways of similar properties in the vicinity, and that the alternate surface will not impair accessibility for emergency vehicles. A driveway with a slope of fifteen percent or more shall be paved with asphalt or concrete in all cases. (Ord. 205 § 1 (Exh. A), 2003)

The proposed amendments do not affect this ordinance, which makes no differentiation between commercial, RM, and RH driveway surfacing.

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.
Warehouse retail uses	1 space for each 36,000 sf of floor area over the first 10,000.
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.

The proposed amendments do not affect this ordinance. No loading area is proposed in the RM or RH zones of the property, nor would they be likely to occur as they would be tied to the primary commercial structure, which would not occur outside the commercial zone. The parking, circulation, and landscaping would not require additional loading spaces.

B. **Standards for Loading Areas.** Off-street loading areas shall be provided as follows. These standards and the requirements of subsection A may be reduced by the review authority where the review authority first determines that the operating, shipping and delivery characteristics of the use do not require the number or type of loading spaces required by this section.

1. **Dimensions.** Loading spaces shall be a minimum of twelve feet in width, forty feet in length, with fourteen feet of vertical clearance.
2. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting shall also comply with the provisions of Section 13.30.080.
3. **Loading Ramps.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions and overhead clearances.

The proposed amendments do not affect this ordinance. No loading area is proposed in the RM or RH zones of the property, nor would they be likely to occur as they would be tied to the primary commercial structure, which would not occur outside the commercial zone.

4. **Location.** Loading spaces shall be:
 - a. As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
 - b. Situated to ensure that the loading facility is screened from adjacent streets;
 - c. Situated to ensure that loading and unloading takes place on-site and in no case faces a public street, or is located within a required front yard setback, adjacent public right-of-way, or other on-site traffic circulation areas;

- d. Situated to ensure that vehicular maneuvers occur on-site; and
- e. Situated to avoid adverse impacts upon neighboring residential properties and located no closer than one hundred feet from a residential zoning district unless adequately screened, and authorized through design review approval.

The proposed amendments do not affect this ordinance. No loading area is proposed in the RM or RH zones of the property, nor would they be likely to occur as they would be tied to the primary commercial structure, which would not occur outside the commercial zone.

5. **Screening.** Loading areas shall be screened from abutting parcels and streets with dense landscaping or solid masonry walls with a minimum height of six feet.

The proposed amendments do not affect this ordinance. No loading area is proposed in the RM or RH zones of the property, nor would they be likely to occur as they would be tied to the primary commercial structure, which would not occur outside the commercial zone.

6. **Striping.** Loading spaces shall be striped, and identified for “loading only.” The striping and “loading only” notations shall be continuously maintained in a clear and visible manner. (Ord. 205 § 1 (Exh. A), 2003)

The proposed amendments do not affect this ordinance. No loading area is proposed in the RM or RH zones of the property, nor would they be likely to occur as they would be tied to the primary commercial structure, which would not occur outside the commercial zone under the amendments.

Chapter 13.38 - SIGNS

13.38.030 - Sign permit requirements.

No sign shall be installed, constructed, or altered unless a sign permit and, where applicable a master sign plan approval is first obtained in compliance with this section, or the sign is allowed without sign permit approval by subsection E of this section. A building permit may also be required. After approval of a sign permit and/or master sign plan, each sign installed and maintained on the subject site shall comply with the permit and plan.

- A. **Fees and Plans Required.** An application for a sign permit shall be prepared, filed and processed in compliance with Chapter 13.60. The application shall also include architectural elevations and plans of all proposed signs drawn to scale, with all dimensions noted, and include illustrations of copy, colors, materials, and samples of the proposed colors and materials. The plans submitted shall also show the location of each sign on buildings and the site.
- B. **Sign Permit Review Authority.** The director shall review all sign permit applications and approve only those that comply with the findings required in subsection D of this section. The director may require conditions of approval as are reasonably necessary to achieve the purposes of this chapter. The director may also refer a sign permit application to the commission for design review and a decision, either for the individual sign permit, or as part of a development project that is otherwise subject to design review.
- D. **Findings for Approval.** The approval of a sign permit or master sign plan shall require that the review authority first make all the following findings:
 - 1. The proposed signs do not exceed the standards of Sections 13.38.060 and 13.38.070, and are of the minimum size and height necessary to enable motorists and pedestrians to readily identify the facility or site from a sufficient distance to safely and conveniently access the facility or site;

2. The size, location, and design of the signs are visually complementary and compatible with the scale, and architectural style of the primary structures on the site, any prominent natural features on the site, and structures and prominent natural features on adjacent properties on the same street; and
3. The proposed signs are in substantial conformance with the design criteria in Section 13.38.050(D).

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

13.38.040 - Prohibited signs.

All signs not expressly permitted by this chapter shall be prohibited. Examples of prohibited signs include the following:

- A. Abandoned signs;
- B. Animated signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, except time and temperature displays (which are not considered signs);
- C. Balloons and other inflatable devices;
- D. Flags, except those allowed by Section 13.38.030(E)(4);
- E. Illegal signs;
- F. Moving signs, except barber poles;
- G. Obscene signs;
- H. Permanent off-site signs;
- I. Pennants;
- J. Pole signs and other freestanding signs over six feet in height, except as provided by Section 13.78.070(D);
- K. Roof signs;
- L. Because of the town's compelling interest in ensuring traffic safety, signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads or confuses pedestrian or vehicular traffic;
- M. Signs attached to or suspended from a vehicle parked within a public right-of-way, or in a location on private property that is visible from a public right-of-way including off-premises parked vehicle signs unless the vehicle parked off-premises is actively engaged in the usual business or regular work of the owner. (Ord. 260 § 1, 2015; Ord. 205 § 1 (Exh. A), 2003)

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

13.38.050 - General requirements for all signs.

- A. **Sign Area Measurement.** The measurement of sign area to determine compliance with the sign area limitations of this chapter shall occur as follows.

1. The surface area of a sign shall be calculated by enclosing the extreme limits of all framing, writing, logo, representation, emblem, or other display within a single continuous perimeter composed of squares or rectangles with no more than eight lines. See Figure 3-9.
2. Supporting framework or bracing that is clearly incidental to the display itself shall not be computed as sign area.
3. The area of a double-faced (back-to-back) sign shall be calculated as a single sign face if the distance between each sign face does not exceed eighteen inches and the two faces are parallel with each other.
4. Where a sign consists of one or more three-dimensional objects (i.e., balls, cubes, clusters of objects, sculpture or statue-like trademarks), the sign area shall be measured as their maximum projection upon a vertical plane. See Figure 3-10.
5. The area of any time and/or temperature device incorporated into a sign shall not be included in the calculation of total sign area.

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

C. Sign Location Requirements.

1. All signs shall be located on the same site as the subject of the sign, except as otherwise allowed by this chapter. A sign may project over an adjacent public right-of-way only when authorized by an encroachment permit as well as a sign permit.
2. No sign shall be located within the public right-of-way, except as otherwise allowed by this chapter.
3. The location of all signs shall be evaluated to ensure:
 - a. That the setback is appropriate for the height and area of a freestanding or projecting sign;
 - b. That flush or projecting signs relate to the architectural design of the building. Signs that cover windows, or that spill over natural boundaries and/or cover architectural features shall be discouraged;
 - c. That signs do not unreasonably block the sight lines of existing signs on adjacent properties; and
 - d. Pedestrian and vehicular safety.

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

D. Design Criteria for Signs. The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or building permit can be approved.

1. **Color.** Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the building or buildings being identified. Contrasting colors may be utilized if the overall effect of the sign is still compatible with the building colors and prevailing colors in the surrounding neighborhood (where a theme can be identified).

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

2. Design and Construction.

- a. Proposed permanent signs should be designed by professionals (e.g., architects, building designers, landscape architects, interior designers, or those whose principal business is the design, manufacture, or sale of signs), or others who are capable of producing professional results.
- b. All permanent signs should be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation businesses, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability so as to reduce maintenance costs and to prevent dilapidation.

The proposed amendments do not affect the sign ordinances and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

3. Materials and Structure.

- a. Sign materials (including framing and supports) should be representative of the type and scale of materials used on the site of the sign. Sign materials should match those used on the building and on other signs.
- b. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
- c. The size of the structural members (e.g. columns, crossbeams, and braces) should be proportional to the sign panel they are supporting. In general, fewer larger supporting members are preferable to many smaller supports.
- d. The use of individual letters incorporated into the building design is encouraged, rather than signs with background and framing other than the building wall.
- e. The use of reflective materials or surfaces may be approved only where the review authority determines that these materials will not distract motorists or create other hazards, and should be minimized in all cases.

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

4. **Street Address.** The review authority may require that a sign include the street address of the site where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.

In relation to the amendments, addressing is not necessary for non-structural uses accessory to the primary commercial use.

E. **Copy Design Guidelines.** The town does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.

1. Sign copy should relate only to the name and/or nature of the business or commercial center.
2. Permanent signs that advertise continuous sales, special prices, or include phone numbers, etc. should be avoided.
3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
4. The area of letters or symbols should not exceed forty percent of the background area in commercial districts or sixty percent in residential districts.
5. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

F. **Sign Lighting.** The artificial illumination of signs, either from an internal or external source, shall be designed to minimize light and glare on surrounding rights-of-way and properties.

1. The town prefers that a sign be illuminated by lights shining on the sign rather than by lights within the sign, although signs comprised of individually mounted, internally lit letters may be found acceptable. In the case of a sign comprised of a metal cabinet with a face of plastic or similar material, the face material shall be opaque except for the letters and artwork that convey the message. It is the intent of the town that a cabinet sign be designed and constructed to appear as much as possible as illuminated individual letters.
2. External light sources shall be directed and shielded so that they do not produce glare on any object other than the sign, and/or off the site of the sign.
3. The light from an illuminated sign shall not be of an intensity or brightness that will interfere with the reasonable enjoyment of residential properties. In areas with low ambient nighttime illumination levels (i.e., areas of the town with little or no illuminated signing) a sign should be designed to use light, illuminated copy against a dark or opaque background.
4. Sign illumination shall not blink, flash, flutter, or change light intensity, brightness or color.
5. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
6. Neither the direct nor reflected light from primary light sources shall create a hazard to operators of motor vehicles.
7. Reflective-type bulbs and incandescent lamps that exceed fifteen watts shall not be used on the exterior surface of signs so as to expose the face of the bulb or lamp to a public right-of-way or adjacent property.
8. Light sources shall utilize energy efficient fixtures to the greatest extent possible.
9. Permanently installed illuminated panels, visible tubing, and strings of lights outlining all or a portion of a building, other than lighting that is primarily for indirectly illuminating architectural features, signs, or landscaping, shall be deemed "signs" subject to this chapter and shall be counted

as part of the allowed sign area. Each line of tubing or lights shall be deemed to have a minimum width of at least six inches for the purpose of area calculation.

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage is proposed in the RM or RH zones of the property. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

G. **Maintenance of Signs.** Each sign and supporting hardware, including temporary signs, shall be maintained in good repair and functioning properly at all times. Any repair to a sign shall be of equal or better in quality of materials and design as the original sign. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the municipal code.

The proposed amendments do not affect the sign ordinances. Informational or directional signage in the parking lot would be the only signage indirectly associated with the amendments. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

13.38.060 - Zoning district sign standards.

Each sign shall comply with the sign type, area, height, and other restrictions provided by this section, except as otherwise expressly provided in Section 13.38.030(E) or Section 13.38.070.

B. **Commercial and Industrial Zoning District Sign Standards.** Each sign in a commercial or industrial zoning district (see Section 13.20.020) shall comply with the requirements in Table 3-11, in addition to the provisions of Section 13.38.070, as applicable. (Ord. 205 § 1 (Exh. A), 2003)

TABLE 3-11 - SIGN STANDARDS FOR COMMERCIAL AND INDUSTRIAL ZONES

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
Ground-Mounted and Ground-Floor Signs			
Awning	Below roof ⁽¹⁾	Single tenant site or building: 3 of any combination of allowed sign types per primary building frontage.	Interior parcel: 1 sf for each linear ft of primary building frontage (for buildings with multiple frontages such as within a shopping center, 1 sf for each linear foot of primary frontage plus 0.5 sf for each foot of secondary frontage) The total area of all signs on a single building frontage shall not exceed the total linear feet in that frontage. At least 25 sf, and no more than 200 sf, are allowed for each use. Corner parcel: 0.5 additional sf for each linear foot of secondary frontage.
Freestanding	6 ft	1 of any allowed sign type per secondary frontage	
Projecting, Wall	Below roof ⁽¹⁾	Site or building with 4 or more tenants: 1 of any allowed sign type per business frontage.	
Suspended	Below eave/canopy;		

	at least 8 ft above a walking surface		Site with 4 or more tenants: allowed an additional freestanding identification sign of 0.25 sf for each linear ft of total primary bldg. frontage, to 200 sf maximum.
Temporary/ Portable	See Sections 13.38.070(A) and (H)		
Window	See Section 13.38.070(J)		
Second Floor Signs			
Awning, Projecting, Wall	Below roof ⁽¹⁾	1 per tenant space	12 sf for each tenant. 1 directory sign not to exceed 12 sf is also allowed to identify upper floor occupants.
Window	See Section 13.38.070(J)		
Indoor Signs and Outdoor Signs Not Visible from a Street			
Awning, Freestanding, Projecting, Suspended, Wall, Window	Below roof ⁽¹⁾	See Section 13.38.070, as applicable	

Notes:

(1) At least one foot below the top of a parapet, the sill of a second floor window, and/or the lowest point of any cornice or roof overhang.

The proposed amendments do not affect the sign ordinances, and no signage other than directional parking or informational signage could occur in the RM or RH zones of the property in relation to the amendments. If accessory signage were to be proposed within the RM and RH zones, those signs would be required to meet these standards.

13.38.070 - Standards for specific types of signs.

Proposed signs shall comply with the following standards where applicable, in addition to the sign area, height, and other requirements of Section 13.38.060, and all other applicable provisions of this chapter.

- B. **Awning Signs.** The following standards apply to awning signs in all zoning districts where allowed by Section 13.38.060.
 1. Signs on awnings are limited to ground level and second story occupancies only.
 2. Awnings shall not be internally illuminated, except that lettering on the awning valence may be backlit. Direct exterior lighting may be allowed. Translucent awning materials are prohibited.

The proposed amendments do not affect the sign ordinances, and there would be no buildings permitted in the RM or RH zones of the property in relation to the amendments.

- H. **Temporary Signs.** Temporary signs are allowed subject to the following requirements.
1. **Construction Signs.** Construction identification signs may be allowed in all zoning districts with sign permit approval, in compliance with the following standards:
 - a. Only one sign, located on-site, shall be allowed;
 - b. The area of the sign shall not exceed thirty-two square feet;
 - c. Sign height shall not exceed six feet; and
 - d. The sign shall not be illuminated.

The proposed amendments do not affect the sign ordinances.

- I. **Wall Signs.** The following standards apply to wall signs in all zoning districts where allowed by Section 13.38.060.
1. A wall sign may be located on any primary or secondary building frontage.
 2. The area of the largest wall sign shall not exceed seven percent of the area of the building facade on which the sign is mounted or painted, including the area of windows, doors and recesses.
 3. No sign shall project from the surface to which it is attached more than required for construction purposes, and in no case more than twelve inches.
 4. No sign shall be placed so as to interfere with the operation of a door or window.

The proposed amendments do not affect the sign ordinances and there would be no buildings permitted in the RM or RH zones of the property in relation to the amendments.

13.38.080 – Exceptions to sign area limitations.

The review authority may grant an exception to increase the maximum allowed sign area by up to twenty-five percent if the review authority first determines that:

- A. The position or setback of the building on the site requires additional area for effective signing;
- B. The exceptional size of the structures, uses, or site requires additional sign area for effective identification from major approaches to the site; or
- C. The name of the business or use to be identified is exceptionally long, so that sign readability would be impaired by crowding words into the allowable sign area. (Ord. 205 § 1 (Exh. A), 2003)

The proposed amendments do not affect the sign ordinances.

Housing Law and Zoning Discussion

It is important for this discussion to also address why parcels zoned RH and RM-5 are not proposed to be rezoned CG, and how this relates to recent housing law changes. Parcels entirely or partially zoned RH and RM-5 would be developed as parking areas, which is not a prohibited use in these zones. The Costco project will develop commercial uses (including parking) on a total of 17.3 acres of land identified in the 2014 Housing Element vacant land inventory, including:

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

Therefore, the Town needs to demonstrate that allowing this development to occur will leave sufficient vacant land to meet the Town's RHNA numbers: 83 very low-income units, 46 low-income units, 55 moderate income units, and 59 above-moderate income units. The Housing Element estimated 150 moderate-income units (Table 22) could be accommodated on the Costco Project parcels (10 units per acre for RM-5 and CG and 15 units/acre for RH); under the Housing Element, none of the parcels are deemed appropriate for development of low or very-low income housing. The Housing element identified 147.4 acres of other "high density" vacant parcels (RM-5, CG, CO, RH, CT, and CC) in the Town (in addition to the Costco parcels) that have the capacity to accommodate 1,181 moderate income units. Since the Town's moderate-income allocation under the RHNA is 55 units, there is still sufficient vacant land zoned for moderate income units to accommodate this allocation with the development of the Costco warehouse. As noted, the Housing Element does not identify any of the Costco parcels as appropriate for the development of low or very-low income housing. This is consistent with state law, which provides that the minimum density for low-income and very low-income units is 20 units per acre in accordance with the Town's Housing Element and Government Code Section 65583.2. Therefore, the parcels comprising the Costco site could not accommodate low- or very-low income units. With adequate acreage zoned in the Town to accommodate moderate-income units, development of the CG, RH, and RM-5 parcels in the Project area would not conflict with the Housing Element or the Town's ability to meet its RHNA numbers. Although lands zoned CG can accommodate housing units, this does not mean such parcels cannot be developed for commercial use, and likewise, this does not preclude RH or RM-5 parcels from being developed as parking spaces.

**EXHIBIT 4C
RESOLUTION #22-11**

**CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT AND DESIGN REVIEW
TOWN OF LOOMIS TOWN COUNCIL APRIL 12 AND MAY 10, 2022**

GENERAL CONDITIONS

1. ____ Owner shall comply with all provisions of the Town of Loomis Municipal Code.
2. ____ The project shall proceed only in accordance with approved plans on file in the Planning Department, the conditions contained herein and the Town of Loomis Municipal Code. Approval of this project is subject to the plans, conditions and Code(s), shall not be interpreted as the Town having waived compliance with any sections of the Town of Loomis Municipal Code (Zoning, Building Codes, etc.), Loomis General Plan, or applicable Plans.
3. ____ Development shall be substantially in accordance with the plans entitled "Costco Wholesale Loomis, CA Application for Use Permit" dated November 16, 2018, and with portions updated on April 10, 2019 (Preliminary Landscape Plan) and April 22, 2020 (Option 1D), to be approved by Planning Director, as prepared by Kier & Wright Engineers and Surveyors, Inc. except as may be modified by the conditions stated herein.
4. ____ When submitting for Plan Check, the owner must provide to the Planning Department a copy of the final conditions of approval with a cover letter specifying how and where the revised plans address each of the conditions. Plan Check by the Planning Department and Town Engineer will not be initiated without compliance with this condition. All plans shall be consistent with that approved by the Planning Department. The owner shall be responsible for correcting any inconsistency which may occur through error or omission during plan preparation or construction.
5. ____ Owner shall defend, indemnify, and hold harmless the Town of Loomis and its agents, officers and employees from any claim, action, or proceeding against the Town, or its agents, officers and employees to attach, set aside, void, or annul, an approval of the Planning Commission, or Town Council concerning this project.
6. ____ The Conditional Use Permit approvals shall expire twenty-four months following approval on August 11, 2022.
7. ____ The conditions of approval of the application shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, which may or may not be shown on the map or improvement plans.
8. ____ Upon Project approval, the Town shall commence construction of the Sierra College Boulevard Capital Improvement Projects.
9. ____ Operation of the Costco Warehouse and Fueling Station may not commence until the Sierra College Boulevard Capital Improvement Projects associated with the Costco Project are fully completed and implemented.

IMPROVEMENTS (STREET, DRAINAGE, GRADING AND PARKING DESIGN)

10. ____ **PRIOR TO ANY CONSTRUCTION**, the applicant shall obtain an encroachment permit prior to any work within public rights-of-way.
11. ____ **PRIOR TO ISSUANCE OF ANY BUILDING PERMITS**, the Town reserves the right to amend or add to Town Standard Plates and Standard Land Development Specifications.
12. ____ **PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, the plans shall show the location and size of fire hydrants and water mains in conformance with the standards, requirements and approvals of the South Placer Fire District and Placer County Water Agency.
13. ____ **PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, an erosion and sediment control plan shall be prepared in compliance with Chapter 12.04 of the Municipal Code and included as part of the improvement plans. All the requirements of the Town's National Pollution Discharge Elimination System (NPDES) General Permit and the Town's Storm Water Management Program shall be followed. All erosion and sediment control best management practices shall follow the guidelines of the California Stormwater Quality Association (CASQA) handbooks.
14. ____ **PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, all grading shall conform to the Town Grading Ordinance (Municipal Code Section 12), and as recommended by a soils report prepared by the Geotechnical Engineer, with prior review and approval by the Town Engineer. A Grading Permit shall be obtained prior to any grading.
15. ____ **PRIOR TO APPROVAL OF IMPROVEMENT PLANS**, the applicant shall submit final detail plans and specifications for the improvements, including the parking lot, street improvements, utility improvements, and profile drawings of the loading ramp area.
16. ____ **PRIOR TO ANY CONSTRUCTION**, the plans for improvements required as a condition of approval of this project shall be prepared by a California Registered Civil Engineer and shall be reviewed and approved by the Town Engineer and any effected outside agencies.
17. ____ **PRIOR TO ANY CONSTRUCTION**, the applicant shall submit a grading and drainage plan to the Town Engineer for review and approval that addresses the impacts to the drainage patterns and runoff increases. the project will be controlled by the Placer County Flood Control District Storm Water Management Manual and the Loomis Land Development Manual consistent with their letter dated February 9, 2017.
18. ____ **AS PART OF THE IMPROVEMENTS**, the disabled access ramp to be constructed in the public right-of-way, parking lot or adjacent to any buildings structure shall be designed to current ADA standards.
19. ____ **AS PART OF THE IMPROVEMENTS**, if access between the Costco property and Granite Drive is sought by the City of Rocklin and the adjacent landowner, Costco shall provide a connection point for said access at a location approved by both Costco and the Town of Loomis.
20. ____ **AS PART OF THE IMPROVEMENTS**, the applicant shall install standard streetlights per the Town of Loomis Improvement Standards.

21. **AS PART OF THE IMPROVEMENTS**, a no U-turn sign shall be placed facing the eastbound left-turn lane on Brace Road serving the Homewood Lumber Company site.
22. **AS PART OF THE IMPROVEMENTS**, if Option 1A, 1B, or 1C are approved, the position of the fueling station shall be moved 15 feet south of the proposed location to allow for an additional queuing position per lane.
23. **DURING THE PROJECT**, the applicant shall be responsible for all actions of his contractors and subcontractors until such time as the improvements have been accepted as complete by the Town.
24. **DURING THE PROJECT**, access to the parcels (for emergency and vehicular access) shall be maintained to the satisfaction of the Director of Public Works/Town Engineer at all times.
25. **PRIOR TO OCCUPANCY**, a Performance-based Fuel Station Queue Management Plan shall be prepared and submitted to the Town for approval. The queue management plan shall define steps to be taken by Costco personnel to prevent queues from spilling back into the main drive aisle if atypical/unforeseen conditions occur that would cause fuel station queues to approach or exceed the fuel station queuing waiting area.
26. **PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, existing public facilities, and real and personal property, damaged during the course of construction shall be repaired by the owner at his sole expense, to the satisfaction of the Town Engineer.
27. **PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, the applicant shall construct all improvements required as a condition of approval of this project or enter into a contract agreement with the Town to construct all improvements, and shall post bond, cash deposit, or instrument of credit, guaranteeing the construction of all improvements listed below within the time period specified herein or an approved time extension in accordance with the provisions of the Loomis Municipal Code and other applicable laws.
- 27A. The applicant shall record a private access and sidewalk along Sierra College Boulevard and Brace Road and utility easements.
- 27B. The applicant shall construct curb, gutter, sidewalk, pavement and other street frontage improvements necessary to complete the roadway improvements on Sierra College Boulevard and Brace Road per Town specifications.
- 27C. The applicant shall provide primary vehicle access from a new signalized intersection along Sierra College Boulevard located approximately 750 feet south of Brace Road and 600 feet north of Granite Drive.
- 27D. The applicant shall provide right-of-way to widen Sierra College Boulevard along the Project site frontage, allowing for striping of a third northbound travel lane and northbound bike lane between Granite Drive and Brace Road.
- 27E. The applicant shall sign a legal agreement with the Town in a form acceptable to the Town Attorney to participate in a fair share of the improvement to construct a storm drain system along Sierra College Boulevard and Brace Road for the downtown drainage.
- 27F. The parking spaces shall be paved and striped and improved in accordance with the approved plans prior to issuance of the Certificate of Occupancy. Parking lot striping and curbing requirements in section 13.36.090 and loading space requirements in section 13.36.110 of the Municipal Code shall be met.

27G. Continuous concrete curbing at least six inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas, and structures. Individual wheel stops may be provided in lieu of continuous curbing when the parking is adjacent to a landscaped area, and the drainage is directed to the landscaped area.

27H. The applicant shall dedicate all necessary easements for streets, sewers, water facilities, utilities, drainage facilities, and other facilities as required by the Town and outside agencies

27I. On-site and off-site drainage facilities shall be designed and constructed as directed and approved by the Town Engineer in compliance with the Placer County Stormwater Management Manual. Onsite stormwater collection systems shall maintain at least a 50-foot setback from the well serving Sierra Meadows Apartments.

27J. The water distribution system installed by the applicant must provide sufficient flow and pressure to meet fire district requirements of 1,600 gallons per minute at a residual pressure of 55 pounds per square inch for sprinklers and 4,000 gallons per minute at a residual pressure of 20 pounds per square inch for firefighting flow.

27K. The applicant shall install sewer, water, and utilities prior to Final Acceptance of Improvements to the satisfaction of PCWA, Placer County Environmental Health Department, South Placer Fire District, and South Placer Municipal Utility District in compliance with town standards, the Municipal Code, etc. The Town Engineer, in consultation with the applicable agencies, shall determine whether this condition has been met.

27L. The gated emergency access driveway on Brace Road shall be 25 feet wide, and the gate shall be located 30 feet interior to the Costco property from the roadway. The gate shall be equipped with a Knox Box or similar mechanism to allow for fire protection and law enforcement access. Grasscrete pavers may be used at the gated entrance to ensure the driveway continued to be used only for emergency access only.

27M. The median to be installed under the project on Brace Road shall be sized to limit left turning movement to/from only the Costco driveway, and shall not prevent turning movement to/from Homewood Lumber or the Sierra Meadows Apartments, maintaining the existing roadway striping configuration at those driveways. California Manual on Uniform Traffic Control Devices (CA MUTCD) regulatory signage shall also be located along the egress aisle of the Costco driveway to notify customers the driveway only allows for right-turning movements.

28. **_____ PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, the applicant shall submit certified as-built plans and computer generated design files on disk detailing the completed improvements.

29. **_____ PRIOR TO FINAL ACCEPTANCE OF IMPROVEMENTS**, cost of all inspections related to on-site and off-site improvements shall be paid by the applicant.

AGENCIES

30. **_____** The applicant shall meet with the applicable utilities and services and provide will-serve letters from all applicable utilities and services, including Recology, SPMUD and the South Placer Fire Protection District, and pay the impact fees as determined by the school district, prior to building permit issuance, and shall pay all required fees.

31. ____ Utilities shall be placed underground as per Section 13.30.130 Undergrounding of Utilities of the Loomis Municipal Code.
32. ____ All utilities shall be placed so as to maintain at least the minimum required separation (electricity, natural gas, storm drains, sanitary sewer, and water), and per the standards and specifications of the utility districts, including grease separators.
33. ____ The applicant shall establish compensatory agreements or “zone of benefit” with the South Placer Fire Protection District.
34. ____ The applicant shall comply with the requirements of the South Placer Fire Protection District.
35. ____ Per the South Placer Fire Protection District, prior to building permit issuance, an all- weather access driveway shall be provided to any new development, which shall be properly graded, culverted, and surfaced with a 4-6 inch base material to allow emergency vehicle access to the parcels
36. ____ The applicant shall obtain a letter indicating “No Further Action” from the Department of Toxic Substances Control prior to construction.
37. ____ The applicant shall ensure the water well serving the Sierra Meadows Apartments is not located within 50 feet of storm drain or sanitary sewer facilities, and shall fulfill requirements outlined in California’s Water Well Standards, Bulletin 74-81 and 74-90 (DWR 1981, 1991), to maintain a minimum separation distance between the well and any potentially contaminating activities associated with the project, in consultation with the Placer County Environmental Health Department. If it is infeasible to maintain a 50-foot separation, the applicant shall provide for a service connection between Placer County Water Agency and Sierra Meadows Apartments.
38. ____ The applicant shall not discharge fuels, oils, other petroleum products, chemicals, detergents, cleaners, or chemicals to the surface of the ground or to drainage ways on or adjacent to the site and dispose of hazardous materials as per applicable laws and regulations.
39. ____ If the project stores 55 gallons and/or 500 pounds of a hazardous substance or 200 cubic feet of combustible gas, Costco must file an emergency response plan and hazardous materials storage and containment plan with Placer County Environmental Health in compliance with the California Hazardous Materials Release Response Plans and Inventory Law (also known as the Business Plan Act). A permit to install the underground storage tank must be obtained from Placer County Environmental Health as well.
40. ____ The design and construction of sewer infrastructure shall conform to the Standard Specification of SPMUD and shall be submitted to SPMUD for review and approval.
41. ____ Prior to building permit issuance, the owner shall submit a Solid Waste Management Plan to the Town for review and approval in conformance with the Town's Solid Waste Management Plan.
42. ____ The applicant shall submit, a solid waste report to the Town on January 15 and July 15 of every year detailing items diverted, items reused, items sent for recollection/ reconditioning/ recycling, items composted, and other pertinent information in a form created and approved by the Town Manager for use in the Town's Solid Waste Report.

43. ____ The applicant shall submit refuse enclosure design and placement for review and approval by the Planning Director in accordance with good planning practices, and Recology prior to issuance of a building permit.
44. ____ The applicant shall ensure that dust controls are reviewed and approved prior to construction; and then implemented during all phases of project construction and operation in conformance with the Placer County Air Pollution Control District (PCAPCD) Rules and Regulations.
45. ____ Construction impacting soils shall not occur when wind speeds exceed 25 mph for one hour, disturbed areas inactive for up to 3 months shall be seeded and watered, appropriate construction fencing shall be in place around the construction site to contain dust, disturbed areas shall be minimized, and fugitive dust shall be controlled by regular watering, paving, or other treatment, and other dust prevention measures utilized.
46. ____ The applicant shall distribute alternate transportation materials to all employees. This information should include but is not limited to ridesharing, mass transit schedules, etc.
47. ____ Prior to any on-site construction or grading the owner shall submit to the Planning Director and the Town Engineer verification from the U.S. Army Corps of Engineers and the California Department of Fish and Wildlife that the project meets all regulations and that the owner has obtained all required permits relating to wetlands and waterways or mitigated at the no-net loss level- prior to issuance of improvement plans.

USE PERMIT APPROVAL

48. ____ The project shall conform to the General Plan, Noise Element, Section 13.30.070 Noise Standards of the Loomis Municipal Code and applicable State Regulations by implementing the noise mitigation measures established in the EIR, and use of noise shielding devices and BMPs during construction.
49. ____ Costco shall construct an 8-foot-tall screenwall along the eastern boundary of the Costco property, as it is necessary to address potential privacy and safety hazards associated with the presence of a commercial use adjacent to residences. In addition, a 13-foot sound wall shall be constructed along the western and southern property boundary of the Sierra Meadows apartment complex. Costco shall demonstrate these screening walls incorporate decorative features on both sides of the wall.
50. ____ Nighttime truck deliveries (loading and unloading) shall use the main driveway on Sierra College Boulevard between the hours of 10 PM and 7 AM.
51. ____ Parking lot sweeping, landscape maintenance, and commercial garbage pick-up shall be limited to the hours of 7:00 a.m. - 7:00 p.m. weekdays and Saturdays and prohibited on National holidays and Sundays.
52. ____ The hours for on-site construction shall be limited to Monday through Friday, 7 AM to 7 PM, and Saturday, 8 AM to 5 PM to assure public health, safety and welfare. No work shall occur on Sundays. Work inside the building which cannot be heard at the property lines is specifically excluded from these restrictions
53. ____ The property owner shall be responsible to ensure all conditions to this permit are binding on all successors-in-interest (e.g. by incorporating into the standard provisions of any sale, lease and/or rental agreements, etc.).
54. ____ Prior to approval of improvement plans, or grading permits the owner shall obtain a Tree Removal Permit as per Section 13.54 Tree Preservation and Protection of the Loomis Municipal Code.

55. ____ No certificate of occupancy shall be issued until all conditions incorporated into this Conditional Use Permit are in compliance at the time of the request.
56. ____ A detailed final on-site exterior lighting plan, consistent with the requirements of amended Section 13.30.080 Outdoor Lighting shall be submitted for the review and approval of the Planning Director prior to building permit issuance. The plan shall indicate fixture design, illumination, location, height, method of shielding, and timer shut-control detail so as not to adversely affect adjacent properties.
57. ____ Outdoor parking lot light fixtures shall be shielded, incorporate cutoff lenses, and cast downward on light poles of no more than 32 feet, in accordance with amended Section 13.30.080. Lighting adjacent to existing residences shall not exceed 28 feet in height. The lighting shall be installed prior to building final or any certificates of occupancy being issued.
58. ____ The following energy efficiency measures shall be incorporated and implemented:
1. Light-emitting diode (LED) lamps shall be used in lighting fixtures.
 2. Pre-manufactured building components, including structural framing and metal panels, shall be used to minimize waste during construction.
 3. Pre-manufactured metal wall panels with insulation that carry a higher energy efficiency rating (R-Value) and greater solar reflectivity shall be used to help conserve heating and cooling energy.
 4. A reflective "cool roof" material shall be used to produce lower heat absorption.
 5. Skylights shall be placed strategically throughout the metal roof.
 6. High efficiency HVAC comfort systems and ducting shall be used and controlled by a computerized building management system.
 7. Parking lot lighting shall be controlled by an energy management system.
59. ____ The applicant shall be required to provide at least 1 parking space for each 200 square feet of area devoted to commercial use, as depicted on the submitted site plan. Property owner shall provide parking, open and available on site, for all employees. All employees shall park on site in the employee designated spaces.
60. ____ The applicant shall provide 16 motorcycle parking spaces, as depicted on the site plans, and shall provide 39 bicycle parking spaces per Section 13.36.060 and 13.36.070. The majority of these spaces may be located at the employee entrance.
61. ____ Temporary construction signage shall follow Section 13.38.070 in regard to temporary sign limits. Signage height shall be limited to 6 feet and the sign area shall not exceed thirty two square feet. Only one sign shall be allowed, and it shall not be illuminated.
62. ____ Compactors and the transformer facing Sierra College Blvd. shall be screened per Section 13.30.120 with an architecturally compatible screening element or sufficient landscaping to provide year-round screening as approved by the Planning Director.
63. ____ If prehistoric or historical archaeological deposits are discovered during project activities, all work within 25 feet of the discovery shall be halted and the Town of Loomis Planning Department shall be notified. The archaeologist shall assess the situation, and consult with agencies and Native American Tribes as appropriate, as to the treatment of the discovery. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and providing recovered archaeological materials as appropriate with affected tribal groups.

LANDSCAPING AND DESIGN

64. ____ The applicants' final design drawings shall be based on the conceptual plans provided by Kier and Wright Civil Engineers dated November 16, 2018, and with portions updated on April 10, 2019 (Preliminary Landscape Plan) and April 22, 2020 (Option 1D), and modified to comply with the Town's Design Guidelines, showing:

- Screened and landscaped service areas;
- Screened and landscaped trash enclosures;
- Architectural details of the "Loomis fruit shed" architectural-style components such as the porch-style overhangs and other treatments.
- Proposed public art concepts in the style of fruit labels to be used as architectural treatment for either the proposed retaining wall along Sierra College Blvd. or the warehouse building;
- Architectural and landscape details for the soundwalls/privacy walls around the Sierra Meadows Apartments and along the eastern boundary of the Costco property, showing decorative features on both sides of the wall and landscaping per Section 13.30.110.
- Landscaping along the retaining wall along Sierra College Blvd.;
- Landscaping along the 13-foot soundwall, as depicted in the preliminary landscape plan.
- Signage detail that includes the site address, and conforms to the Sign Ordinance (Section 13.38);
- Parking lot landscaping and walkway designs showing dimensions of each feature and walkway detail;
- Loading ramp profile detail;

65. ____ The applicant shall construct the buildings as shown in the final design plans. Minor modifications which do not have a material effect of the design of the project may be approved by the Planning Director consistent with the Planning Commission approval with a maximum height of 35'.

66. ____ All heating, ventilation and air conditioning systems shall be screened from public view, as approved by the Planning Director (in accordance with the design of the project and the surrounding area). A roof plan shall be submitted with spot elevations showing location of all roof equipment including vents, stacks and skylights with the building permit submittals.

67. ____ Final landscaping and street tree plans shall be approved by the Planning Director in accordance with Section 13.34 Landscaping Standards the Town Zoning Ordinance and the conceptual landscaping plans as approved by the Planning Commission. Minor Modifications which do not have a material effect of the design of the project may be approved by the Planning Director consistent with the Planning Commission's approval. Screening of all ground mounted utility equipment including air conditioners, transformers, backflow preventers, or other similar equipment shall be indicated on the plans and include the use, or combination, of shrubbery, berming or structures and will comply with the Utility's Standards.

68. ____ Final landscaping shall ensure no trees or tall shrubs above 30 inches in height are within the traffic safety visibility area. Tree canopies in the traffic safety visibility area shall be trimmed to 8 feet in height.

69. ____ For the final landscape plan, an arborist shall assess whether 25 Heritage Southern Live oak planned for the stormwater treatment basins near the apartments and within the parking lot can be replaced with Valley oak. Valley oak has shown to withstand planting in such areas if planted on the side/slope of the basin to avoid oversaturation in winter. If feasible based on the final grading for the stormwater basins, Valley oak shall be planted instead of Heritage Southern Live Oak.

70. ____ In accordance with the Tree Ordinance (Section 13.54), the applicant shall prepare and implement an Oak Woodland Tree Replacement and Protection Plan, including a planting plan, maintenance and monitoring schedule and methodology, annual reporting plan, and offsite planting and maintenance plan. Per the preliminary landscape plan, 37 Valley Oaks and 26 Interior Live Oaks will be replanted around the perimeter of the site. Additionally, offsite planting of 225 Valley Oaks and 6 Blue Oaks or in-lieu payment of \$155,470, or a combination thereof, is required to mitigate the remaining tree removal, as addressed through the Tree Removal permit. If replacement of the Heritage Southern Live Oak in the stormwater treatment basins with Valley oak is feasible based on the grading of the basins, then the offsite planting or in-lieu fee requirements would be reduced accordingly.

71. ____ The final landscape plan shall replace the Live oak previously proposed in the parking lot islands with an appropriate tree species based on the size of the planting area, such as Norway maple (*Acer platanoides*), red maple (*Acer rubrum*), seedless sweetgum (*Liquidambar styraciflua 'Rotundiloba'*), London plane (*Platanus hybrids*), Chinese elm (*Ulmus parvifolia*), and zelkova (*Zelkova serrata*), or other appropriate species as approved by the Planning Director.

72. ____ All landscape areas shall be maintained in a healthy, thriving condition, free from weeds, trash and debris. The owner shall enter into a landscape maintenance agreement prior to receiving final building approval or a certificate of occupancy. Owner shall dedicate landscape easements where necessary to ensure that planter strips are maintained by the property owners. Irrigation shall be provided to the planter strips.

73. ____ Prior to issuance of final building approval, the landscape professional shall submit a written statement confirming compliance with approved plans, materials and installation to the Planning Department.

74. ____ Final landscaping plans shall include the following requirements:

- A minimum one-foot depth of uncompacted soil shall be available for water absorption and root growth in each planted area.
- A soil test for horticultural suitability shall be required at time of landscape installation in each landscaped area. Soil shall be prepared and/or amended to be suitable for the landscape to be installed.
- A minimum of two inches of mulch shall be added in each non-turf area to the soil surface after planting. Any plant type that is intolerant to mulch shall be excluded from this requirement. Nonporous material shall not be placed under the mulch.

FEES

75. ____ The applicant shall pay the required development fees (e.g. road circulation fees, drainage fees, community facilities fee, master plan fees and fire fees) in effect at the time of building permit issuance.

76. ____ The applicant shall contribute their fair share toward regional transportation improvements and shall provide traffic mitigation contributions to Caltrans, the City of Rocklin, and Placer County pursuant to the terms of the Town's agreements with those entities.

77. ____ The applicant shall pay all mitigation fees (e.g. tree mitigation in-lieu fees) prior to the issuance of building permits.

78. _____As per Government Code Section 66000, the applicant shall be responsible for reimbursement of all monitoring costs to ensure compliance with conditions imposed upon the project incurred by the Town.

79. _____Costco shall provide to the Town their Zone of Benefit agreement with the South Placer Fire Protection District.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

80. _____The Mitigation Measures of the adopted EIR, as shown in the Mitigation Measure Monitoring Report are incorporated herein by reference as required conditions of approval. A mitigation monitoring fee of \$250 a year shall be included with the provisions of the proposed Maintenance District payable to the Town of Loomis.