



Staff Report

TO: Town of Loomis Planning Commission
FROM: Mary Beth Van Voorhis, Planning Director
DATE: March 22, 2022
RE: Application #21-04 - CONDITIONAL USE PERMIT & DESIGN REVIEW
5847 BRACE ROAD (APN 044-150-047), LOOMIS, CA 95650 (3.4 +/- ACRES)
LOOMIS RV CAMPGROUND

Recommendation

1. Conduct a public hearing and receive public input; and
2. Adopt the recommended Notice of Exemption as per the requirements of the California Environmental Quality Act (CEQA); and
3. Adopt Resolution #22-02 approving Conditional Use Permit and Design Review Application #21-04 for Jared Taylor to operate Loomis RV Campground subject to the findings in Exhibit A, the recommended conditions of approval as outlined in Exhibit B, and as depicted in Exhibit C.

Issue Statement and Discussion

Application #21-04 proposes construction and operation of a 34-space Recreational Vehicle (RV) Campground with an existing/vacant manager's quarters at 5847 Brace Road, Loomis, CA 95650 (APN 044-150-047) on a parcel of 3.4 +/- acres. The Town of Loomis General Plan and Zoning Code allow for this type of use in the Tourist Destination Commercial designation and Tourist/Destination Commercial zone with an approved Use Permit. The new property improvements meet all Design Review components for approval.

The new construction of a Recreational Vehicle (RV) Campground consists of:

- 34 RV campsites to accommodate self-contained RV and accessory vehicles, including two handicap accessible sites) and 13 pull-through sites.
- Each site will be a minimum of 1,800 sq.ft. (30' x 60').
- Each site will be connected to water, electric, sewer, WIFI, and cable TV hook-ups, and will include a picnic table.
- Paved roadways will be constructed throughout the campground.
- An on-site children's play area.
- A fenced dog walking area.
- Trash enclosure for guest use.
- One resident manager will reside on-site in the existing 2-bedroom house with additional off-site management by the applicant.

The RV Campground proposes the following operational procedures:

- Only RV's containing a bathroom will be allowed (mobile homes are not allowed)
- Tent camping will not be permitted
- Campsite reservations will be made through an online app-based system.
- Extended-stay sites will be reserved on a month-to-month basis.

- The Loomis Campground will not offer permanent, or yearly sites.
- Extended-stay campers will be required to pass a background check.
- Class “A” RV’s will be provided ingress and egress to the site via Brace Road to Sierra College Blvd. due to bridge weight limits at Secret Ravine (to the east).

As shown below in **Figure 1**, the project is located on the north side of Brace Road at 5847 Brace Road, east of Teeny Tots Therapy and Interstate 80, and west of Little Orchard Preschool. The property to the immediate south is rural residential with RV Max (RV dealership) to the southwest (outside the Town limits).

General Plan, Zoning, and Existing Land Uses:

	GENERAL PLAN	ZONING	CURRENT LAND USE
ON SITE	TOURIST/DESTINATION COMMERCIAL	TOURIST/DESTINATION COMMERCIAL	VACANT/FORMER BUSINESS
NORTH	FREEWAY (I-80)	FREEWAY (I-80)	FREEWAY (I-80)
EAST	TOURIST/DESTINATION COMMERCIAL	TOURIST/DESTINATION COMMERCIAL	LITTLE ORCHARD PRESCHOOL and EXISTING RESIDENTIAL
SOUTH	RURAL RESIDENTIAL	RURAL RESIDENTIAL	RURAL RESIDENTIAL
WEST	TOURIST/DESTINATION COMMERCIAL	TOURIST/DESTINATION COMMERCIAL	TEENY TOTS THERAPY and INTERSTATE 80

General Plan: Tourist/Destination Commercial (TD).

The Tourist/Destination Commercial (TD) designation is applied to approximately 117 contiguous acres in multiple ownerships along the southeasterly side of Interstate 80 from Brace Road on the southwest to the Town boundary on the northeast and bounded by Secret Ravine on the southeast. This land use designation is intended to accommodate a mixture of office/business park, retail commercial, lodging, conference center and other traveler-serving uses, local serving entertainment uses, and residential uses as part of mixed-use structures.

Building heights are limited to three stories, not to exceed 45 feet, provided that any height over 35 feet shall require Fire Department approval. Within this area, site coverage may range from 35% to a maximum of 50%. The density of residential uses within mixed-use projects may range from two to 10 dwellings per acre.

Zoning: Tourist/Destination Commercial (CT):

The CT zoning district is applied to areas appropriate for a mixture of office/business park, retail commercial, lodging, conference center and other traveler-serving uses, local-serving entertainment uses, and residential uses as part of mixed-use structures. The CT zoning district is consistent with the tourist/destination commercial land use designation of the general plan.

A Recreational Vehicle (RV) Park is an allowed use in the CT zone with an approved Minor Use Permit and Design Review for new improvements. Municipal Code, Section 13.80.020 defines a Recreational vehicle park as: “A site where one or more lots are used, or are intended to be used, by campers with recreational vehicles or tents. Recreational vehicle parks may include public restrooms, water, sewer, and electric hookups to each lot and are intended as a higher density, more intensively developed use than campgrounds. May include accessory retail uses where they are clearly incidental and intended to serve RV park patrons only.”

Figure 1 – Vicinity Map



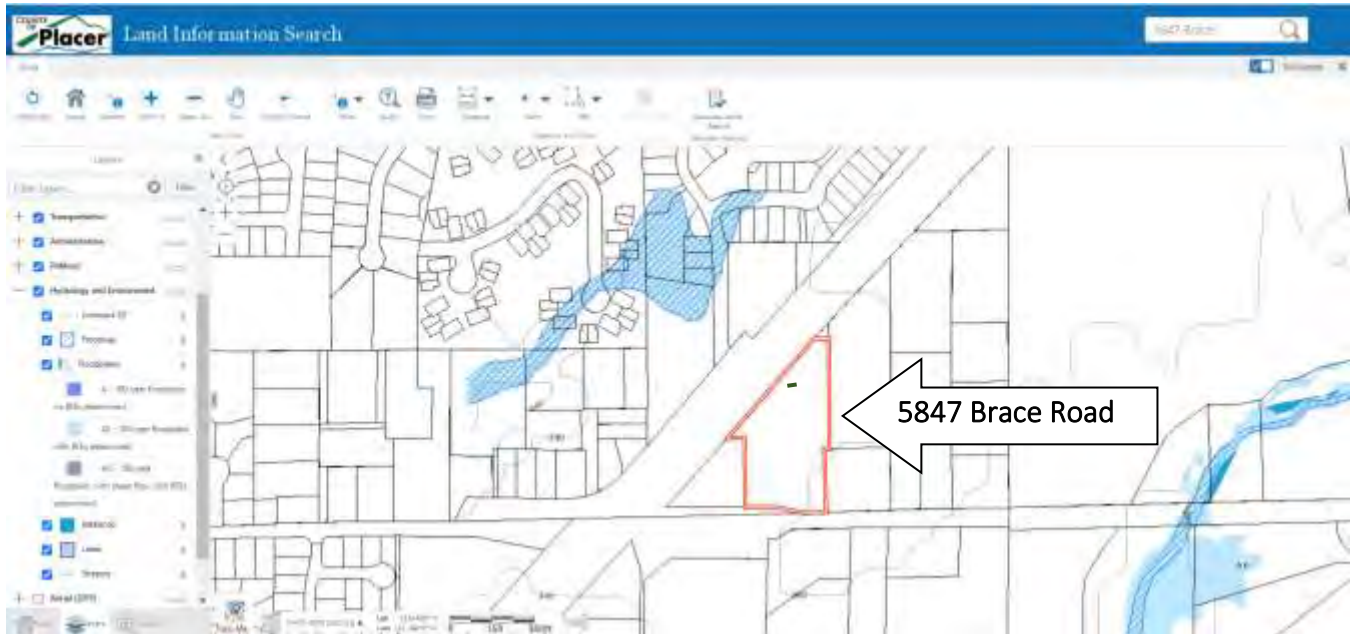
Figure 2 provides an aerial view of the project site.

Figure 2 – Aerial View – Site Specific



Figure 3 below indicates the project site in relation to the both the floodway and 100 year floodplain.

Figure 3 – Floodway and 100 year Floodplain



Parcel Information:

	<u>Required</u>	<u>Proposal</u>
Minimum lot size area (net)	5,000 sq.ft.	Complies
Minimum lot width/depth	T/B/D	Complies
Maximum site coverage	Zoning=25%-40%	Complies
	GP = 35%-50%	Complies

Owner Information:

APN 044-150-047
 The Taylor Family Trust
 5847 Brace Road
 Loomis, CA 95650
 (805) 440-7537

Applicant:

Jared Taylor
 5847 Brace Road
 Loomis, CA 95650
 (805) 440-7537
 jared@goldenpropertydevelopment.com

Existing Improvements/Utilities/Service Systems:

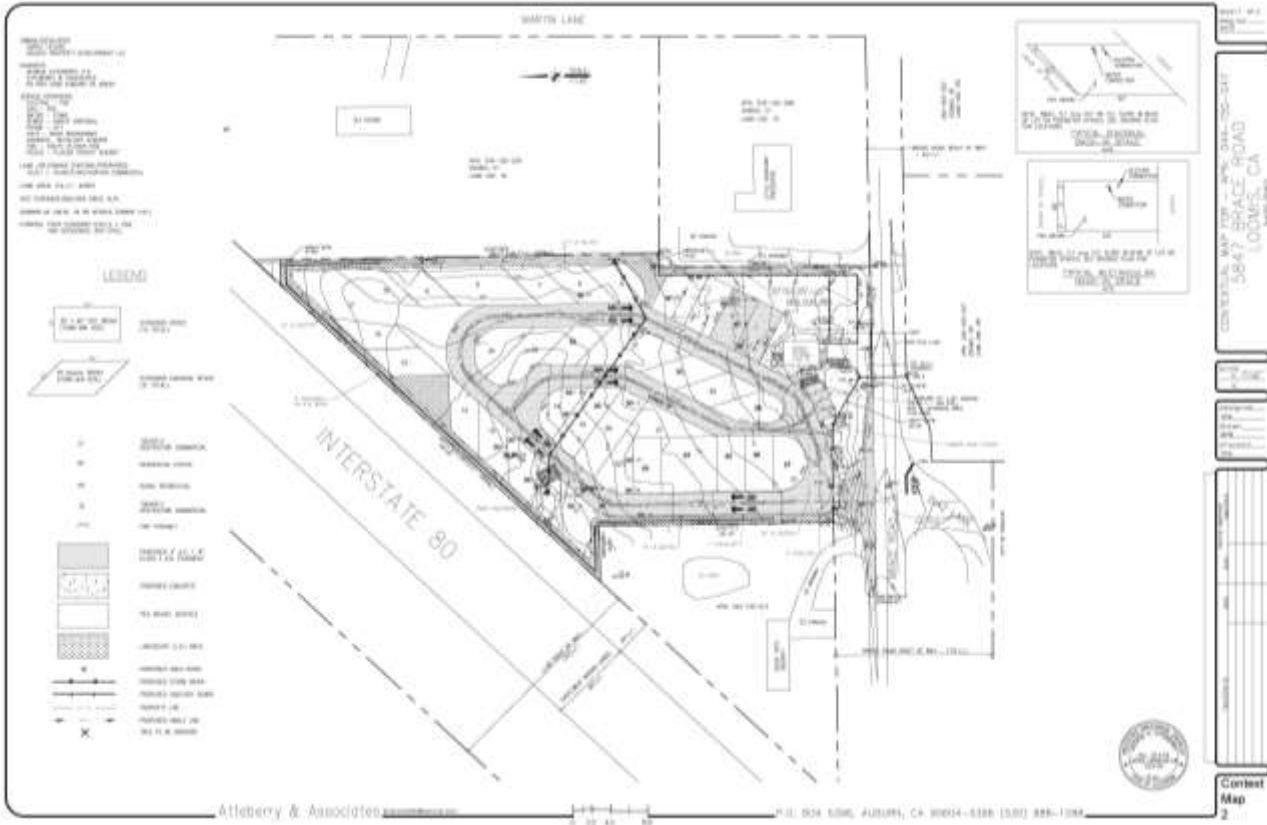
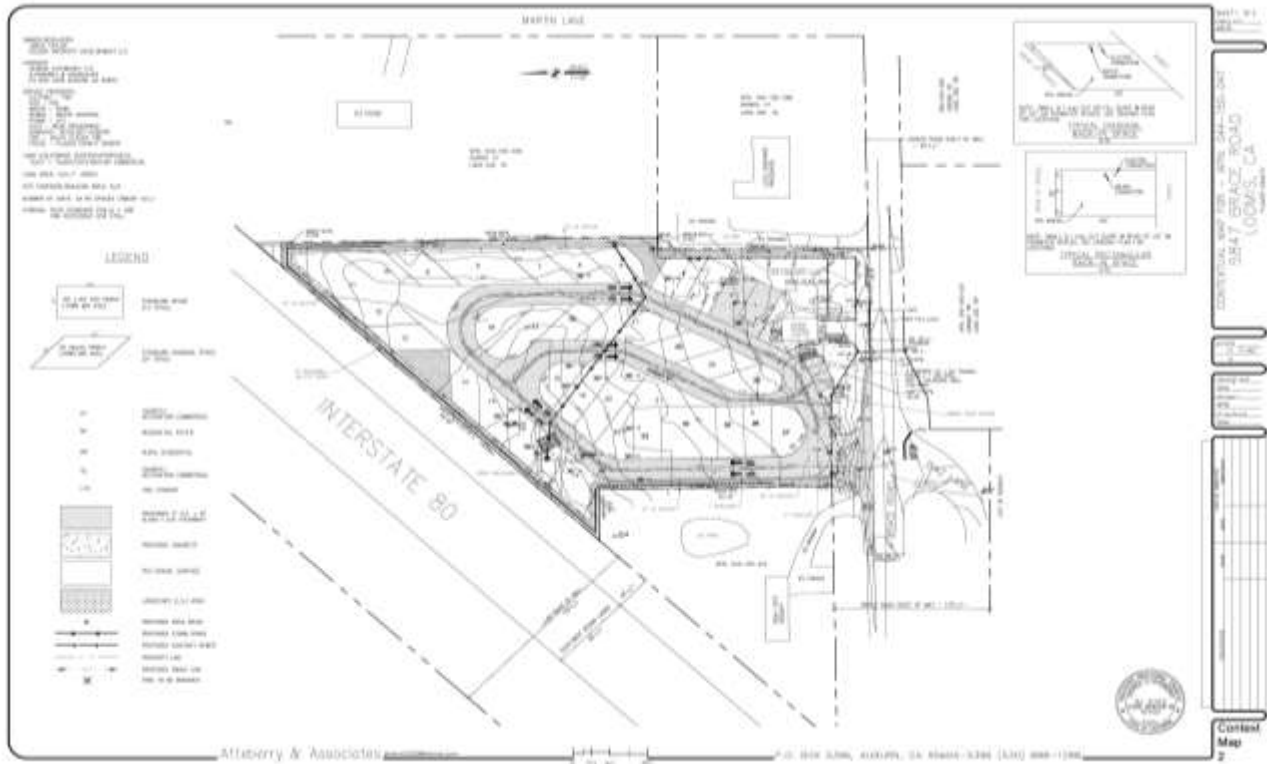
Sewer	South Placer Municipal Utilities District
Trash	Recology
Fire	South Placer Fire District
Water	Placer County Water Agency
Gas/Electric	Pacific Gas & Electric

Figure 4, below, provides the proposed project plans:

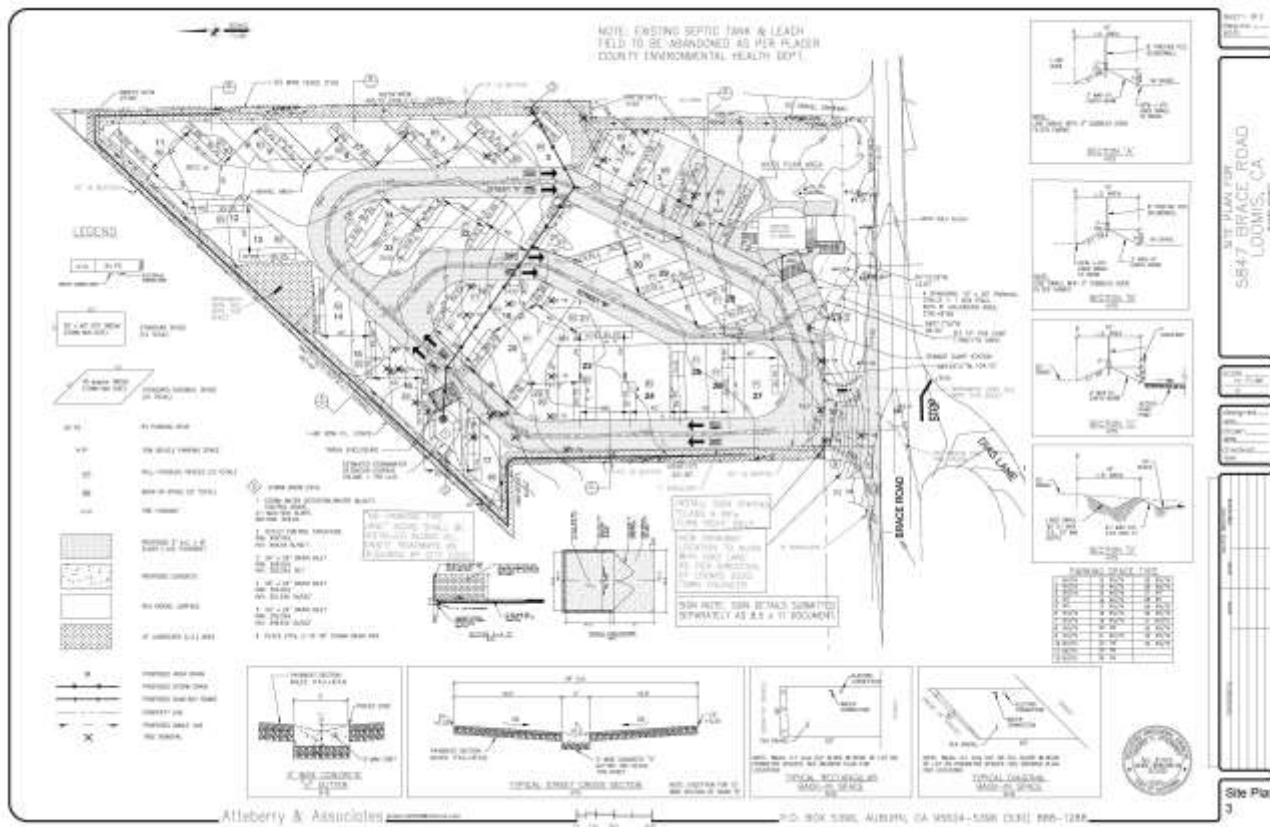
- A. Context Map (two maps)
- B. Site Plan
- C. Grading Plan
- D. Landscape Plan
- E. Utility Plan
- F. Lighting Plan

Figure 4 – Project

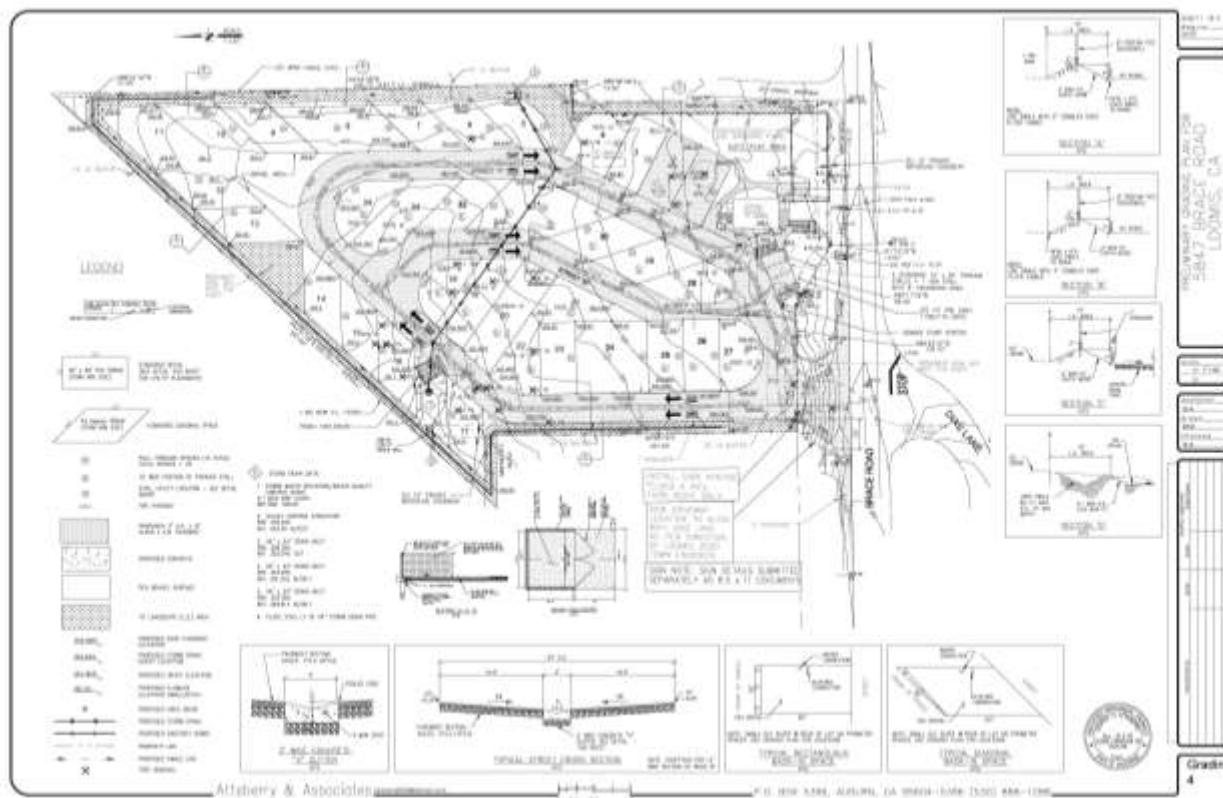
4A. Context Map



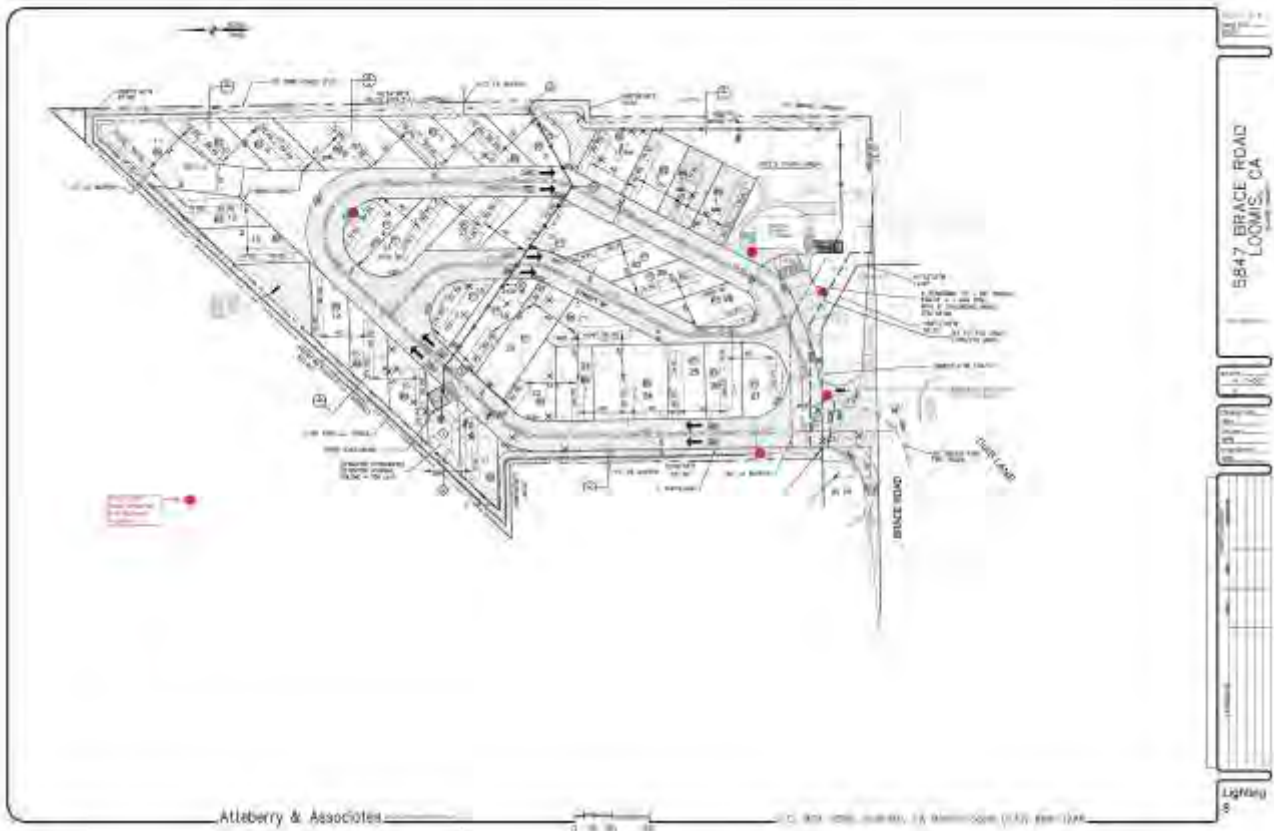
4B. Site Plan



4C. Grading Plan



4F. Lighting Plan



Municipal Code Section 13.42.220 provides Standards for Specific Land Uses:

The location, development and operation of a recreational vehicle (RV) park shall comply with the following requirements.

- A. Minimum Site Area. The site for an RV park shall be a minimum of one acre, where not part of a mobile home park. **Proposal complies – 3.4 +/- acres.**
- B. Maximum Density. The number of RV spaces in a park shall not exceed fifteen units per acre of site area. **Proposal complies – 3.4 acres / 34 spaces = 10 units/acre.**
- C. Parking Space Area and Width. Each RV space shall be at least one thousand eight hundred square feet in area, and a minimum width of thirty feet. **Proposal complies – 21 sites are a minimum 1,800 sq.ft. (30' x 60') with the remaining 13 sites that are considerably larger "pull-through" sites.**
- D. Setbacks. Each recreational vehicle space shall be located a minimum of five feet from any side property line and ten feet from any rear property line. **Proposal complies – all sites.**
- E. Screening. A minimum twenty-five-foot wide landscaped buffer area shall be provided along all public streets adjoining the park. A minimum ten-foot wide landscaped buffer area shall be provided along all interior property lines. No RV space shall encroach into the landscaped buffer areas. **Proposal complies – all sites.**
- F. Parking. One parking spur shall be provided for each RV space. The maximum grade for the last twenty-five feet of any spur shall be two percent. At least seventy percent of all spurs shall be designed to accommodate both a motor vehicle (e.g., auto, truck, etc.) and a trailer. Parking spurs shall not be located closer together than forty feet on center. **Proposal complies – all sites.**

G. Roadways. Each RV space shall abut and have direct access to a roadway of at least twenty-four feet in width, which shall be surfaced with asphaltic concrete or a double chip seal, or an appropriate alternative approved by the review authority. **Proposal complies – all sites.**

H. Signs. (See discussion Page 11 of 23)

I. Accessory Commercial Uses. An RV park may provide commercial uses for the convenience of campers as approved by the review authority, provided that the uses shall not occupy more than five hundred square feet for each fifty spaces, and shall otherwise comply with the requirements of Section 13.42.030. **Proposal Complies. None proposed.**

J. Manager’s Quarters. Living quarters may be provided for the use of a caretaker or manager. The living quarters may be either a mobile home or permanent dwelling unit. **Proposal complies. The existing 2-bedroom residence will serve as the on-site managers’ quarters.**

* * * * *

The applicant proposes the creation of a 34 unit recreational vehicle campsite (including two handicap accessible sites). Each site is proposed to accommodate self-contained RV’s with an accessory vehicle. Only RV’s containing a bathroom are proposed. Mobile homes and tent camping will not be allowed.

The Loomis Campground will be managed by one resident (on-site) manager with additional management by the owner.

All campers will be provided and required to agree to the Loomis Campground Rules and Regulations. The Loomis Campground will be open to guests to check-in between 3:00 p.m. and 10:00 p.m. with check-out at 11:00 a.m., seven days per week. Guests will reserve and register for a campsite via an online/app-based reservation system. All extended-stay sites are reserved on a month-to-month rental agreement basis. Loomis Campground will not offer permanent, or yearly sites with no single camper/RV permitted to stay longer than two consecutive years. Loomis Campground will reserve the right to refuse service to anyone. All extended-stay campers will be required to pass a background check.

The number of parking spaces required by land use is defined in Zoning Code Chapter 13.36.040, Table 3-7 and requires 1 parking space per RV space. **Proposal complies – Each site provides a parking spur, in addition, there will be five vehicle parking stalls near the existing house (managers quarters) including one handicap accessible parking stall.**

Landscaping: Proposal complies.

Municipal Code Chapter 13.34 provides Landscaping Standards for new nonresidential projects. As shown above in **Figure 4D**, the Landscape Plan provides new, low water use, plantings. Areas not intended for a specific use shall be retained in their natural state, however, will require annual maintenance (mowing/trimming) to maintain fire safety, accessibility, clearance from building(s), and removal of hazardous limbs. Parking lot shading is provided by adjacent, existing, trees in addition to planting of new trees.

Proposed landscaping around the parking lot exceeds 10% of the gross area of the parking lot: 446 sq.ft. of landscaping around 1,580 sq.ft. parking area = 28%.

As proposed, a 25-foot landscape setback along the Brace Road frontage will be planted with ornamental screen landscaping with a 10-foot landscaped setback along adjacent private parcels that will be planted with naturalistic plant material and a hydro-seed grass/wildflower mix. See **Figure 5** below.

Figure 5 – Brace Road frontage photographic simulation



All landscaping will be served by a new irrigation system which will be served from an existing non-potable, PCWA, ditch water service.

A Preliminary Arborist Report and Tree Inventory (Exhibit D) was performed by California Tree and Landscape Consulting, Inc. on May 17, 2021. As currently proposed, a total of 29 trees will be removed. Interior trees are proposed to be planted every 30-feet to meet landscaping requirements under Chapter 13.34.040. An approved tree removal permit and mitigation will be required prior to commencement of tree removal/planting.

In addition, a 6-foot solid wood fence is proposed at locations where a 10-foot tall noise barrier/berm is not proposed (see below) along the north, west, and east property lines. Fencing along the property frontage of Brace Road is proposed to be 6-feet high, open metal fencing, with landscaping along the 25-foot landscape setback at the Brace Road frontage. (Municipal Code Chapter 13.30.110.3.b Setback regulations and exceptions. **Proposal complies.**)

within the property side and rear setbacks, in addition to the required sound wall along I-80. Fencing along the property frontage of Brace Road is proposed to be 3-feet high, open metal fencing, with landscaping along the 25-foot Brace Road frontage.

Noise: Proposal complies with installation of recommended sound wall.

Municipal Code Chapter 13.30.070 provides Noise Standards. Pursuant to Chapter 13.30.070 Table 3-2, the maximum allowable noise level for Transient lodging is 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior spaces.

Chapter 13.30.070D Noise Standards #5 provides for effective noise mitigation to be incorporated into the project design. Such measures can include, but are not limited to, the use of building setbacks, building orientation, and noise barriers.

A Noise Assessment (Exhibit E) was performed by Saxelby Acoustics on May 14, 2021 (Project #210403). The report describes the existing noise in the project area which is primarily defined by traffic on Interstate 80 where a maximum range of 75 Ldn was reported. Daytime noise averages between 69 L50 to 88 Lmax, and nighttime averages between 65 Leq and 84 Lmax.

The Saxelby report concludes that in order for the project to meet the Town of Loomis exterior and interior noise level standards (65 dBA Ldn), a 10-foot tall noise barrier/berm is necessary along the western Interstate 80, 500-foot +/- border. As proposed, and simulated below in **Figure 6**, the barrier will be constructed of a combination of a 2-foot earthen berm and 8-foot masonry vertical (3 panel) wall which is free from gaps or openings.

Figure 6 – 2-Foot Berm With 8-Foot Masonry Sound Wall Simulation



Lighting: (Refer to Figure 4F). *Proposal complies.*

Municipal Code Chapter 13.30.080 provides Outdoor lighting requirements which provide:

- A. 20' maximum height
- B. Energy-efficient, and shielded or recessed so that:
 - o The light source is not visible from off the site; and
 - o Glare and reflections are confined to the maximum extent feasible within the boundaries of the site.
- C. Each 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.
- D. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness.

Solid Waste/recyclable materials storage: (As shown in Figure 4B Site Plan and 4D Landscape Plan). *Proposal complies.*

Municipal Code Chapter 13.30.120D provides 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.

Signage: *Use Permit Required – Separate procedure.*

Municipal Code Chapter 13.38 provides requirements for signs in Commercial areas. Pursuant to Chapter 13.38.070E, Freeway-Oriented Signs require approval under a separate Use Permit. The

applicant, under this Minor Use Permit/Design Review application, submitted a site signage plan that is not being considered for approval at this time.

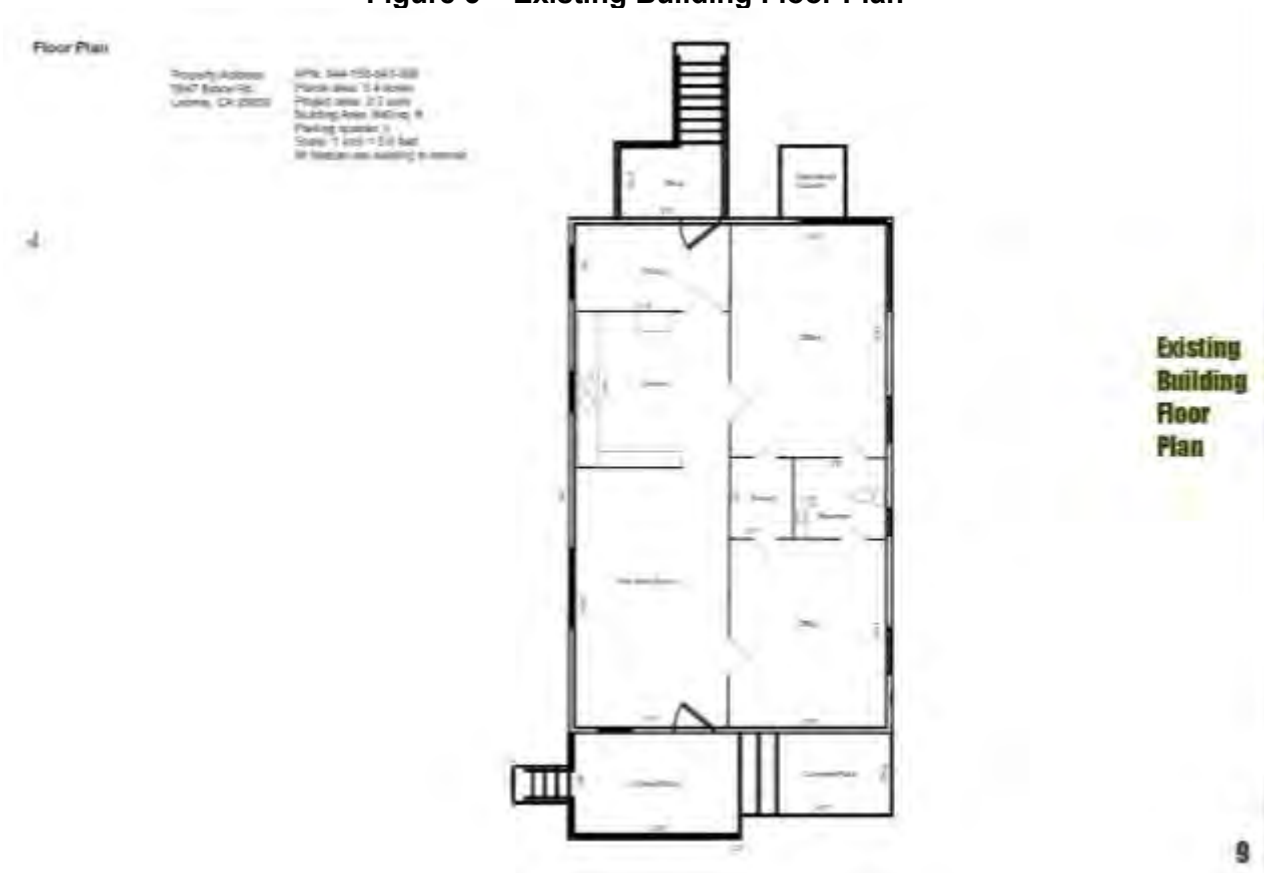
Existing Dwelling to become On-Site Manager’s Quarters. Proposal complies.

The existing on-site residential unit received Planning Commission approval by way of a Master Development Plan/Design Review Application #18-03 on May 22, 2018 for the conversion of the residence to a commercial office. At this time, the owner/applicant proposes to convert the office to a live/work unit for the on-site managers quarters to manage day-to-day park activities and to immediately address any guest issues that may arise.

Municipal Code Chapter 13.42.130 provides standards for the development of new live/work units and for the reuse of existing commercial and industrial structures to accommodate live/work opportunities. Live/work units are intended to be occupied by business operators who live in the same structure that contains the commercial activity or industry.

The existing building floor plan is shown in **Figure 5**. The building is 840 sq.ft. All features are existing and will remain. No changes are proposed to the floor plan, however, the proposed use will change to a live/work unit with the offices (as shown) converted to bedrooms.

Figure 5 – Existing Building Floor Plan



The existing building elevations are shown below in **Figure 6**. As previously mentioned, this unit is 840 sq.ft. All existing features will remain. The building will receive new paint to match the existing grey and white color scheme, including the red deck railing and columns.

Figure 6 – Building Elevations

February 2, 2021
Property Address:
5847 Brace Rd.
Loomis, CA 95650

APN: 044-150-047-050
Parcel area: 3.4 acres
Project area: 3.4 acres
Building Area: 840 sq. ft.
Parking spaces: 5
Scale: 1 inch = 6 feet
All features are existing to remain.

New paint of coating grey and white color scheme is proposed on building exterior, including painting the existing red deck railing and columns.

Existing
Resident Manager
Building, Elevations



West Elevation



South Elevation



North Elevation



East Elevation

Agency Review and response comments:

The application, project information, and exhibit maps were sent to concerned agencies on November 5, 2021 requesting their comments by November 24, 2021. Dated comments received have been included in the conditions of approval of the project, are provided in Attachment C, and summarized below:

1. 5/03/2021 South Placer Municipal Utility District
All sewer service will be subject to all ordinances, resolutions, rules and regulations, taxes, charges, fees, and assessments of the District which may now or hereafter be in effect. Applicant shall meet all District requirements.
2. 11/08/2021 Placer County Sheriff's Office – Lt. Brian Silva
Sheriff's Office has no issues and is willing to provide input for security cameras. Applicant can contact directly.
3. 11/16/2021 Auburn Rancheria
No recorded tribal cultural resources in the project location but several in close proximity. Applicant shall immediately cease and desist all activity and notify if any Tribal Cultural Resources are discovered. Work can only resume when all necessary investigations and evaluations have been satisfied.
4. 11/24/2021 Placer County Environmental Health
The project must connect all campsites to public sewer. Indicate the location of the existing septic system serving the structure on-site. The existing septic tank will need to be properly abandoned under permit with Environmental Health.

5. 11/30/2021 Recology

Weekly solid waste service will be provided when the project has been completed.

6. 12/10/2021 Town Engineer

Provide necessary right-of-way dedications. No frontage improvements within the right-of-way are being required.

7. 01/10/2022 Pacific Gas & Electric Company

PG&E does not condone the placement of the dump station within its easement area as it is an encroachment. Provide civil plans for review and approval.

10/24/2020 Pacific Gas & Electric Company – Will Serve Letter

8. 01/27/2022 Placer County Water Agency

Enter into a facilities agreement with the Agency to provide any on site or off site pipelines or other facilities that are needed to supply water for domestic or fire protection purposes, and pay all fees and charges required by the Agency including the Water Connection Charges.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

A determination has been made that the project is categorically exempt from the provision of CEQA under Section 15332, Class 32, In-Fill Development Projects. "Class 32 consists of projects characterized as in-fill development meeting the conditions described as:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effect relating to traffic, noise, air quality, or water quality.
- (e) The site can adequately be served by all required utilities and public services.

A Notice of Exemption may be filed, but is not required, after a public agency decides that a project is exempt from CEQA and grants approval of the project. Should the Notice of Exemption be filed, a shorter statute of limitations of 35 days commences for any challenge to the approval. If a Notice of Exemption is not filed, the normal 180-day statute of limitations will apply.

ATTACHMENTS:

- A. Draft Resolution #22-02 (Pages 15 – 24)
 - Exhibit A: Recommended Findings
 - Exhibit B: Recommended Conditions of Approval
 - Exhibit C: Proposed Site Plan
 - Exhibit D: Notice of Exemption
- B. Application #21-04
- C. Public Agency Comments
- D. Arborist Report
- E. Noise Assessment
- F. Traffic Impact Analysis
- G. U.S. Army Corps of Engineers – Wetlands Delineation Report Approval
- H. Municipal Code Chapter 3.20 Uniform Transient Occupancy Tax

NOTE: Notice published in the Loomis News on February 11, 2022 and mailed to adjacent property owners within 300 feet on February 11, 2022.

RESOLUTION NO. 22-02

**A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF LOOMIS
APPROVING CONDITIONAL USE PERMIT #21-04
LOOMIS RV CAMPGROUND
5847 BRACE ROAD – APN 044-150-047**

WHEREAS, the property has requested approval of Conditional Use Permit Application #21-04 subject to the attached findings (Exhibit A), Conditions of Approval (Exhibit B), and as depicted in the Site Plan (Exhibit C); and

WHEREAS, on March 22, 2022, the Planning Commission of the Town of Loomis conducted a public hearing on Use Permit Application #21-04, at which time any person interested in the matter had an opportunity to be heard; and

WHEREAS, the Planning Commission of the Town of Loomis reviewed and considered the staff report relating to the application, the plans, 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 hereby makes the following findings to approve Use Permit Application #21-04 for Loomis RV Campground for the property at 5847 Brace Road, APN 044-150-047.

NOW THEREFORE, based on the findings set forth herein the Planning Commission of the Town of Loomis, at its meeting of March 22, 2022, did resolve as follows:

1. Find that the project is categorically exempt from the provision of CEQA under Section 15332, Class 32, In-Fill Development Projects.
2. The proposed Project is consistent with the goals, policies and land uses in the Town of Loomis General Plan and Zoning Ordinance.
3. The Use Permit, Application #21-04, is hereby approved per the findings set forth in Exhibit A, the Conditions of Approval set forth in Exhibit B, and as depicted in the Site Plan Exhibit C.

ADOPTED this 22nd day of March 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

Sarah Jennings, Secretary to the
Planning Commission

Greg Obranovich
Planning Commission Chairman

**EXHIBIT A
FINDINGS
USE PERMIT #21-04
LOOMIS RV CAMPGROUND
5847 BRACE ROAD – APN 044-150-047**

The Planning Commission makes the following findings consistent with Municipal Code Chapter 13.62.050(F):

1. The proposed use is allowed within the applicable zoning district and complies with all other applicable provision of this title and the municipal code.
2. The proposed use is consistent with the general plan and any applicable specific plan.
3. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity.
4. The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints.
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.

EXHIBIT B
CONDITIONS OF APPROVAL
USE PERMIT #21-04
LOOMIS RV CAMPGROUND
5847 BRACE ROAD – APN 044-150-047

This Use Permit is approved for the conversion, construction, and operation of a 34-unit RV campground and manager’s unit facility in an existing/vacant 840 sq.ft. residence on a 3.4 acre (148,104 sq.ft.) parcel at 5847 Brace Road, Loomis, CA 95650.

Pursuant to Municipal Code Chapter 13.64.020 this Use Permit approval shall become effective on the 11th day following the date of application approval by the review authority, provided that no appeal has been filed in compliance with Chapter 13.74, April 4, 2022.

Pursuant to Municipal Code Chapter 13.64.040 this approval shall be deemed to run with the land through any change of ownership of the subject site, from the effective date of the permit, except in any case where a permit expires and becomes void in compliance with Section 13.64.00. All applicable conditions of approval shall continue to apply after a change in property ownership.

Pursuant to Municipal Code Chapter 13.64.060(A)(1) any approval not exercised within two years of approval shall expire and become void, except where an extension of time is approved in compliance with Chapter 13.64.060(B) - Extensions of Time prior to the expiration of the permit (April 4, 2023).

1	The owner shall be responsible to ensure all of the below conditions of this permit approval are binding on all successors-in-interest (e.g. by incorporating them into the standard provisions of any sale, lease and/or rental agreement, etc.).	
		Date Completed
2	The owner shall comply with the Town of Loomis Municipal Code.	
3	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, subject to these 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.	
4	The Use Permit shall be implemented substantially in accordance with the plans entitled “Loomis Campground, 5847 Brace Road, Town of Loomis, CA 95650”, received January 31, 2022 as prepared by Atteberry & Associates, consisting of 11 sheets, except as may be modified by the conditions stated herein.	
5	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 <u>will not</u> 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.	
6	The 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 attack, set aside, void, or annul, an approval of the Planning Commission, or Town Council concerning the Use Permit that is the subject of this application.	

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 improvement plans.	
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IMPROVEMENTS (ROADWAY, DRAINAGE, GRADING)

8	The owner shall obtain a Town of Loomis approved encroachment permit prior to any work within public rights-of-way.	
9	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 approved by the Town Engineer prior to any construction.	
10	Under the authority of the Town of Loomis Municipal Code Section 12.20.010, the developer shall dedicate and record an Irrevocable Offer of Dedication to the Town of Loomis for a right-of-way easement along the frontage of the property starting at the western corner of the property's frontage and continuing parallel to Brace Road across the entire frontage. This is to accommodate future roadway widening and/or the construction of a left turn pocket onto Dias Lane. No improvements within the right-of-way dedication are being asked of the developer, other than those proposed to serve the campground.	
11	The cost of all inspections related to on-site (Grading Permit) and off-site (Encroachment Permit) improvements shall be borne by the owner and shall be paid prior to completion of the improvements.	
12	The owner shall dedicate all necessary right-of-ways and easements for streets, water facilities, sewer facilities, utilities, drainage facilities, and other facilities as required by the Town Engineer and show such on the final as-built plans.	
13	The owner shall be responsible for all actions of their contractors and sub-contractors until the improvements are accepted as complete by the Town.	
14	The owner shall construct all improvements required as a condition of approval of this project, or enter into a contract agreement with the Town of Loomis to construct all improvements, and shall post a bond, cash deposit, or instrument of credit, guaranteeing the construction of all improvements within the time period specified herein or approved time extension in accordance with the Town of Loomis Municipal Code Chapter 13.64.060(B).	
15	Should the amount of cut plus the amount of fill exceed 50 cubic yards, an approved grading permit shall be obtained from the Town Engineering Division. All grading shall conform to the Town Grading Ordinance (Municipal Code Section 12), and/or as approved by the Town Engineer.	
16	The developer shall construct the project in accordance with the Placer County Storm Water Management Manual such that post-development runoff flows do not exceed pre-development flows. This is typically achieved through the use of a drainage plan that includes provisions for on-site detention of runoff flows.	
17	The owner shall submit for review and approval by the Town a copy of the terms of any public utility easement(s) shown on the Improvement Plans.	
18	The developer shall submit a drainage plan, subject to review and approval of the Town Engineer that includes an erosion and sediment control plan that complies with the Town's Storm Water Management Program.	
19	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 reasonable satisfaction of the Town Engineer.	
20	The owner shall prepare and install erosion and sediment control on all disturbed areas during all demolition/construction activities per State Water Resources Handbook.	

GENERAL PLANNING

21	The owner shall be responsible for taking reasonable actions to abate nuisances caused by this project in the project area.	
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22	Consistent with the requirements of Chapter 13.54 "Tree Conservation" of the Town of Loomis Zoning Ordinance. Every attempt shall be made to retain as many existing trees on-site as possible. Any trees determined to be removed for new construction shall also obtain a Town approved Tree Removal Permit and provide payment of fees and/or replanting mitigation as required.	
23	No construction work shall begin prior to 7:00 a.m. nor occur after 7:00 p.m. Monday through Friday nor prior to 8:00 a.m. or after 5:00 p.m. on Saturday, and there shall be no work on Sundays or holidays.	
24	The owner shall pay development fees as may be required including the Community Facility Fee, Park & Recreation Fee, and Placer County Capital Facility Impact Fee prior to building permit issuance.	
25	The developer shall be required to pay the Road Circulation/Major Roads Fee prior to building permit issuance.	
26	The project shall conform to the General Plan, including the Noise Element standards, State Noise Insulation Standards (CA Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code. Noise generated by the project shall not cause the day-night average sound level (Ldn) to exceed 65 A-weighted decibels (dBA) at the property line during or after construction, nor shall it cause the noise level at the property line to exceed 65 dBA at any time during or after construction.	
27	No request for final inspection for on-site improvements, pursuant to this Use Permit, shall be approved until all conditions are completed and accepted by the Town, or as acceptable to the Town Attorney, for those conditions not completed.	
28	Pursuant to Municipal Code Chapter 13.38, the owner shall submit a Use Permit application and fee payment to obtain an approved Sign Permit prior to the installation of business signage.	
29	Owner shall obtain and maintain a valid Town of Loomis business license.	

AGENCIES

30	An all-weather access driveway shall be constructed to serve this site to the satisfaction of the South Placer Fire Protection District and the Town Engineer prior to installation of surface improvements, including compliance with California Building Code and Fire Codes. Building, Fire Alarm Systems, and site plan submittals are required.	
31	South Placer Fire Protection District will perform final inspections on the Fire Alarm System, Site, and Building.	
32	<p>The project location is in close proximity to known tribal cultural resources and, as a result, the Owner is required to contact the United Auburn Indian Community (UAIC).</p> <p>The following conditions of approval are intended to minimize impacts to existing or previously undiscovered Tribal Cultural Resources (TCRs), archaeological, or cultural resources for any future ground disturbing activities. These conditions are a binding and enforceable agreement that the actions below shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency, or another agency designated by the lead agency.</p> <p>If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074).</p> <p>The Tribal Representative will make recommendations for further evaluation and treatment as necessary. Tribal Representatives act as a representative of their Tribal government and are qualified professionals that have the authority and expertise to identify sites or objects of cultural value to Native American Tribes</p>	

	<p>and recommend appropriate treatment of such sites or objects. If human remains, or suspected human remains, are discovered the appropriate state and federal laws shall be followed.</p> <p>Preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. When avoidance is infeasible, the preferred treatment by UAIC is to record the resource, minimize handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location nearby where they will not be subject to future impacts.</p> <p>Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA have been satisfied.</p>	
33	<p>Meet all requirements of Placer County Water Agency (PCWA). The Agency does not reserve water for prospective customers and this letter in no way confers any right or entitlement to receive water service in the future. The Agency makes commitments for service only upon execution of a facilities agreement or Agency approved infill application, and the payment of all fees and charges required by the Agency.</p> <p>The Agency is currently serving treated water to the above-mentioned parcel by an existing 5/8-inch meter connected to the Agency's 12-inch treated water main located in Brace Road. In order to obtain service, the developer will have to enter into a facilities agreement with the Agency to provide any on site or off site pipelines or other facilities that are needed to supply water for domestic or fire protection purposes, and pay all fees and charges required by the Agency including the Water Connection Charges. Please contact Customer Services at (530) 823-4850 for the required forms and fees.</p> <p>The Agency serves raw water to the above mentioned parcel from the Agency's Eastside Canal. Several surrounding properties are served by the Agency from this canal. Private raw water pipelines from the canal may exist across the subject property. Service to other customers whose private pipe may traverse the property shall be protected. WARNING: Raw Untreated Water is Unfit for Human Consumption.</p> <p>All water availability is subject to the limitations described above and the prior use by existing customers. If you have any questions, please call me at the Engineering Department at (530) 823-4886.</p>	
34	<p>Owner shall comply with all requirements of the Placer County Health and Human Services Department, Environmental Health Division (PCHHSD).</p> <p>All sites and existing residence must connect to public sewer at the time of development.</p> <p>On the site plan indicate the location of the existing septic system serving the structure onsite. The existing septic tank will need to be properly abandoned under permit with Environmental Health.</p> <p>Provide a will serve letter from SPMUD, dated within the last year, indicating that they can serve the proposed project. The project will be required to connect to public sewer.</p> <p>Provide a will serve letter from PCWA, dated within the last year (the one on file is older than a year) indicating that they can serve the project. The project will be required to connect to treated water.</p> <p>Provide a will serve letter from Recology, dated within the last year (the one on file is older than a year) indicating that they can serve the project and that the trash enclosure access is acceptable</p>	
35	<p>Owner shall meet all requirements of the South Placer Municipal Utility District (SPMUD). All sewer service which the District may hereafter provide to said lands or any portion thereof will be subject to all ordinances, resolutions, rules and regulations, taxes, charges, fees and assessments of the District</p>	

	<p>which may now or hereafter be in effect.</p> <p>The design and construction of all on-site and off-site facilities which may be required as a result of this project, including the acquisition and granting of sewer easements, will be the responsibility of the developer/owner. All work shall conform to the Standard Specifications of SPMUD. Improvement plans shall be submitted to SPMUD for review and approval.</p> <p>All weather access to and over District facilities is required and is not to be obstructed by fencing, landscaping, retaining walls, parking or other limiting improvements.</p> <p>Connection to the sewer for this project is subject to payment of additional fees under the terms of existing refund agreements.</p> <p>This letter does not constitute a reservation of capacity in the District's sewage treatment facilities, nor does it constitute the assumption of a utility obligation to said lands or any portion thereof by the District.</p> <p>Wastewater treatment service is provided by the District through a series of regional agreements between the South Placer Wastewater Authority, the District, the City of Roseville, and Placer County. The District may be rendered unable to provide sewer service to said lands due to prohibitions or restrictions which may be imposed upon it by federal or state regulatory agencies having jurisdiction or due to conditions caused by an Act of God. Prohibitions and/or restrictions may be imposed at the Regional Wastewater Treatment Plant on the plant's capacity in accordance with existing agreements; this may also impact the District's ability to accept new applications for sewer service for the project. No prohibitions or restrictions currently exist.</p> <p>This letter shall be of no force or effect after the expiration of 365 calendar days from the date hereof (5/31/2021), but may at the discretion of the District, be renewed or extended upon application of the developer/owner of the land referred to herein or their agent.</p> <p>All non-residential development within the District is subject to the requirements of the City of Roseville Industrial Wastewater Ordinance in accordance with Chapter 14.26 of the Roseville Municipal Code, as adopted by the District Sewer Code.</p> <p>Please note that the District's Standard Specifications and Improvement Standards for Sanitary Sewers can be viewed at the District's website: https://spmud.ca.gov/specifications-and-ordinances</p> <p>Contact Carie Huff, PE, (916) 786-8555 ext 311 if you have any questions or need additional information.</p>	
36	Applicant shall meet all requirements of Pacific Gas & Electric Company (PGE) for gas and electric service and provide all necessary public utility easements and right-of-ways. Owner shall meet with PGE for specific project requirements.	
44	Owner shall subscribe to weekly curbside solid waste service (Recology) as required.	
45	Pursuant to Municipal Code Chapter 3.20 – Uniform Transient Occupancy Tax, the owner shall collect the tax imposed to the same extent and at the time as the rent is collected from every transient. The amount of tax shall be separately stated from the amount of the rent charged and each transient shall receive a receipt when requested for payment from the operator. Owner shall submit quarterly Transient Occupancy Tax payments to the Town of Loomis Finance Department.	
46	Applicant shall pay \$50.00 California Notice of Exemption recording fee and provide proof of filing with the Placer County Recorder within 5 days of approval.	

* * * * *

Notice of Exemption

Appendix E

To: Office of Planning and Research
 P.O. Box 3044, Room 113
 Sacramento, CA 95812-3044
 County Clerk
 County of Placer
 2954 Richardson Drive
 Auburn, CA 95603

From: (Public Agency) Town of Loomis
3665 Taylor Road, PO Box 1330
Loomis, CA 95650
 (Address)

Project Title: Use Permit/Design Review #21-04-5847 Brace Road, Loomis, CA 95650

Project Applicant: Jared Taylor, 5847 Brace Road, Loomis, CA 95650

Project Location - Specific: 5847 Brace Road, Loomis, CA 95650 (APN 044-150-047).

Project Location - City: Loomis, CA Project Location - County: Placer, CA

Description of Nature / Purpose and Beneficiaries of Project:

Use Permit/Design Review #21-04 to construct and operate a 34-space Recreational Vehicle (RV) Campground facility with an existing/vacant, 840 sq ft, manager's quarters on 3.4 +/- acre parcel at 5847 Brace Road, Loomis, CA 95650

Owner: Taylor Family Trust, 5847 Brace Road, Loomis, CA 95650

Name of Public Agency Approving Project: Town of Loomis, CA

Name of Person or Agency Carrying Out Project: Planning Department

Exempt Status. (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption** State type and section number: #15332, Class 32 – In-fill Development
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Class 32 consists of projects characterized as in-fill development meeting the conditions described as:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effect relating to traffic, noise, air quality, or water quality.
- (e) The site can adequately be served by all required utilities and public services.

Lead Agency

Contact Person: Mary Beth Van Voorhis Area Code/Telephone/Extension: 916-652-1840 x21

If filed by applicant:

- 1. Attach certified document of exemption finding
- 2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: Planning Director

Signed by Lead Agency **Signed by Applicant**

Authority cited: Sections 21083 and 21110, Public Resources Code
 21152.1, Public Resources Code
 Date Received for filing at OPR: _____
 Reference: Sections 21106, 21152, and

Revised 2011

2/24/2021



WRZ Q#RI#DRR P IV
3665 Taylor Road
Loomis, CA 95650#
(916) 652-1840 FAX (916) 652-1847#

For Town Use#
File Number 21-04
Application Fee(s) \$6,890.00
Receipt # 19831 Date 2/24/2021
Date Received 2/24/21
Paid \$ 6,890-

PLANNING DEPARTMENT

Planning Application

RECEIVED

1. Project Title: Loomis Campground
2. Street Address/ Location: 5847 Brace Road, Loomis, CA 95650 FEB 24 2021

3. APN(s): 044-150-047-000 Acreage: 3.4
Zoning: ~~C2~~ CT General Plan Designation: Commercial Towns TOWN OF LOOMIS

Current Site Use: Office
Surrounding Land Use(s): Highway 80 to North, Commercial Preschool and residential to East, Brace Road to South, Commercial Teeny Tots Therapy to West

4. Property Owner: The Taylor Family Trust
Address: 5847 Brace Road Loomis CA 95650
City State Zip
Telephone: 805 440 7537 email: jared@goldenpropertydevelopment.com

5. Project Applicant: Jared Taylor
Address: 5847 Brace Road Loomis CA 95650
City State Zip
Telephone: 805 440 7537 email: jared@goldenpropertydevelopment.com

6. Project Engineer/Architect: Atteberry & Associates
Address: PO Box 5396 Auburn CA 95604
City State Zip
Telephone: 530.888.1288 email: phishon2000@hotmail.com

7. What actions, approvals or permits by the Town of Loomis does the proposed project require?

- Appeal
- Certificate of Compliance
- Conditional Use Permit 1353.00
- Design Review 1509
- Development Agreement
- Environmental Review
- General Plan Amendment
- Hardship Mobile Home Permit
- Lot Line Adjustment
- Other Master Development Plan and Minor Use Permit 4,000
- Miscellaneous Permit
- Planned Development
- Second Unit Permit
- Sign Review
- Tentative Review
- Minor Land Division
- Subdivision
- Variance
- Zoning Amendment (Rezone)

8. Does the proposed project need approval by other governmental agencies?
 Yes no if yes, which agencies? _____

9. Which agencies/utilities provide the following services to the project? (Please note if not hooked up to sewer or water)
Electricity PG&E Natural Gas PG&E
Fire Protection South Placer Fire Water/Well PCWA
Sewer/Septic SPMUD Telephone Wave

High School Del Oro, 1 Elem. Sch. Loomis Grammar, N/A
Other _____

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

Date of list September 30, 2020 No problems identified None

Type of problem _____

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

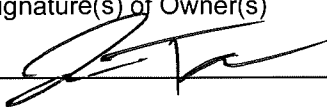
Dated 2/15/2021 Applicant _____

11. **Project Description (Describe the project so that a person unfamiliar with the project would understand the purpose, size, phasing, duration, required improvements, duration of construction activities, surrounding land uses, etc. associated with the project. Attach additional pages as necessary.)**

Refer to enclosed project description letter

12. **Owner Authorization:**

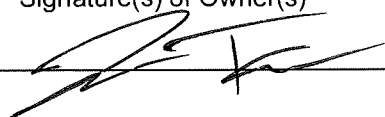
I hereby authorize Jared Taylor, the above-listed applicant, to make applications for project approvals by the Town of Loomis, regarding the above-described project and to receive all notices, correspondence, etc., from the Town regarding this project. I also hereby authorize the town staff to place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

Signature(s) of Owner(s)	Printed Name(s)	
	<u>Jared Taylor</u>	<u>2/15/2021</u>
		Date

Date

13. **Applicant and/or Owner Hold Harmless:**

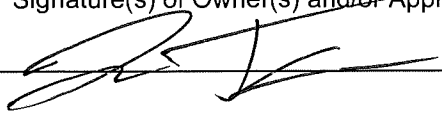
Owner, and Applicant (if different from Owner), agrees to hold Town harmless from all injuries, damages, costs and expenses, including attorney's fees resulting from the negligence of owner, and Applicant (if different from Owner), and their employees, contractors, subcontractors and agents, in connection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

Signature(s) of Owner(s)	Printed Name(s)	
	<u>Jared Taylor</u>	<u>2/15/2021</u>
		Date

Date

14. **Applicant and/or Owner Acknowledgment:**

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

Signature(s) of Owner(s) and/or Applicant	Printed Name(s)	
	<u>Jared Taylor</u>	<u>2/15/2021</u>
		Date

TOWN OF LOOMIS
PLANNING DEPARTMENT

ENVIRONMENTAL REVIEW APPLICATION

I. LAND USE AND PLANNING

1. Project Name (same as on Planning Application) Loomis Campground
2. What is the general land use category for the project? Commercial
(residential, commercial, industrial, etc.)
3. What are the number of units or gross floor area proposed? 34 (nubvu) 37 campsites
4. Are there existing facilities on the site? (buildings, wells, septic systems, parking, etc.) Yes [] No []
If yes, show on the site plan and describe. 1 existing building, 2 barns
5. Is adjacent property in common ownership? Yes [] No [] If yes, Assessor's Parcel Number (s) and acreage(s). _____
6. Describe previous land use(s) of the site over the last 10 years. Residential and office building use
Land has been goat grazing pasture.
7. Will the project require or provide storage for vehicles, equipment, materials, etc.? Yes [] No []
If yes, describe the location, size and type of storage (secured, covered, etc.) proposed. _____

II. POPULATION AND HOUSING

1. How many new residents will the project generate? 0
2. Will the project displace or require the relocation of any residential units? Yes [] No [] If yes, the number. _____
3. What changes in character of the neighborhood would result from project development? (surrounding land uses such as residential, agricultural, commercial, etc.) No changes to character of the neighborhood
4. Will the project create or destroy job opportunities? Create [] Destroy [] Describe 1 onsite resident manager
5. Will the proposed project displace any currently productive use? Yes [] No [] If yes, describe. _____

III. GEOLOGY AND SOILS

1. Are there any potential geologic hazards (soil settlement, steep slopes, slides, faults, etc.) associated with the project property or on surrounding properties? Yes [] No [] If yes, describe. _____

2. Will grading on the site be required? Yes No If yes, describe the grading anticipated for the project (locations, maximum depths/slopes of excavations and fills). _____
Creation of new driveway and roadway. Precise grading of each campsite parking spur.
Lot is currently mostly level. Onsite grading will balance.
- Estimate the grading area/quantities. _____ acres _____ cubic yards
3. Will site excavation and fill quantities balance? Yes No If no, describe the source(s) or disposal site(s), transport methods and haul routes required for grading materials. _____

4. Are retaining walls proposed? Yes No If yes, describe location(s), type(s), height(s), etc. _____

5. Describe the erosion potential of the project site and the measures that will be utilized to reduce erosion.
None. Existing drainage pattern to be maintained on property. No steep slopes exist which
could erode.
6. Will blasting be required during project construction? Yes No If yes, describe. _____

7. Are there any known natural economic mineral resources on the project site? (sand, gravel, mineral deposits, etc.) Yes No If yes, describe. _____

IV. HYDROLOGY AND DRAINAGE

1. Is there any body of water within or on the boundaries of the project site? (lake, pond, stream, canal, etc.)
 Yes No If yes, name/describe the body of water and show on the site plan. _____
Army Core of Engineers has issued JD for property.
2. If there is a body of water within or on the boundaries of the project site, will water be diverted from this water body? Yes No If yes, describe. _____
Army Core of Engineers has issued JD for property.
3. If water will be diverted, does the project applicant have an appropriate or riparian water right?
 Yes No If yes, describe. N/A
4. Where is the nearest off-site body of water such as a waterway, river stream, pond, canal, irrigation ditch or drainageway? Include the name of this water body, if applicable. Secret Ravine Creek
5. What area/percentage of the project site is presently covered by impervious surface? 5%
 What will be the area/percentage of impervious surface coverage after development? 15%
6. Will any runoff from the project site enter any off-site body of water? Yes No If yes, identify the destination of the runoff. _____

7. Will there be a discharge to surface waters of wastewater other than stormwater runoff? Yes No If yes, identify/describe the materials/contaminants present in this runoff. _____

8. Will the project result in the physical alteration of a body of water? Yes [] No [X] If yes, describe. _____
9. Will the drainage or runoff from this project cause or exacerbate downstream flooding? Yes [] No [X] If yes, describe. _____
10. Are there any areas of the project site that are subject to flooding or inundation? Yes [] No [X] If yes, describe. _____
11. Will the project alter existing drainage channels and/or drainage patterns? Yes [] No [X] If yes, describe. _____

V. AIR QUALITY

Note: Specific air quality studies may be required to be conducted as part of the project review/approval process. Such specific studies may be included with the submittal of this questionnaire.

1. Are there currently any known sources of air pollution such as an industrial use or major roadway in the vicinity of the project? Yes [] No [X] If yes, describe. _____
2. Describe the following emissions sources related to project development:
 Construction emissions - Extent and duration of site grading activities: Grading activities

 Stationary source emissions - Are woodstoves proposed in residential projects? Yes [] No [X]
 Mobile source emissions - Vehicle activities related to residential, commercial and/or industrial uses:
None

3. Based on proposed use, will the project significantly contribute to the violation of ambient air quality standards? Yes [] No [X] If yes, describe (may require the results from specific air quality studies).

4. Are there any sensitive receptors to air pollution (such as schools or hospitals) located in the vicinity of the project? Yes [] No [X] If yes, describe. _____
5. Describe measures that are proposed by the project to reduce stationary and mobile source emissions?
No stationary or mobile source emissions are proposed

6. Will vegetation be cleared from the project? Yes [] No [X] If yes, describe the method of disposal.

VI. TRANSPORTATION/CIRCULATION

Note: Detailed traffic studies prepared by a qualified traffic consultant may be required, following review of the information presented below. Such studies may be included with the submittal of this questionnaire.

1. Does the project front on a local roadway? Yes No If yes, what is the name of the roadway?
Brace Road and Highway 80

- If no, what is the name and distance of the nearest roadway? _____

2. Will new entrances onto local roadways be constructed. Yes No
If yes, describe. Existing driveway to be removed. New driveway to be created connecting to
Brace Road

3. Would any non-automobile traffic result from the development of the project? Yes No If yes, describe. _____

4. If applicable, what road standards are proposed within the project? 24' wide driveway throughout project

(Show typical street sections(s) on the site plan.)

5. Will a new entrance(s) onto local roadways be constructed? Yes No
If yes, show location(s) on site plan.

6. Describe any frontage improvements to the local roadway(s). New landscape buffer

7. Describe the traffic that will be generated by the project (average daily traffic [ADT], peak hour volumes and peak hour times/days). 100 trips per day maximum.

8. Will this traffic affect the service levels at an existing major street intersection or freeway interchange?
Yes No If yes, describe. _____

9. Are pedestrian, bicycle, equestrian and/or transit facilities proposed with the project? Yes No
If yes, describe. _____

10. Will the project require provisions for parking? Yes No If yes, describe the number, size, location and access of the parking facilities proposed. 5 vehicle parking stalls at office.
37 parking spurs in the 37 campsites

11. Will there be company vehicles associated with the project? Yes No If yes, describe the number and type of vehicles and the parking that will be provided for these vehicles (see 10, above). _____

VII. BIOLOGICAL RESOURCES

Note: Detailed studies or exhibits (e.g., tree survey, wetlands delineation) may be required, following a review of the information presented below. Such studies or exhibits may be included with the submittal of this questionnaire.

1. Briefly describe site vegetation. Dry grasses, weeds exist onsite.

2. Will any trees of 6-inches diameter breast height (dbh) or greater be removed as a result of project development? Yes No If yes, describe the number of trees to be removed, tree species, tree inches and the percentage of the trees on the site that the removals represent. 6 trees are proposed to be removed from the site. Tree species are oak and maple.

3. Briefly describe wildlife typically found in the area. None

4. Describe changes to site habitat(s) resulting from development of the project. None

5. Are any rare or endangered species (as defined in Section 15380, CEQA Guidelines) found in the project area? Yes No If yes, describe. _____

6. Are any federally-listed threatened species, or candidates for listing, found in the project area? Yes No If yes, describe. _____

7. Is there a rare natural community (monitored by the DFG Natural Diversity Data Base) present on the project site? Yes No If yes, describe. _____

8. Are there wetlands (i.e., seasonal wetlands, wetland swales, riparian corridor, etc.) on the project site? Yes No If yes, describe (type, acreage, etc.). _____

9. If yes, will project development affect these wetland areas? Yes No If yes, describe. _____

10. If yes, will a Corps of Engineers permit be required for disturbing site wetlands? Yes No

VIII. HAZARDOUS MATERIALS

Hazardous material are defined as any material that, because of its quantity, concentration or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste and any material (including oils, lubricants and fuels) which a handler or administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

1. Will the proposed project involve the handling, storage or transportation of hazardous materials?
Yes [] No [X]

If yes, attach a list of all hazardous materials to be handled/stored at the project site. The list needs to include (but is not limited to) fuels, chemicals, cleaners, lubricants, coolants, biocides, etc. A description needs to be included explaining how these materials will be managed, used, stored, disposed/recycled.

Describe any hazardous wastes that will be generated and detail how/where they will be stored and disposal of. Include an outline of the proposed chemical emergency spill response plan.

If yes, will the project involve the handling, storage or transportation of more than 55 gallons, 500 pounds or 200 cubic feet (STP) at any one time of a product or formulation containing hazardous materials or will any of these materials be stored in underground storage tanks? Yes [] No []

If yes, please contact the Placer County Environmental Health Division at 889-7335 for an explanation of additional requirements.

IX. NOISE

Note: Projects located near a major noise source and/or projects that will result in increased noise generation or exposure may require a detailed noise study (with any proposed mitigations) prior to environmental determination.

1. Is the project located near a major noise source? Yes [] No [X] If yes, describe. _____
Located adjacent to Highway 80 and Brace Road

2. Describe the noise that will be generated by this project, both during construction and following project development. _____
None other than vehicles maneuvering.

X. PUBLIC SERVICES

FIRE AND EMERGENCY MEDICAL SERVICES

1. Describe the nearest fire protection facilities (location, distance, agency). South Placer Fire Protection District Station 18. Located 1.6 miles from the project location

2. Describe the nearest emergency water source for fire protection purposes (type, location, distance, agency). Existing fire hydrant on Brace Road and proposed fire hydrant at new Brace Road driveway and proposed private fire hydrant at North end of the property.

3. Describe the fire hazard and fire protection needs created as a result of project development. _____
None.

4. Describe the on-site fire protection facilities proposed with this project. Two new fire hydrants are
proposed with the project

5. If this is a single access project, what is the distance from the project to the nearest through roadway/name of roadway? Project is adjacent to Brace Road and Dias Lane
6. Describe parking area access, number of spaces and entry/exit for emergency vehicles. 33 foot wide driveway with 24' drive isles for EVA. Excellent EVA circulation throughout site
7. Are there any site limitations that will limit accessibility by emergency service vehicles? Yes [] No [X]
If yes, describe. _____
8. Estimate the number of persons on-site (residents or employees/visitors) 20 to 60 camping people onsite at any time.

LAW ENFORCEMENT

1. Describe the access to the site and entrance features (gates, etc.). No gate, full access through new driveway
2. Describe the security protection that will be provided on the site, if any. CCTV cameras. Onsite manager.
3. Describe the location, visibility and lighting of vehicle and equipment storage areas. Lighting throughout the site

WATER

1. Is the project within a public domestic water system district or service area? Yes [X] No [] If yes, describe the district/area. PCWA
2. Can the district serve the project? Yes [X] No []
3. What will be the water source(s) for the project? One inch PCWA water service and 1/2" miners for irrigation.
4. What is the estimated usage and peak usage of the project? 1400 gpd/ 2750 gpd
5. Are there any existing or abandoned wells on the site? Yes [] No [X] If yes, describe (location, depth, yield, contaminants, etc.) _____

WASTEWATER

1. Is wastewater presently disposed on the site? Yes [] No [X] If yes, describe the method(s) and quantities (gpd). Existing septic system serving existing office structure
 2. Is the project located within a sewer district? Yes [X] No [] If yes, describe. SPMUD
- If yes, can the district serve the project? Yes [X] No []
- Is there sewer service in the area? Yes [X] No [] If yes, what is the distance to the nearest collector line? (E) 8" sewer lateral stubbed to SEC of property
3. What are the projected wastewater quantities (gpd) generated by the project and the proposed method of disposal? 1400 gpd to SPMUD sewer system

4. Will there be any unusual characteristics associated with project wastewater? Yes [] No [X] If yes, describe any special treatment processes that may be necessary for these wastes. _____
5. During the wettest time of year, is the groundwater level on the project site less than 8 feet below the surface of the ground? Yes [] No [X]

SOLID WASTE

1. Describe the type(s) of solid waste and estimate the quantities of waste per day/month that will be produced by the project. Specify if there are any special wastes (chemicals, infectious waste, oils, solvents, recyclables, etc.) Household camping typical waste. 2 four yard containers are proposed onsite
Proposed to be picked up once per week, or as needed.
2. Describe the disposal method of this waste material. Campers place their own waste into dumpster.
Dumpster is picked up by Recology.
3. Describe the access that will be provided to refuse removal vehicles and the location and design of recycling and refuse storage equipment. 24' wide drive isle is proposed with direct access to refuse containers.

PARKS AND RECREATION

1. What is the distance from the project to the nearest public park or recreation area? 1.7 miles
What is the name of this facility? Blue Anchor Park
2. Are any park or recreation facilities proposed as part of the project? Yes [X] No [] If yes, describe.
Childrens playground and dog walking area.

SCHOOLS

1. What are the nearest elementary and high schools to the project? Loomis Grammar School
Del Oro High School
- What are the distances to these schools from the project? 1.8 miles to Loomis Grammar School
2.5 miles to Del Oro High School

XI. AESTHETICS

1. Is the proposed project consistent/compatible with adjacent land uses and densities? Yes [X] No []
Describe the consistencies/compatibilities or inconsistencies/incompatibilities. 25' wide landscape buffer is proposed along Brace Road to screen the project.
No new construction is proposed with the project. Existing compatible building to remain.
2. Is the proposed project consistent/compatible with adjacent architectural styles? Yes [X] No []
Describe the consistencies/compatibilities or inconsistencies/incompatibilities. Existing building to remain has been a part of Loomis community since 1930.
The existing building is part of the creation of the local architectural style.
3. Describe the signage and/or lighting proposed by the project. One 25' tall freeway sign is proposed.
One 12' tall indirectly illuminated monument sign at Brace Road is proposed.

4. Is landscaping proposed? Yes No If yes, describe. Extensive locally driven landscaping is proposed adjacent to Brace Road and in the landscape setbacks. Shade trees are proposed throughout the project.
-
-

XII. CULTURAL RESOURCES

Note: If the project site is located on or near an archaeological, historical or paleontological site, specific studies may be required.

1. Does the project site support any archaeological, historical or paleontological features (e.g., Native American habitation sites, old foundations or structures, etc.)? Yes No If yes, describe. _____

2. What is the nearest archaeological, historical or paleontological site? Unknown

What is the name of this site? _____



**SOUTH PLACER
MUNICIPAL UTILITY DISTRICT**

May 3, 2021

Jared Taylor (jared@goldenpd.com)
Golden Property Development LLC
5847 Brace Road
Loomis, CA 95650

Subject: Will Serve for 5847 Brace Road (APN 044-150-047)

Dear Jared Taylor,

The above property is within the service area of the South Placer Municipal Utility District (the District) and is eligible for sewer service.

All sewer service which the District may hereafter provide to said lands or any portion thereof will be subject to all ordinances, resolutions, rules and regulations, taxes, charges, fees and assessments of the District which may now or hereafter be in effect.

The design and construction of all on-site and off-site facilities which may be required as a result of this project, including the acquisition and granting of sewer easements, will be the responsibility of the developer/owner. All work shall conform to the Standard Specifications of SPMUD. Improvement plans shall be submitted to SPMUD for review and approval.

All weather access to and over District facilities is required and is not to be obstructed by fencing, landscaping, retaining walls, parking or other limiting improvements.

Connection to the sewer for this project is subject to payment of additional fees under the terms of existing refund agreements.

This letter does not constitute a reservation of capacity in the District's sewage treatment facilities, nor does it constitute the assumption of a utility obligation to said lands or any portion thereof by the District.

Wastewater treatment service is provided by the District through a series of regional agreements between the South Placer Wastewater Authority, the District, the City of Roseville, and Placer County. The District may be rendered unable to provide sewer service to said lands due to prohibitions or restrictions which may be imposed upon it by federal or state regulatory agencies having jurisdiction or due to conditions caused by an Act of God. Prohibitions and/or restrictions

may be imposed at the Regional Wastewater Treatment Plant on the plant's capacity in accordance with existing agreements; this may also impact the District's ability to accept new applications for sewer service for the project. No prohibitions or restrictions currently exist.

This letter shall be of no force or effect after the expiration of 365 calendar days from the date hereof, but may at the discretion of the District, be renewed or extended upon application of the developer/owner of the land referred to herein or their agent.

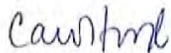
All non-residential development within the District is subject to the requirements of the City of Roseville Industrial Wastewater Ordinance in accordance with Chapter 14.26 of the Roseville Municipal Code, as adopted by the District Sewer Code.

Please note that the District's Standard Specifications and Improvement Standards for Sanitary Sewers can be viewed at the District's website:

<https://spmud.ca.gov/specifications-and-ordinances>

Please do not hesitate to contact me at (916) 786-8555 extension 311 or chuff@spmud.ca.gov if you have any questions or need additional information.

Sincerely,



Carie Huff, P.E.
District Engineer



Mary Beth Van Voorhis

From: Brian Silva <BSilva@placer.ca.gov>
Sent: Monday, November 8, 2021 11:16 AM
To: Mary Beth Van Voorhis
Subject: RE: Application #21-04 - Loomis Campground - Agency Referral Package

Sheriff's Office has no issues and is willing to provide input for security cameras as noted in the use permit.

Brian Silva, Lieutenant
Placer County Sheriff's Office
South Placer Substation Commander
916 652-2410 Desk
530 308-1101 Cell
bsilva@placer.ca.gov



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From: Mary Beth Van Voorhis <mvanvoorhis@loomis.ca.gov>
Sent: Friday, November 5, 2021 11:53 AM
To: Mary Beth Van Voorhis <mvanvoorhis@loomis.ca.gov>
Subject: [EXTERNAL] Application #21-04 - Loomis Campground - Agency Referral Package

Good morning Agencies:

Please find attached a referral request for a new project #21-04 "Loomis Campground" at 5847 Brace Road, Loomis, CA 95650.

We would appreciate hearing from you by Wednesday, November 24, 2021 regarding any concerns your agency may have with the proposed project.

Thank you,
Mary Beth

Mary Beth Van Voorhis
Town of Loomis, Planning Director
3665 Taylor Road, PO Box 1330, Loomis, CA 95650
(916) 824-1514 - mvanvoorhis@loomis.ca.gov
Town Hall Public Office Hours: Monday through Friday – 8:00 am to 5:00 p.m..

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Mary Beth Van Voorhis

From: Anna Starkey <astarkey@auburnrancheria.com>
Sent: Tuesday, November 16, 2021 3:01 PM
To: Mary Beth Van Voorhis
Subject: #21-04 Conditional Use Permit/Design Review & Minor Use Permit (5847 Brace Road)
Attachments: 6_Conditions_of_Approval.pdf

Good afternoon,

Thank you for the notification for the project referenced above. We've reviewed the location in our database and show no recorded tribal cultural resources in the project location but several in close proximity. Can you tell me if any of the trees on site will be removed?

As this project will be exempt, we hope that the attached conditions of approval will be accepted in the permit package, addressing the potential for unanticipated discoveries. The Tribe would like to be notified in case cultural items are uncovered so that we may treat them appropriately.

Thank you,
Anna Starkey

*The United Auburn Indian Community is now accepting electronic consultation request, project notifications, and requests for information! Please fill out and submit through our website. Do not mail hard copy letters or documents. <https://auburnrancheria.com/programs-services/tribal-preservation> **Bookmark this link!***



Anna M. Starkey, M.A., RPA
Cultural Regulatory Specialist
Tribal Historic Preservation Department | UAIC
10720 Indian Hill Road
Auburn, CA 95603
Direct line: (916) 251-1565 | Cell: (530) 863-6503
astarkey@auburnrancheria.com | www.auburnrancheria.com

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MEMORANDUM

DATE: November 24, 2021
TO: Mary Beth Van Voorhis, Town of Loomis
FROM: Laura Rath, REHS
SUBJECT: 21-04, Loomis Campground CUP/DSA, APN 44-150-047

Environmental Health has reviewed the above-mentioned application and has the following comments that need to be addressed prior to review of the project:

- 1) The proposed project description indicates that the parcel will be developed with 34 RV campsites. The project is proposed to be split into 2 Phase. Phase 1 the applicant is proposing that the project campsites will utilize a dump station for sewage disposal and Phase 2 will be the connection to public sewer for sewage disposal. Environmental Health and the Placer County Code would not support this phased proposal with Phase 1 utilizing a dump station. The project must connect to public sewer for all phases.
- 2) Provide an updated project description eliminating the proposed Phases and that the project will connect to public sewer.
- 3) On the site plan indicate the location of the existing septic system serving the structure onsite. The existing septic tank will need to be properly abandoned under permit with Environmental Health.
- 4) Provide a will serve letter from SPMUD, dated within the last year, indicating that they can serve the proposed project. The project will be required to connect to public sewer.
- 5) Provide a will serve letter from PCWA, dated within the last year (the one on file is older than a year) indicating that they can serve the project. The project will be required to connect to treated water.

MEMORANDUM

- 6) Provide a will serve letter from Recology, dated within the last year (the one on file is older than a year) indicating that they can serve the project and that the trash enclosure access is acceptable.



November 30, 2021

Jared Taylor
Golden Property Development LLC
5847 Brace Road
Loomis, CA 95650

Project Site: 5847 Brace Road, Loomis, CA 95650

RE: Will Serve

Dear Jared:

Recology Auburn Placer has reviewed and approved the plans for your project located in Placer County. We will provide weekly solid waste service when the project is completed. To set up services, please give the office a call at (530) 885-3735.

Please call or e-mail me if you require any additional information or visit our web site at Recology.com

Sincerely,

Jay Stratton

Jay Stratton
Operations Supervisor
Recology Auburn Placer

Tribal Cultural Resources Conditions of Approval

The following conditions of approval are intended to minimize impacts to existing or previously undiscovered Tribal Cultural Resources (TCRs), archaeological, or cultural resources for any future ground disturbing activities. These conditions are a binding and enforceable agreement that the actions below shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency, or another agency designated by the lead agency.

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074).

The Tribal Representative will make recommendations for further evaluation and treatment as necessary. Tribal Representatives act as a representative of their Tribal government and are qualified professionals that have the authority and expertise to identify sites or objects of cultural value to Native American Tribes and recommend appropriate treatment of such sites or objects. If human remains, or suspected human remains, are discovered the appropriate state and federal laws shall be followed.

Preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. When avoidance is infeasible, the preferred treatment by UAIC is to record the resource, minimize handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location nearby where they will not be subject to future impacts.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA have been satisfied.



¹ This proposed measure includes the suggested template language to assist lead agencies, and their consultants, in understanding the Tribe's policies and expectations. All measures are subject to periodic review and change by the consulting Tribe to reflect best practices and to be worded on a project scope and site specific basis.

Mary Beth Van Voorhis

From: Town Engineer
Sent: Friday, December 10, 2021 10:19 AM
To: Jared T
Cc: Mary Beth Van Voorhis
Subject: RE: FW: Campground Project - Engineering Conditions of Approval
Attachments: 20211210102416254.pdf; 0517_001.pdf

Hi Jared,

Thanks for the survey exhibit. Attached is what I had in mind in terms of what seemed reasonable as a right of way dedication. Also attached is a sample of what the "Irrevocable Offer of Dedication" looks like, from a recent parcel that needed to do the same thing.

And as we discussed, no frontage improvements within the right of way are being required. Just what you need to do as part of your project.

Thanks,

Merrill Buck
Loomis Town Engineer
(916) 824-1518 direct
(650) 455-7829 cell

From: Jared T <jaredttaylor@gmail.com>
Sent: Friday, December 10, 2021 9:36 AM
To: Town Engineer <TownEngineer@loomis.ca.gov>
Subject: Re: FW: Campground Project - Engineering Conditions of Approval

Merrill,

Thank you for speaking with me today. Attached is the survey, you can see the monuments and jogging property lines. Can you please reply to confirm the proposed future dedication area as discussed.

Thank you,

Jared Taylor
jaredttaylor@gmail.com
805 440 7537

On Wed, Dec 8, 2021 at 6:48 PM Town Engineer <TownEngineer@loomis.ca.gov> wrote:

Hi Jared,

Neat project. Wishing you success. Let's talk tomorrow. Easier to discuss what I've pasted below by phone.

Thanks,

Merrill Buck

Loomis Town Engineer

(916) 824-1518 direct

(650) 455-7829 cell



Town of Loomis – Engineering Comments 12/8/2021
IMPROVEMENTS (ROADWAY, DRAINAGE, GRADING)

1. _____ Under the authority of the Town of Loomis Municipal Code Section 12.20.010, the developer shall dedicate and record an Irrevocable Offer of Dedication to the Town of Loomis for a right-of-way easement along the frontage of the property starting at the western corner of the property's frontage and continuing parallel to Brace Road across the entire frontage. This is to accommodate future roadway widening and/or the construction of a left turn pocket onto Dias Lane. No improvements within the right-of-way dedication are being asked of the developer, other than those proposed to serve the campground.
2. _____ An Encroachment Permits shall be obtained from the Engineering Division prior to initiating any work within existing public right-of-way.
3. _____ Should the amount of cut plus the amount of fill exceed 50 cubic yards, a grading permit will need to be obtained from the Engineering Division.
4. _____ The developer shall reimburse the Town of Loomis for the actual cost of inspection related to on-site (Grading Permit) or off-site (Encroachment Permit) work.
5. _____ The developer shall submit a drainage plan, subject to review and approval of the Town Engineer that includes an erosion and sediment control plan that complies with the Town's Storm Water Management Program.
6. _____ The developer shall construct the project in accordance with the Placer County Storm Water Management Manual such that post-development runoff flows do not exceed pre-development flows. This is typically achieved through the use of a drainage plan that includes provisions for on-site detention of runoff flows.

Pacific Gas and Electric Company
Service Planning Department
Sierra Division

12840 Bill Clark Way
Auburn, Ca. 95602
Phone: 925-519-6212



October 24, 2020

Jared Taylor
Golden Property Development LLC
5847 Brace Road
Loomis, CA 95650
(805) 440 7537 Tel.
jared@goldenpd.com
www.goldenpd.com

Re: Will Serve Letter

Project Name: RV Park Brace Road
Project Address/ Lot Number: 5847 Brace Rd, Loomis
Notification: 119780048

Hello Jared Taylor,

Per the email request from you, this letter is to document PG&E's ability to serve your new development at 5847 Brace Road, Loomis, Ca. 95650 with 1200A, 120/208v 3p 4w electric extension service.

PG&E is committed to addressing customer service needs and performing critical and essential work during the COVID-19 pandemic. We recognize the impact a potential delay has on our new business customers, but our goal during this rapidly changing situation is to keep our employees and the public safe. We will be reaching out to customers whose service planning work will be impacted as soon as information becomes available. Please visit pge.com to find out more information about what PG&E is doing to help keep our customers and employees safe.

Electric extension service by Pacific Gas and Electric Company is available to the area surrounding 5847 Brace Road, as indicated on the site drawing provided to us.

Service to this facility will be made in accordance with PG&E's Gas & Electric Rules and Tariffs on file with the State of California Public Utilities Commission at the time that the Applicant applies for service and in accordance with any required Land and Environmental reviews.

This is to advise that financial arrangements have not yet been made with Pacific Gas and Electric Company for the installation of our facilities to serve 5847 Brace Road.

Please refer any inquiries to George Rogers at or george.rogers@pge.com

Sincerely,

George Rogers

Senior New Business Representative
Pacific Gas & Electric Company
Service Planning | 12840 Bill Clark Way
Auburn, CA 95602
Cell: 925-519-6212
Email: : George.Rogers@pge.com

Mary Beth Van Voorhis

Subject: FW: FW: Application #21-04 - Loomis Campground - Agency Referral Package

From: Newell, Justin <J2NF@pge.com>

Sent: Friday, January 28, 2022 10:00 AM

To: Jared T <jaredttaylor@gmail.com>

Subject: RE: FW: Application #21-04 - Loomis Campground - Agency Referral Package

Good Morning Jared,

Thank you for providing the revised plans and locating the dump station outside of the easement. I acknowledge that is no longer an issue.

Justin Newell | Land Agent | Land Rights Records

Pacific Gas and Electric Company

916-594-4068



Click here to access the [PG&E Greenbook](#)

Click here to [Submit an Application](#)

Click here to access [Customer Connections Online](#)



PLACER COUNTY WATER AGENCY
SINCE 1957

BUSINESS CENTER

144 Ferguson Road

MAIL

P.O. Box 6570

Auburn, CA 95604

PHONE

530.823.4850

800.464.0030

WWW.PCWA.NET

January 27, 2022

File No.: WA/LOCATION

Map No.: 30-A-13

Jared Taylor
Golden West Properties
5847 Brace Road
Loomis, CA 95650

SUBJECT: Water Availability for 5847 Brace Road RV Park

Dear Mr. Taylor:

This letter is written in response to your water availability request dated January 27, 2022 and is intended to apprise you of the current status of water availability from the Agency's treated water system located at 5847 Brace Road, Loomis; APN 044-150-047. The Agency does not reserve water for prospective customers and this letter in no way confers any right or entitlement to receive water service in the future. The Agency makes commitments for service only upon execution of a facilities agreement or Agency approved infill application, and the payment of all fees and charges required by the Agency.

The Agency is currently serving treated water to the above-mentioned parcel by an existing 5/8-inch meter connected to the Agency's 12-inch treated water main located in Brace Road. In order to obtain service, the developer will have to enter into a facilities agreement with the Agency to provide any on site or off site pipelines or other facilities that are needed to supply water for domestic or fire protection purposes, and pay all fees and charges required by the Agency including the Water Connection Charges. Please contact Customer Services at (530) 823-4850 for the required forms and fees.

The Agency serves raw water to the above mentioned parcel from the Agency's Eastside Canal. Several surrounding properties are served by the Agency from this canal. Private raw water pipelines from the canal may exist across the subject property. Service to other customers whose private pipe may traverse the property shall be protected. **WARNING: Raw Untreated Water is Unfit for Human Consumption.**

All water availability is subject to the limitations described above and the prior use by existing customers. If you have any questions, please call me at the Engineering Department at (530) 823-4886.

Sincerely,



Richard Wirth
Assistant Engineer

RW:ts

pc: Daryl Hensler
Ken Yunk
Lance Hartung
Field Services
Customer Service
Enc: Map No. 30-A-13



Attachment D

California Tree and Landscape Consulting, Inc.

May 17, 2021

Jared Taylor
Golden Property Development LLC
Via Email: jared@goldenpd.com

PRELIMINARY ARBORIST REPORT & TREE INVENTORY

RE: 5847 Brace Road, Town of Loomis, California

Executive Summary:

Jared Taylor, on behalf of the property owner, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the protected trees on the site or within 25' of development for purposes of evaluating the impacts to the trees from the proposed development plans by Atteberry & Associates¹. The property is located at 5847 Brace Road (APN #044-150-047-000) and falls within the jurisdiction of the Town of Loomis, California. See Supporting Information Appendix 1 –Tree Location Map.

Cathie Bown ISA Certified Arborist WE-13086A was on site April 26, 2021 to provide species identification, measurements of diameter and canopy, field condition notes, and arborist ratings for each tree. A total of 53 trees were included in the survey, of which, 46 are located on the property and 7 are located on the neighboring properties but were included in the inventory because they may be impacted by the proposed development. 31 of the inventoried trees are protected according to the Town of Loomis Tree Preservation Ordinance 252.

Tree Species	Trees Inventoried	Protected Trees on the Site ²	Protected Trees proposed for Removal	Diameter Inches Proposed for Removal	Trees impacted by the proposed development and requiring special protection measures ³
Interior Live Oak, <i>Quercus wislizenii</i>	9	8	6	90	3 (#4010, 4042, 4043)
Valley Oak, <i>Quercus lobata</i>	22	18	15	121	3 (#4037, 4049, 4050)
Other Landscape Species (14 are proposed for Removal)	22	-	-	-	8 (#4001, 4002, 4003, 4004, 4006, 4038, 4039, 4053)
Totals:	53	31		211 ⁴	

See Appendices for specific information on each tree and mitigation requirements

¹ Preliminary grading plan, sheet 1 of 2, not dated

² CalTLC is not a licensed land surveyor. Tree locations are approximate and we do not determine tree ownership. Trees which appear to be on another parcel are listed as off-site and treated as the property of that parcel.

³ A Tree Protection Plan is recommended for the trees to remain on the site.

⁴ 9 of these trees are dead and/or dying. These trees should not require mitigation. Diameter inches requiring mitigation is 132.

See Appendix 2 (Part 2 – Mitigation)

METHODS

Appendix 2 in this report is the detailed inventory of the trees. The following terms will further explain our methods and findings.

The protected trees evaluated as part of this report have a numbered tag that was placed on each one that is 1-1/8" x 1-3/8", green anodized aluminum, "acorn" shaped, and labeled with a pre-stamped tree number. They are attached with a natural colored aluminum 10d nail, installed at approximately 6 feet above ground level on the approximate north side of the tree. The tag should last ~10 – 20+ years depending on the species, before it is enveloped by the trees' normal growth cycle.

A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPhone or Samsung. The data was then processed in ESRI's ArcMap by Julie McNamara, M.S. GISci, to produce the tree location map.

Tree Measurements: DBH (diameter breast high) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A steel diameter tape was used to measure the DBH for all trees. A Stanley laser distance meter was used to measure distances and/or pacing was used to estimate canopy measurements. Canopy radius measurements may also have been estimated due to obstructions, such as steep slopes or other trees.

Terms

Field Tag #	The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree.
Old Tag #	If additional field tags are found on the trees and are legible, they are listed here.
Species	The species of a tree is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics.
DBH	Diameter breast high' is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted in the next column "measured at"
Measured at	Height above average ground level where the measurement of DBH was taken
Canopy radius	The farthest extent of the crown composed of leaves and small twigs. Most trees are not evenly balanced. This measurement represents the longest extension from the trunk to the outer canopy. The dripline measurement is from the center point of the tree and is shown on the Tree Location Map as a circle. This measurement can further define a protection zone if specified in the local ordinance as such or can indicate if pruning may be required for development.

Protected Root Zone The radius of the protected root zone is a circle equal to the trunk diameter inches converted to feet and factored by tree age, condition and health pursuant to the industry standard. Best Management Practices: Managing Trees During Construction, the companion publication to the Approved American National Standard, provides guidance regarding minimum tree root protection zones for long term survival. In instances where a tree is multi-stemmed the protected root zone is equal to the extrapolated diameter (sum of the area of each stem converted to a single stem) factored by tree age, condition and health.

Arborist Rating Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection.

No problem(s)	Excellent	5	No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect
No apparent problem(s)	Good	4	The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.
Minor problem(s)	Fair	3	The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated and/or health can be improved.
Major or uncorrectable problems (2)	Poor	2	The tree has major problems. If the option is taken to preserve the tree, additional evaluation to identify if health or structure can be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. Additionally, risk should be evaluated as a tree rated 2 may have structural conditions which indicate there is a high likelihood of some type of failure. Tree rated 2 should be removed if these additional evaluations will not be performed.
Extreme problem(s)	Hazardous	1	The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.
Dead	Dead	0	This indicates the tree has no significant sign of life.

Notes: Provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed (for example - why dbh may have been measured at a location other than the standard 54"). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

Actions	Recommended actions to increase health and longevity.
Development Impacts	Projected development impacts are based solely on distance relationships between tree location and grading. Field inspections and findings during the project at the time of grading and trenching can change relative impacts. Closely followed guidelines and requirements can result in a higher chance of survival, while requirements that are overlooked can result in a dramatically lower chance of survival. Impacts are measured as follows:

Impact Term:**Long Term Result of Impact:**

Negligible	Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone are less than 5%.
Minor	Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected Root Zone are less than 15% and species tolerance is good.
Moderate	Tree is likely to show moderate symptoms. Chance of survival post development is fair. Impacts to the Protected Root Zone are less than 35% and species tolerance is good or moderate.
Severe	Tree is likely to show moderate symptoms annually and a pattern of decline. Chance of long term survival post development is low. Impacts to the Protected Root Zone are up to 50% and species tolerance is moderate to poor.
Critical	Tree is likely to show moderate to severe symptoms annually and a pattern of decline. Chance of long term survival post development is negligible. Impacts to the Protected Root Zone are up to 80%.

DISCUSSION

Trees need to be protected from normal construction practices if they are to remain on the site and are expected to survive long term. While construction damage in the root zone is often the death of a tree, the time from when the damage occurs to when the symptoms begin and/or the tree dies can be years. Our recommendations are based on experience and the local ordinance requirements to enhance tree longevity. It requires the calculated root zone must remain intact as an underground ecosystem despite the use of heavy equipment to install foundations, driveways, underground utilities, and landscape irrigation systems. Simply walking and driving on soil can have serious consequences to tree health. The Tree Preservation Requirements and General Development Guidelines should be incorporated into the site plans and enforced onsite. The project arborist should be included in the development team during construction to provide expertise and make additional recommendations if additional impacts occur or tree response is poor.

Root Structure

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy. The correct root structure of a tree is in the drawing below. All plants' roots need both water and air for survival. Poor canopy development or canopy decline in mature trees after development is often the result of inadequate root space and/or soil compaction.



The reality of where roots are generally located

Pruning Mature Trees for Risk Reduction and/or Development Clearance

There are few good reasons to prune mature trees. Removal of deadwood, directional pruning, removal of decayed or damaged wood, and end-weight reduction as a method of mitigation for structural faults are the only reasons a mature tree should be pruned. Live wood over 3" should not be pruned unless absolutely necessary. Pruning cuts should be clean and correctly placed. Pruning should be done in accordance with the American National Standards Institute (ANSI) A300 standards.

Pruning causes an open wound in the tree. Trees do not "heal" they compartmentalize. It is far better to use more small cuts than a few large cuts as small pruning wounds reduce risk while large wounds increase risk. Any wound made today will always remain, but a healthy tree, in the absence of decay in the wound, will 'cover it' with callus tissue. Large, old pruning wounds which did not close with callous tissue often have advanced decay. These wounds are a likely failure point. Mature trees with large wounds have a high risk of failure.

Overweight limbs are a common structural fault in suppressed trees. There are two remedial actions for over-weight limbs (1) prune the limb to reduce the extension of the canopy, or (2) cable the limb to reduce movement. Cables do not hold weight they only stabilize the limb and additionally require annual inspection.

Arborist Classifications

There are different types of Arborists:

Tree Removal and/or Pruning Companies: These companies may be licensed by the State of California to do business as a tree removal company, but they do not necessarily know anything about trees biology.

Arborists: Arborist is a broad term intended to mean someone with specialized knowledge of trees, but it is often used to imply knowledge that is not there.

ISA Certified Arborist: An International Society of Arboriculture Certified Arborist is someone who has trained, met the qualifications for application, and been tested to have specialized knowledge of trees. You can look up certified arborists at the International Society of Arboriculture website: isa-arbor.org.

Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and then tested to have specialized knowledge of trees; and trained and tested to provide high quality reports and documentation. You can look up registered consulting arborists at the American Society of Consulting Arborists website: ASCA-consultants.org.

Decay in Trees

Decay (in General): Fungi cause all decay of living trees. Decay is considered a disease because cell walls are altered, wood strength is affected, and living sapwood cells may be killed. Fungi decay wood by secreting enzymes. Different

types of fungi cause different types of decay through the secretion of different chemical enzymes. Some decays, such as white rot, cause less wood strength loss than others because they first attack the lignin (causes cell walls to thicken and reduces susceptibility to decay and pest damage) secondarily the cellulose (another structural component in a cell walls). Others, such as soft rot, attack the cellulose chain and cause substantial losses in wood strength even in the initial stages of decay. Brown rot causes wood to become brittle and fractures easily with tension. Identification of internal decay in a tree is difficult because visible evidence may not be present.



According to Evaluation of Hazard Trees in Urban Areas (Matheny, 1994) decay is a critical factor in the stability of the tree. As decay progresses in the trunk, the stem becomes a hollow tube or cylinder rather than a solid rod. This change is not readily apparent to the casual observer. Trees require only a small amount of bark and wood to transport water, minerals and sugars. Interior heartwood can be eliminated (or degraded) to a great degree without compromising the transport process. Therefore, trees can contain significant amounts of decay without showing decline symptoms in the crown. Compartmentalization of decay in trees is a biological process in which the cellular tissue around wounds is changed to inhibit fungal growth and provide a barrier against the spread of decay agents into additional cells. The weakest of the barrier zones is the formation of the vertical wall. Accordingly, while a tree may be able to limit decay progression inward at large pruning cuts, in the event that there are more than one pruning cut located vertically along the main trunk of the tree, the likelihood of decay progression and the associated structural loss of integrity of the internal wood is high.



Oak Tree Impacts

Our native oak trees are easily damaged or killed by having the soil within the Protected Root Zone (PRZ) disturbed or compacted. All of the work initially performed around protected trees that will be saved should be done by people rather than by wheeled or track type tractors. Oaks are fragile giants that can take little change in soil grade, compaction, or warm season watering. Don't be fooled into believing that warm season watering has no adverse effects on native oaks. Decline and eventual death can take as long as 5-20 years with poor care and inappropriate watering. Oaks can live hundreds of years if treated properly during construction, as well as later with proper pruning, and the appropriate landscape/irrigation design.

RECOMMENDATIONS: SUMMARY OF TREE PROTECTION MEASURES

The Owner and/or Developer should ensure the project arborist's protection measures are incorporated into the site plans and followed. Tree specific protection measures can be found in Appendix 2 – Tree Information Data.

- Identify the Root Protection Zones on the final construction drawings and show the placement of tree protection fencing pursuant to the Town requirements and Exhibit C.
- The project arborist should inspect the fencing prior to grading and/or grubbing for compliance with the recommended protection zones.
- Identify the areas to be irrigated, fertilized and mulched on the final construction drawings and tree with recommended chemical treatments pursuant to the project arborist's recommendations.

- The project arborist should directly supervise the irrigation, fertilization, placement of mulch and chemical treatments.
- All stumps within the root zone of trees to be preserved shall be ground out using a stump router or left in place. **No trunk within the root zone of other trees shall be removed using a backhoe or other piece of grading equipment.**
- Prior to any grading, or other work on the site that will come within 50' of any tree to be preserved, irrigation will be required from April through September and placement of a 4-6" layer of chip mulch over the protected root zone of all trees that will be impacted. Chips should be obtained from onsite materials and trees to be removed.
- Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site. The Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist.
- Clearly designate an area on the site outside the dripline or protection zone (whichever is greater) of all trees where construction materials may be stored, and parking can take place. No materials or parking shall take place within the root zones of protected trees.
- Any and all work to be performed inside the protected root zone fencing shall be supervised by the project arborist.
- Trenching inside the protected root zone shall be by a hydraulic or air spade, placing pipes underneath the roots, or boring deeper trenches underneath the roots.
- Include on the plans an Arborist inspection schedule to monitor the site during (and after) construction to ensure protection measures are followed and make recommendations for care of the trees on site, as needed.
- Follow all of the General Development Guidelines, Appendix 3, for all to remain on the site and/or on neighboring properties and in the easement areas.

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ISA Tree Risk Assessment Qualified

Appendix 1 – Tree Removal Plan (by Morton & Pitalo)

Appendix 2 – Tree Data

Appendix 3 – General Development Guidelines

Appendix 4 – Site Photos

Appendix 5 – Scorecards

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APPENDIX 2, PART 1 – TREE INFORMATION DATA

Field Tag #	Old Tag #	Protected By Code	Offsite	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4001	2118	No		Olive	Olea sp.	13	54	14	3 Fair - Minor Problems	Multi 7,5,5,6,4,5 one sided canopy west	Impacted
4002	2115	No		Olive	Olea sp.	19	54	18	3 Fair - Minor Problems	Multi 9,13,8,6 multiple pruning cuts	Impacted
4003		No		Bur Oak hybrid	Quercus macrocarpa	8	54	13	3 Fair - Minor Problems	One sided north suppressed	Impacted
4004		No		Upright Juniper	Juniperus sp.	10	54	12	3 Fair - Minor Problems	Multi 8,7	Impacted
4005	2111	No		Red River Gum	Eucalyptus camaldulensis		54	0	0 Dead	Grove of 9 dead eucalyptus ranging 4-8", some had old tags: 2114,2113,2112,2109	Proposed Removal
4006	2108	No		Red River Gum	Eucalyptus camaldulensis	51	54	35	3 Fair - Minor Problems	Multi 46.5,22, street tree	Impacted
4007	2106	Yes		Valley Oak	Quercus lobata	12	54	10	0 Dead	10,7 no foliage	Proposed Removal
4008	2107	Yes		Valley Oak	Quercus lobata	9	54	10	3 Fair - Minor Problems	Multi 7,5 leans north, epicormic growth	Proposed Removal
4009	2105	Yes		Valley Oak	Quercus lobata	12.5	54	15	1 Extreme Structure or Health Problems	Very sparse canopy, epicormic growth but otherwise appears dead	Proposed Removal
4010	2103	Yes		Interior Live Oak	Quercus wislizeni	12	54	15	3 Fair - Minor Problems	Street tree, small branch deadwood	Impacted
4011		No		Almond	Prunus dulcis	16	54	12	3 Fair - Minor Problems	Multi 10,7,7,8 small branch deadwood	Proposed Removal

Field Tag #	Old Tag #	Protected By Code	Offsite	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4012		Yes	Interior Live Oak	Quercus wislizeni	Quercus wislizeni	23	54	20	3 Fair - Minor Problems	Multi 12,13,11,6,7 small branch deadwood, tag placed on west side	Proposed Removal
4013		No	White Mulberry	Morus alba	Morus alba	11	54	14	3 Fair - Minor Problems	Leans west one-sided	Proposed Removal
4014		No	Pecan	Carya illinoensis	Carya illinoensis	13	54	12	3 Fair - Minor Problems	Trunk leans north, multi 11,7, smaller branch leans east	Proposed Removal
4015		Yes	Valley Oak	Quercus lobata	Quercus lobata	11	54	12	3 Fair - Minor Problems	Leans southeast	Proposed Removal
4016		Yes	Interior Live Oak	Quercus wislizeni	Quercus wislizeni	25	54	26	3 Fair - Minor Problems	Most of canopy leans west splits at 4 feet 16,13,14	Proposed Removal
4017		No	Gray Pine	Pinus sabiniana	Pinus sabiniana	33	54	30	3 Fair - Minor Problems	26,21 at 1 ft, above average deadwood	Proposed Removal
4018		Yes	Valley Oak	Quercus lobata	Quercus lobata	17	54	20	1 Extreme Structure or Health Problems	Very sparse new growth, trunk covered in webbing	Proposed Removal
4019		Yes	Valley Oak	Quercus lobata	Quercus lobata	15	54	20	3 Fair - Minor Problems	Small branch deadwood, epicormic growth	Proposed Removal
4020		Yes	Interior Live Oak	Quercus wislizeni	Quercus wislizeni	10	54	20	3 Fair - Minor Problems	Small branch deadwood	Proposed Removal
4021		No	Fremont Cottonwood	Populus fremontii	Populus fremontii	10	54	15	1 Extreme Structure or Health Problems	Leans southwest, very sparse foliage	Proposed Removal

Field Tag #	Old Tag #	Protected By Code	Offsite	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4022		No		Fremont Cottonwood	Populus fremontii	10	54	12	1 Extreme Structure or Health Problems	Leans south, very sparse foliage	Proposed Removal
4023		No		Fremont Cottonwood	Populus fremontii	16	54	12	3 Fair - Minor Problems	Small branch deadwood	Proposed Removal
4024		No		Fremont Cottonwood	Populus fremontii	11	54	20	2 Major Structure or Health Problems	Canopy leans south, large branch failure at approximately 30 feet	Proposed Removal
4025		Yes		Interior Live Oak	Quercus wislizeni	10	54	12	3 Fair - Minor Problems	Above average deadwood, medium branch failures, leans slightly west	Proposed Removal
4026		Yes		Valley Oak	Quercus lobata	14	54	15	1 Extreme Structure or Health Problems	Very sparse foliage only at tip of canopy otherwise tree appears dead	Proposed Removal
4027		Yes		Interior Live Oak	Quercus wislizeni	13	54	20	3 Fair - Minor Problems	Multi at 2 ft -11.6 small branch deadwood	Proposed Removal
4028		Yes		Valley Oak	Quercus lobata	10.5	54	15	1 Extreme Structure or Health Problems	Canopy leans south, very sparse foliage, one sided south	Proposed Removal
4029		Yes		Valley Oak	Quercus lobata	13.5	54	20	1 Extreme Structure or Health Problems	Canopy leans west one sided, very sparse foliage, appears dead, trunk covered in webbing	Proposed Removal
4030		Yes		Valley Oak	Quercus lobata	7	54	4	3 Fair - Minor Problems	Canopy leans north one sided, very sparse foliage, trunk covered in webbing	Proposed Removal

Field Tag #	Old Tag #	Protected By Code	Offsite	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4031		Yes		Interior Live Oak	Quercus wislizeni	9	54	12	3 Fair - Minor Problems	Canopy leans north one sided, trunk covered in webbing	Proposed Removal
4032		Yes		Valley Oak	Quercus lobata	15	54	18	2 Major Structure or Health Problems	Very sparse foliage covered in webbing	Proposed Removal
4033		Yes		Valley Oak	Quercus lobata	13	54	12	2 Major Structure or Health Problems	Epicormic growth only on lower canopy, top of tree appears dead	Proposed Removal
4034		No		Fremont Cottonwood	Populus fremontii	19	54	20	3 Fair - Minor Problems	11,16 at grade, smaller branch leans east, epicormic growth, small limb deadwood	Proposed Removal
4035		No		Fremont Cottonwood	Populus fremontii	15	54	25	3 Fair - Minor Problems	Canopy leans slightly southwest	Proposed Removal
4036		No		Fremont Cottonwood	Populus fremontii	13	54	22	3 Fair - Minor Problems	Canopy leans slightly northeast	Proposed Removal
4037		Yes		Valley Oak	Quercus lobata	10	54	12	3 Fair - Minor Problems	Directly on fence/line	Impacted
4038		No	Yes	Red River Gum	Eucalyptus camaldulensis	39	54	28	3 Fair - Minor Problems	On other side of fence on freeway side; unable to measure, large multi trunk estimated 25,25,14,8	Impacted
4039		No	Yes	Red River Gum	Eucalyptus camaldulensis	57	54	25	3 Fair - Minor Problems	On other side of fence on freeway side; unable to measure ,large multi trunk estimated 49,16,14,19	Impacted

Field Tag #	Old Tag #	Protected By Code	Offsite	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4040		Yes	Yes	Valley Oak	Quercus lobata	20	54	22	3 Fair - Minor Problems	13,15 at base, just on the other side of fence neighbor side	Impacted
4041		Yes	Yes	Valley Oak	Quercus lobata	17	54	15	3 Fair - Minor Problems	Just on the other side of fence neighbor side	Impacted
4042		Yes		Interior Live Oak	Quercus wislizeni	21	54	18	3 Fair - Minor Problems	11,12.5, 13.5 at 2 ft, canopy leans west	Impacted
4043		Yes	Yes	Interior Live Oak	Quercus wislizeni	15	54	10	3 Fair - Minor Problems	10,9,6 at base, just on opposite side of fence neighbor side, small branch deadwood	undetermined - Impacted
4044		Yes	Yes	Valley Oak	Quercus lobata	16	54	12	3 Fair - Minor Problems	10,12 at base, just on opposite side of fence neighbor side, small branch deadwood, epicormic growth	undetermined - Impacted
4045		Yes	Yes	Valley Oak	Quercus lobata	14	54	15	3 Fair - Minor Problems	just on opposite side of fence neighbor side	undetermined - Impacted
4046		No	No	Fremont Cottonwood	Populus fremontii	14	54	15	2 Major Structure or Health Problems	12.5,8 at base, smaller branch leaning west, weak attachment, failure on main branch	Proposed Removal
4047		Yes		Valley Oak	Quercus lobata	10	54	12	3 Fair - Minor Problems	One sided south, epicormic growth, small limb deadwood	Proposed Removal
4048		Yes		Valley Oak	Quercus lobata	12	54	10	3 Fair - Minor Problems		Proposed Removal

Field Tag #	Old Tag #	Protected By Code	Offsite	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4049		Yes		Valley Oak	Quercus lobata	16	54	15	2 Major Structure or Health Problems	Sparse foliage, small branch deadwood, extensive gall	Impacted
4050		Yes		Valley Oak	Quercus lobata	14	54	15	2 Major Structure or Health Problems	Sparse foliage, small branch deadwood, appears dead	Impacted
4051		Yes		Valley Oak	Quercus lobata	17	54	15	2 Major Structure or Health Problems	Sparse foliage, small branch deadwood, appears dead , old foliage remaining on tree	Severe Impact or Remove
4052		No		Olive	Olea sp.		54	10	3 Fair - Minor Problems	Did not tag, multi trunk olive branches to ground on all sides unable to access	Proposed Removal
4053		No		Blackwood Acacia	Acacia melanoxylon	15	54	10	1 Extreme Structure or Health Problems	14,6 at base, main branch is dead, second branch only epicormic growth; mostly dead	Impacted

APPENDIX 2, PART 2 – MITIGATION INFORMATION**BOLD** Indicates Mitigation is Required for Removal

Field Tag #	Old Tag #	Protected By Code	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4007	2106	Yes	Valley Oak	Quercus lobata	12	54	10	0 Dead	10,7 no foliage	Proposed Removal
4008	2107	Yes	Valley Oak	Quercus lobata	9	54	10	3 Fair - Minor Problems	Multi 7,5 leans north, epicormic growth	Proposed Removal
4009	2105	Yes	Valley Oak	Quercus lobata	12.5	54	15	1 Extreme Structure or Health Problems	Very sparse canopy, epicormic growth but otherwise appears dead	Proposed Removal
4010	2103	Yes	Interior Live Oak	Quercus wislizeni	12	54	15	3 Fair - Minor Problems	Street tree, small branch deadwood	Impacted
4012	Yes	Yes	Interior Live Oak	Quercus wislizeni	23	54	20	3 Fair - Minor Problems	Multi 12,13,11,6,7 small branch deadwood, tag placed on west side	Proposed Removal
4015	Yes	Yes	Valley Oak	Quercus lobata	11	54	12	3 Fair - Minor Problems	Leans southeast	Proposed Removal
4016	Yes	Yes	Interior Live Oak	Quercus wislizeni	25	54	26	3 Fair - Minor Problems	Most of canopy leans west splits at 4 feet 16,13,14	Proposed Removal
4018	Yes	Yes	Valley Oak	Quercus lobata	17	54	20	1 Extreme Structure or Health Problems	Very sparse new growth, trunk covered in webbing	Proposed Removal
4019	Yes	Yes	Valley Oak	Quercus lobata	15	54	20	3 Fair - Minor Problems	Small branch deadwood, epicormic growth	Proposed Removal
4020	Yes	Yes	Interior Live Oak	Quercus wislizeni	10	54	20	3 Fair - Minor Problems	Small branch deadwood	Proposed Removal
4025	Yes	Yes	Interior Live Oak	Quercus wislizeni	10	54	12	3 Fair - Minor Problems	Above average deadwood, medium branch failures, leans slightly west	Proposed Removal

Field Tag #	Old Tag #	Protected By Code	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4026		Yes	Valley Oak	Quercus lobata	14	54	15	1 Extreme Structure or Health Problems	Very sparse foliage only at tip of canopy otherwise tree appears dead	Proposed Removal
4027		Yes	Interior Live Oak	Quercus wislizeni	13	54	20	3 Fair - Minor Problems	Multi at 2 ft -11,6 small branch deadwood	Proposed Removal
4028		Yes	Valley Oak	Quercus lobata	10.5	54	15	1 Extreme Structure or Health Problems	Canopy leans south, very sparse foliage, one sided south	Proposed Removal
4029		Yes	Valley Oak	Quercus lobata	13.5	54	20	1 Extreme Structure or Health Problems	Canopy leans west one sided, very sparse foliage, appears dead, trunk covered in webbing	Proposed Removal
4030		Yes	Valley Oak	Quercus lobata	7	54	4	3 Fair - Minor Problems	Canopy leans north one sided, very sparse foliage, trunk covered in webbing	Proposed Removal
4031		Yes	Interior Live Oak	Quercus wislizeni	9	54	12	3 Fair - Minor Problems	Canopy leans north one sided, trunk covered in webbing	Proposed Removal
4032		Yes	Valley Oak	Quercus lobata	15	54	18	2 Major Structure or Health Problems	Very sparse foliage covered in webbing	Proposed Removal
4033		Yes	Valley Oak	Quercus lobata	13	54	12	2 Major Structure or Health Problems	Epicormic growth only on lower canopy, top of tree appears dead	Proposed Removal
4037		Yes	Valley Oak	Quercus lobata	10	54	12	3 Fair - Minor Problems	Directly on fenceline	Impacted
4042		Yes	Interior Live Oak	Quercus wislizeni	21	54	18	3 Fair - Minor Problems	11,12.5, 13.5 at 2 ft, canopy leans west	Impacted

Field Tag #	Old Tag #	Protected By Code	Species Common Name	Botanical Name	Single Stem or Extrapolated Diameter	Measured at	Canopy Radius	Arborist Rating	Field Notes	Development Status
4047		Yes	Valley Oak	Quercus lobata	10	54	12	3 Fair - Minor Problems	One sided south, epicormic growth, small limb deadwood	Proposed Removal
4048		Yes	Valley Oak	Quercus lobata	12	54	10	3 Fair - Minor Problems		Proposed Removal
4049		Yes	Valley Oak	Quercus lobata	16	54	15	2 Major Structure or Health Problems	Sparse foliage, small branch deadwood, extensive gall	Impacted
4050		Yes	Valley Oak	Quercus lobata	14	54	15	2 Major Structure or Health Problems	Sparse foliage, small branch deadwood, appears dead	Impacted
4051		Yes	Valley Oak	Quercus lobata	17	54	15	2 Major Structure or Health Problems	Sparse foliage, small branch deadwood, appears dead , old foliage remaining on tree	Severe Impact or Remove

APPENDIX 3

GENERAL DEVELOPMENT GUIDELINES

Definitions

Root zone: The roots of trees grow fairly close to the surface of the soil, and spread out in a radial direction from the trunk of tree. A general rule of thumb is that they spread 2 to 3 times the radius of the canopy, or 1 to 1 ½ times the height of the tree. It is generally accepted that disturbance to root zones should be kept as far as possible from the trunk of a tree.

Inner Bark: The bark on most large trees is quite thick, usually 1" to 2". If the bark is knocked off a tree, the inner bark, or cambial region, is exposed and/or removed. The cambial zone is the area where tissues responsible for adding new layers to the tree each year are located. Removing or damaging this tissue results in a tree that can only grow new tissue from the edges of the wound. In addition, the interior wood of the tree is exposed to decay fungi and becomes susceptible to decay. Tree protection measures require that no activities occur which can knock the bark off the trees.

Methods Used in Tree Protection:

No matter how detailed Tree Protection Measures are in the initial Arborist Report, they will not accomplish their stated purpose unless they are applied correctly and a Project Arborist oversees the construction. The Project Arborist should have the ability to enforce the Protection Measures. It is advisable for the Project Arborist to be present at the Pre-Construction meeting to answer questions the contractors may have about Tree Protection Measures. This also lets the contractors know how important tree preservation is to the developer.

Root Protection Zone (RPZ): Since in most construction projects it is not possible to protect the entire root zone of a tree, a Root Protection Zone is established for each tree to be preserved. The minimum Root Protection Zone is the area calculated as 1 to 1.25' for every inch of trunk diameter (ie. A 10" diameter tree will have an RPZ of 10') or the dripline, whichever is greater. The Project Arborist must approve work within the RPZ.

Irrigate, Fertilize, Mulch: Prior to grading on the site near any tree, if specified by the project arborist, the area within the Tree Protection fence should be fertilized with 4 pounds of nitrogen per 1000 square feet, and the fertilizer irrigated in. The irrigation should percolate at least 24 inches into the soil. This should be done no less than 2 weeks prior to grading or other root disturbing activities. After irrigating, cover the RPZ with at least 12" of leaf and twig mulch. Such mulch can be obtained from chipping or grinding the limbs of any trees removed on the site. Acceptable mulches can be obtained from nurseries or other commercial sources. Fibrous or shredded redwood or cedar bark mulch shall not be used anywhere on site.

Fence: Fence around the Root Protection Zone and restrict activity therein to prevent soil compaction by vehicles, foot traffic or material storage. The fenced area shall be off limits to all construction equipment, unless there is express written notification provided by the Project Arborist, and impacts are discussed and mitigated prior to work commencing.

No storage or cleaning of equipment or materials, or parking of any equipment can take place within the fenced off area, known as the RPZ.



The fence should be highly visible, and stout enough to keep vehicles and other equipment out. I recommend the fence be made of orange plastic protective fencing, kept in place by t-posts set no farther apart than 6’.

In areas of intense impact, a 6’ chain link fence is preferred.

In areas with many trees, the RPZ can be fenced as one unit, rather than separately for each tree.

Where tree trunks are within 3’ of the construction area, place 2” by 4” boards vertically against the tree trunks, even if fenced off. Hold the boards in place with wire. Do not nail them directly to the tree. The purpose of the boards is to protect the trunk, should any equipment stray into the RPZ.

Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.⁵

Expose and Cut Roots: Breaking roots with a backhoe, or crushing them with a grader, causes significant injury, which may subject the roots to decay. Ripping roots may cause them to splinter toward the base of the tree, creating much more injury than a clean cut would make. At any location where the root zone of a tree will be impacted by a trench or a cut (including a cut required for a fill and compaction), the roots shall be exposed with either a backhoe digging radially to the trunk, by hand digging, or by a hydraulic air spade, and then cut cleanly with a sharp instrument, such as chainsaw with a carbide chain. Once the roots are severed, the area behind the cut should be moistened and mulched. A root protection fence should also be erected to protect the remaining roots, if it is not already in place. Further grading or backhoe work required outside the established RPZ can then continue without further protection measures.

Protect Roots in Deeper Trenches: The location of utilities on the site can be very detrimental to trees. Design the project to use as few trenches as possible, and to keep them away from the major trees to be protected. Wherever possible, in areas where trenches will be very deep, consider boring under the roots of the trees, rather than digging the trench through the roots. This technique can be quite useful for utility trenches and pipelines.

Protect Roots in Small Trenches: After all construction is complete on a site, it is not unusual for the landscape contractor to come in and sever a large number of “preserved” roots during the installation of irrigation systems. The Project Arborist must therefore approve the landscape and irrigation plans. The irrigation system needs to be designed so the main lines are located outside the root zone of major trees, and the secondary lines are either laid on the surface (drip systems), or carefully dug with a hydraulic or air spade, and the flexible pipe fed underneath the major roots.

Design the irrigation system so it can slowly apply water (no more than ¼” to ½” of water per hour) over a longer period of time. This allows deep soaking of root zones. The system also needs to accommodate infrequent irrigation settings of once or twice a month, rather than several times a week.

⁵ International Society of Arboriculture (ISA), maintains a program of Certifying individuals. Each Certified Arborist has a number and must maintain continuing education credits to remain Certified.

Monitoring Tree Health During and After Construction: The Project Arborist should visit the site at least twice a month during construction to be certain the tree protection measures are being followed, to monitor the health of impacted trees, and make recommendations as to irrigation or other needs. After construction is complete, the arborist should monitor the site monthly for one year and make recommendations for care where needed.

Chemical Treatments: The owner or developer shall be responsible to contact an arborist with a pesticide applicators license to arrange for an application of a root enhancing hormone, such as Paclobutrazol, to mitigate the stress produced by the development **prior to grading**. Additionally, at the discretion of the project arborist, an insect infestation preventative for both boring insects and leaf feeding insects and/or fungal preventative for leaf surfaces may be required. Roots pruned during the course of performing a cut may be required to be treated with a biofungicide such as Bio-Tam.

Appendix 4 – Site Photographs



Standing across the street on Brace Road looking northeast



Standing across the street on Brace Road looking northwest



Tree #4018 showing defoliation and sparse new growth



Tree #4021 showing lean and defoliation



Attachment E

Environmental Noise Assessment

Loomis Campground 5847 Brace Road

Town of Loomis, California

May 14, 2021

Project #210403

Prepared for:

Golden Property Development LLC

Attn: Jared Taylor

Prepared by:

Saxelby Acoustics LLC

A handwritten signature in blue ink, appearing to read "Luke Saxelby".



Luke Saxelby, INCE Bd. Cert.

Principal Consultant

Board Certified, Institute of Noise Control Engineering (INCE)

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INTRODUCTION

The Loomis Campground project consists of the development of a mixed-used residential project on a vacant parcel in Loomis, California. The project includes the construction of a campground containing 37 sites, some intended for long-term use. The project site is located along Brace directly south of Interstate 80.

Figure 1 shows the project site plan. **Figure 2** shows an aerial view of the project site and noise measurement locations.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

**Loomis Campground
5847 Brace Road**

Placer County, California

Figure 2

Noise Measurement Sites

Legend

Project Site

Noise Measurement - Long Term

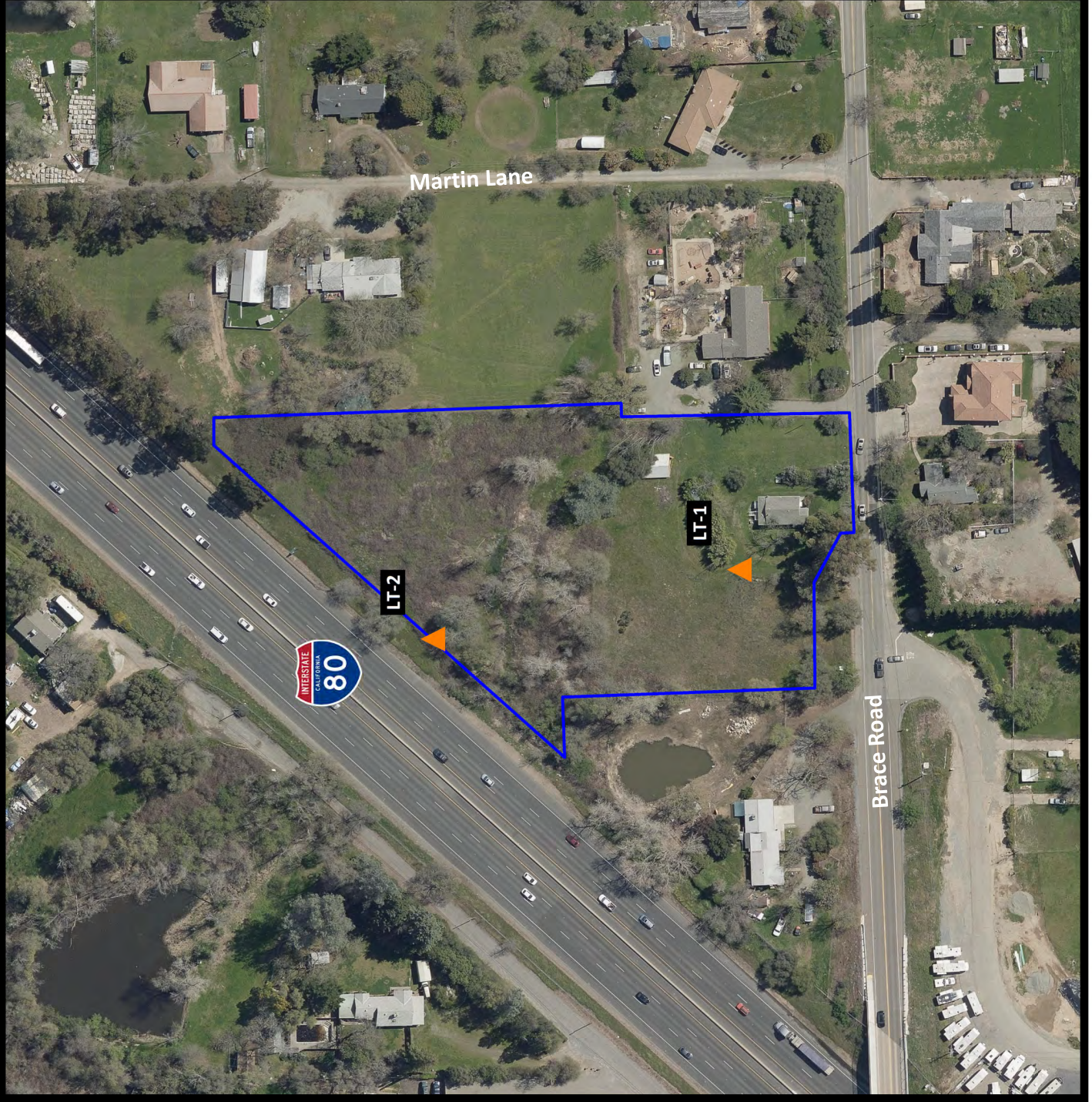


50 ft

150 ft

250 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 05/14/2021



The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on Interstate 80. Secondary noise sources include transportation noise along the local roadway network.

To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted a continuous (24-hr.) noise level measurement at one location on the project site. The noise measurement location is shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meter was programmed to record the maximum, median, and average noise levels at the project site during the survey. The maximum value, denoted L_{max} , represents the highest noise level measured. The average value, denoted L_{eq} , represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50} , represents the sound level exceeded 50 percent of the time during the monitoring period.

A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used for the ambient noise level measurement survey. The meter was calibrated before and after use with a B&K Model 4230 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Site	Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1	Southern Project Boundary	4/16/21 - 4/17/21	64	60	59	75	56	54	69
		4/17/21 - 4/18/21	62	59	58	75	54	51	69
		4/18/21 - 4/19/21	65	60	58	75	58	56	69
		4/19/21 - 4/20/21	63	59	58	71	56	52	70
LT-2	Northern Project Boundary	4/16/21 - 4/17/21	75	72	71	87	68	61	84
		4/17/21 - 4/18/21	73	71	69	87	65	57	84
		4/18/21 - 4/19/21	75	71	69	88	68	62	82
		4/19/21 - 4/20/21	75	71	70	84	68	62	83

Source: Saxelby Acoustics, 2021.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

There are no state regulations related to noise that apply to the Proposed Project.

LOCAL

The Town of Loomis applies a 65 dBA L_{dn} exterior noise standard to noise-sensitive uses (residential, transient lodging, hospitals, nursing homes, etc.), as well as an interior noise standard of 45 dBA L_{dn} . These standards are outlined in Table 8-3 of the Town's General Plan Health and Safety Element.

EVALUATION OF TRANSPORTATION NOISE ON PROJECT SITE

Saxelby Acoustics utilized the collected sound level data for Interstate 80 (I-80) to predict the traffic noise exposure on the project site. The SoundPLAN noise model was used to map traffic noise levels across the project site. **Figure 3** shows the results of this analysis. Based upon **Figure 3**, the project site would be exposed to exterior noise levels exceeding 65 dBA L_{dn} . Therefore, Saxelby Acoustics analyzed the use of a berm/wall combination for reducing exterior noise levels. The results of this analysis indicate that a 10-foot-tall berm/wall combination could be used to reduce exterior noise levels on the project site to less than 65 dBA L_{dn} , resulting in compliance with the Town's exterior noise level standard. **Figure 4** shows predicted noise level with implementation of the berm/wall combination.

Loomis Campground

Town of Loomis, California

Figure 3

Transportation Noise Contours (dBA L_{dn})

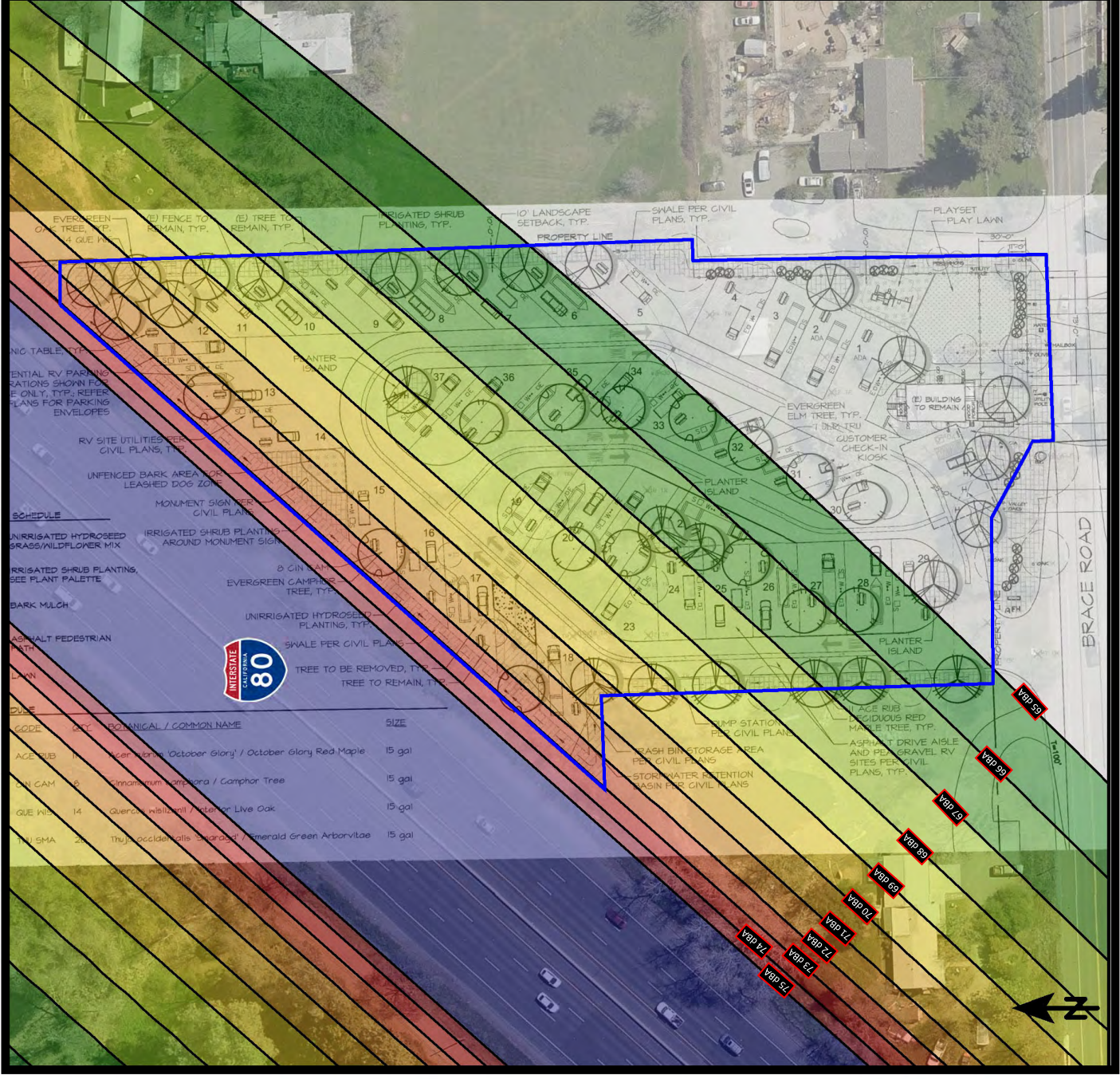
Signs and symbols

Property Line

Levels in dB(A)



1 : 1100



SCHEDULE

CODE	QTY	BOTANICAL / COMMON NAME	SIZE
ACE SHRUB	15	Acacia saligna / October Glory / October Glory Red Maple	15 gal
CAN CAN	8	Canarium littorale / Camphor Tree	15 gal
QUE NIS	14	Quercus wislizenii / Interior Live Oak	15 gal
TRU SMA	20	Thuja occidentalis Emerald / Emerald Green Arborvitae	15 gal



Loomis Campground

Town of Loomis, California

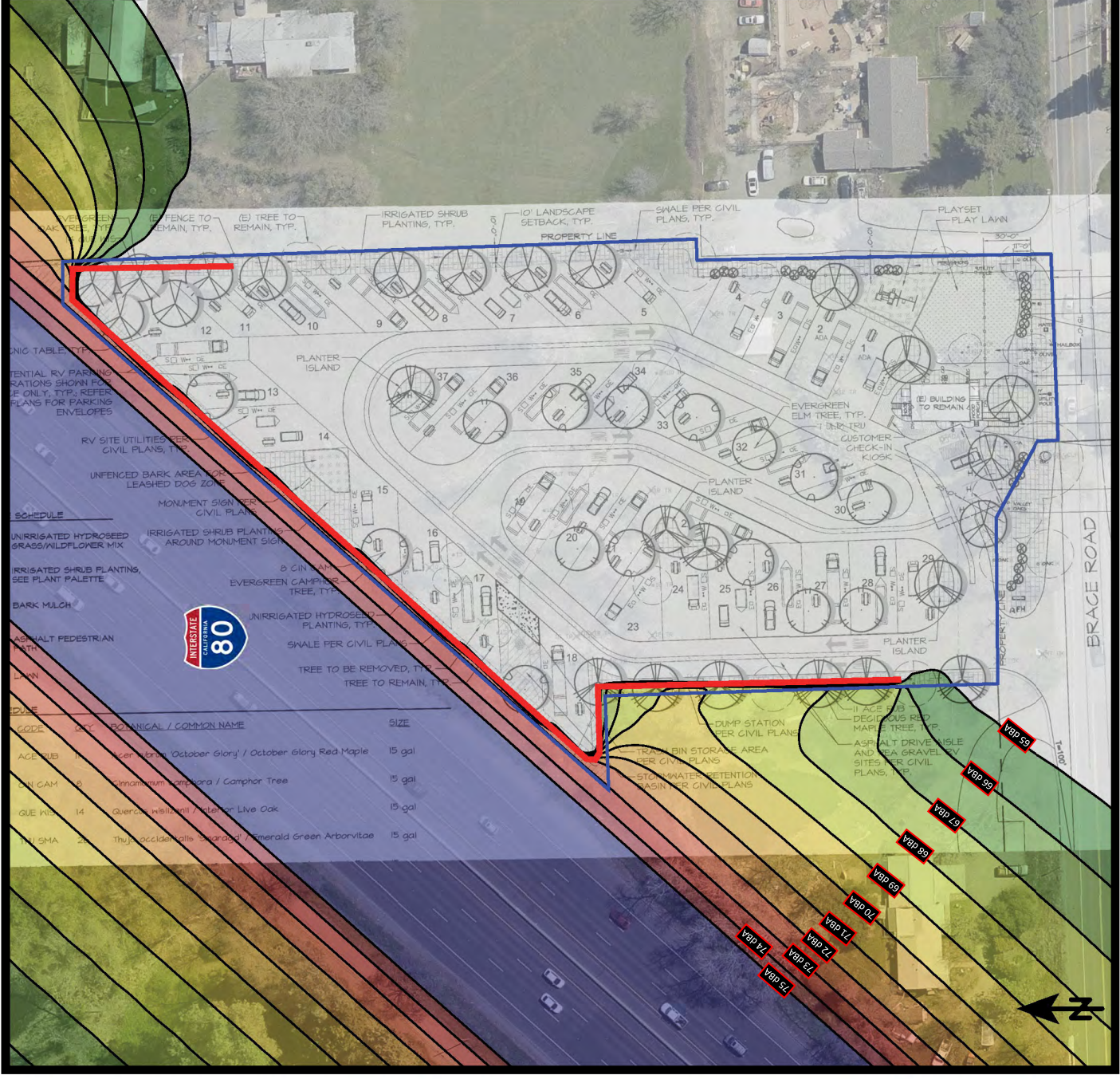
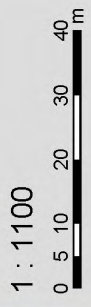
Figure 4

Transportation Noise Contours (dBA L_{dn}) – with Wall/Berm Combination

Signs and symbols

- Property Line
- 10' Tall Berm/Wall/Combo

Levels in dB(A)



EVALUATION OF INTERIOR NOISE

Saxelby Acoustics measured the exterior and interior noise reduction provided by a typical RV. The results of this analysis indicated that a typical noise reduction of 20 dBA was achieved by the RV construction. Therefore, assuming exterior noise levels remain below 65 dBA L_{dn} , interior noise levels would meet the Town's 45 dBA L_{dn} noise standard. As outlined above, the project is predicted to comply with the 65 dBA L_{dn} exterior noise limit with the recommended 10-foot-tall berm/wall.

CONCLUSION

The proposed project is predicted to meet the Town of Loomis exterior and interior noise level standards with the construction of a 10-foot-tall noise barrier/berm at the locations shown on **Figure 4**. The noise barrier should be constructed of a combination of earthen berm and masonry type wall component which is free from gaps or openings.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous Ambient Noise Measurement Results



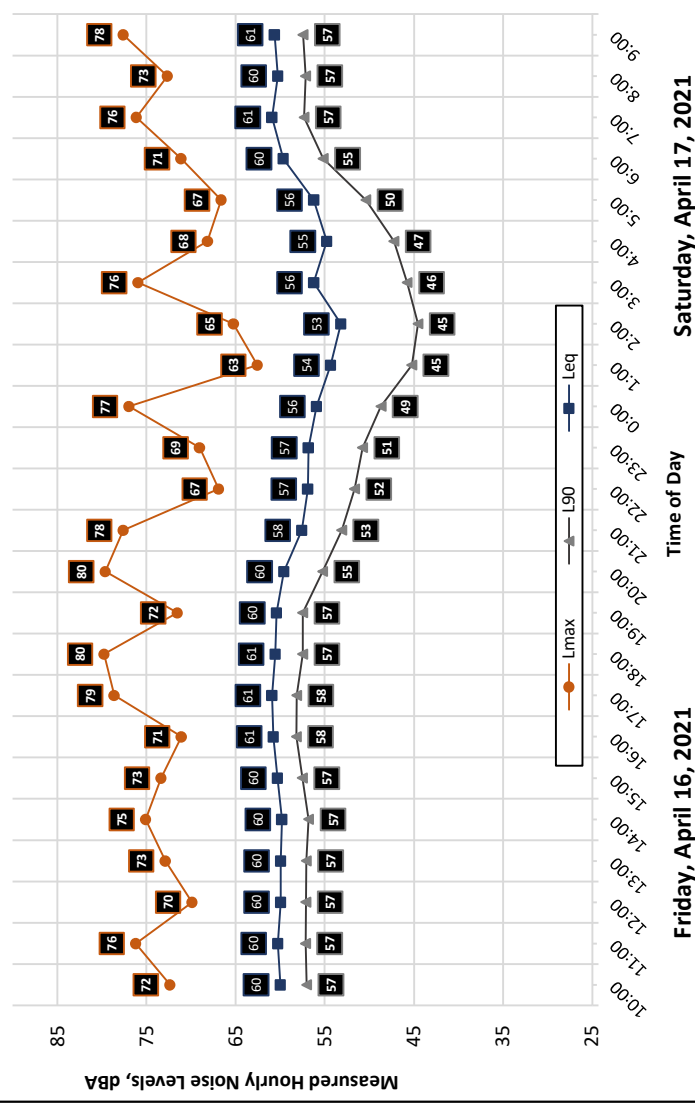
Appendix B1: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Friday, April 16, 2021	10:00	60	72	59	57
Friday, April 16, 2021	11:00	60	76	60	57
Friday, April 16, 2021	12:00	60	70	59	57
Friday, April 16, 2021	13:00	60	73	59	57
Friday, April 16, 2021	14:00	60	75	59	57
Friday, April 16, 2021	15:00	60	73	60	57
Friday, April 16, 2021	16:00	61	71	60	58
Friday, April 16, 2021	17:00	61	79	60	58
Friday, April 16, 2021	18:00	61	80	60	57
Friday, April 16, 2021	19:00	60	72	60	57
Friday, April 16, 2021	20:00	60	80	58	55
Friday, April 16, 2021	21:00	58	78	56	53
Friday, April 16, 2021	22:00	57	67	56	52
Friday, April 16, 2021	23:00	57	69	55	51
Saturday, April 17, 2021	0:00	56	77	53	49
Saturday, April 17, 2021	1:00	54	63	52	45
Saturday, April 17, 2021	2:00	53	65	51	45
Saturday, April 17, 2021	3:00	56	76	52	46
Saturday, April 17, 2021	4:00	55	68	53	47
Saturday, April 17, 2021	5:00	56	67	55	50
Saturday, April 17, 2021	6:00	60	71	59	55
Saturday, April 17, 2021	7:00	61	76	60	57
Saturday, April 17, 2021	8:00	60	73	60	57
Saturday, April 17, 2021	9:00	61	78	60	57

Statistics		Leq	Lmax	L50	L90
Day Average		60	75	59	57
Night Average		56	69	54	49
Day Low		58	70	56	53
Day High		61	80	60	58
Night Low		53	63	51	45
Night High		60	77	59	55
Ldn		64	Day %		80
CNEL		64	Night %		20

Site: LT-1
 Project: Loomis Campground Meter: LDL 820-4
 Location: Southern Project Boundary Calibrator: CAL200
 Coordinates: 38.8108091°, -121.1944895°

Measured Ambient Noise Levels vs. Time of Day



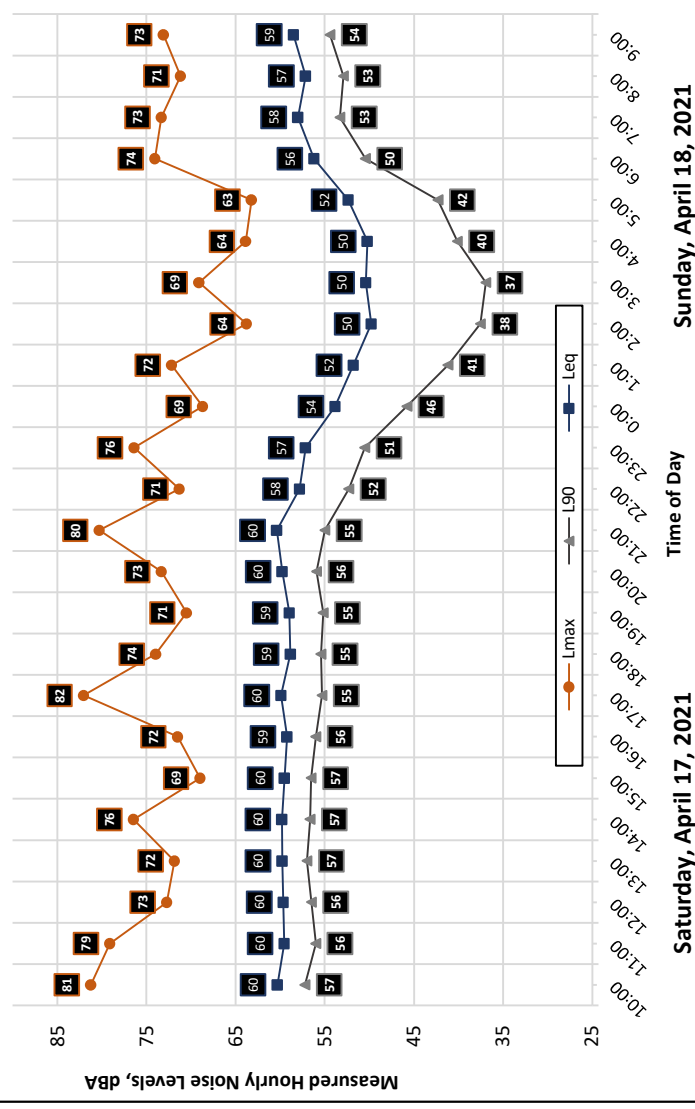
Appendix B2: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA		
		L _{eq}	L _{max}	L ₉₀
Saturday, April 17, 2021	10:00	60	81	59
Saturday, April 17, 2021	11:00	60	79	59
Saturday, April 17, 2021	12:00	60	73	59
Saturday, April 17, 2021	13:00	60	72	59
Saturday, April 17, 2021	14:00	60	76	59
Saturday, April 17, 2021	15:00	60	69	59
Saturday, April 17, 2021	16:00	59	72	58
Saturday, April 17, 2021	17:00	60	82	58
Saturday, April 17, 2021	18:00	59	74	58
Saturday, April 17, 2021	19:00	59	71	58
Saturday, April 17, 2021	20:00	60	73	59
Saturday, April 17, 2021	21:00	60	80	59
Saturday, April 17, 2021	22:00	58	71	57
Saturday, April 17, 2021	23:00	57	76	55
Sunday, April 18, 2021	0:00	54	69	52
Sunday, April 18, 2021	1:00	52	72	48
Sunday, April 18, 2021	2:00	50	64	46
Sunday, April 18, 2021	3:00	50	69	46
Sunday, April 18, 2021	4:00	50	64	47
Sunday, April 18, 2021	5:00	52	63	50
Sunday, April 18, 2021	6:00	56	74	55
Sunday, April 18, 2021	7:00	58	73	57
Sunday, April 18, 2021	8:00	57	71	56
Sunday, April 18, 2021	9:00	59	73	58

Statistics	Leq	Lmax	L50	L90
Day Average	59	75	58	56
Night Average	54	69	51	44
Day Low	57	69	56	53
Day High	60	82	59	57
Night Low	50	63	46	37
Night High	58	76	57	52
Ldn	62	Day %		84
CNEL	63	Night %		16

Site: LT-1
 Project: Loomis Campground Meter: LDL 820-4
 Location: Southern Project Boundary Calibrator: CAL200
 Coordinates: 38.8108091°, -121.1944895°

Measured Ambient Noise Levels vs. Time of Day



Noise Measurement Site

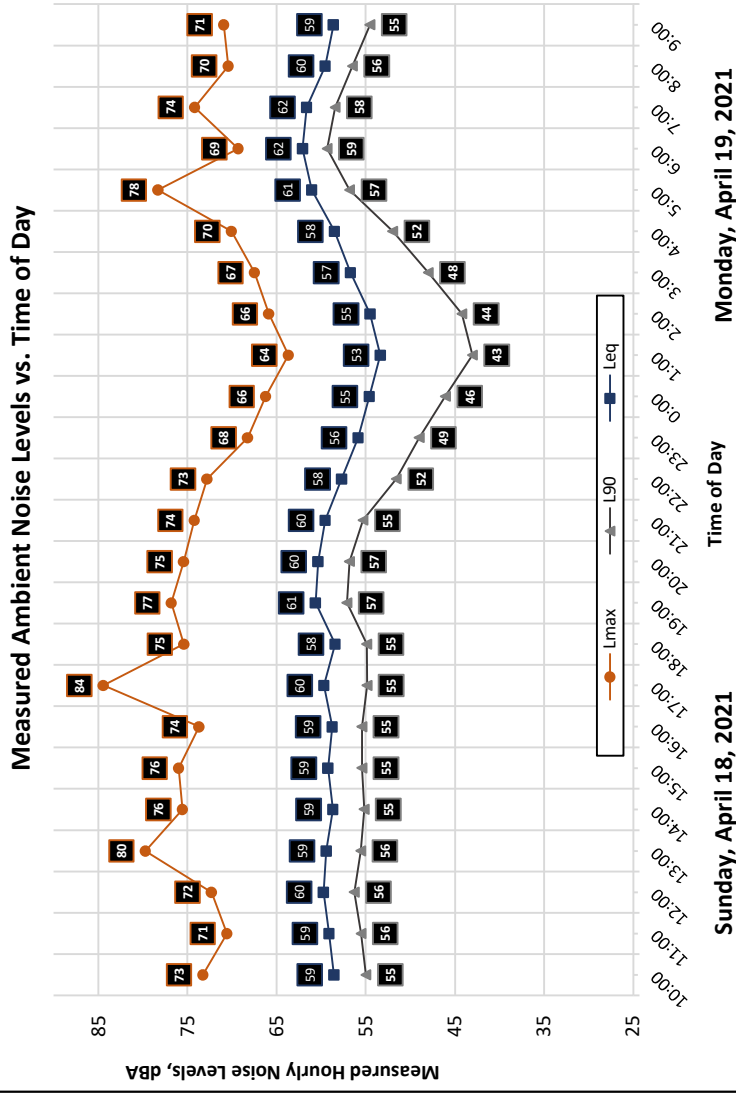


Appendix B3: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA		
		L _{eq}	L _{max}	L ₉₀
Sunday, April 18, 2021	10:00	59	73	58
Sunday, April 18, 2021	11:00	59	71	58
Sunday, April 18, 2021	12:00	60	72	59
Sunday, April 18, 2021	13:00	59	80	58
Sunday, April 18, 2021	14:00	59	76	58
Sunday, April 18, 2021	15:00	59	76	58
Sunday, April 18, 2021	16:00	59	74	58
Sunday, April 18, 2021	17:00	60	84	58
Sunday, April 18, 2021	18:00	58	75	57
Sunday, April 18, 2021	19:00	61	77	60
Sunday, April 18, 2021	20:00	60	75	59
Sunday, April 18, 2021	21:00	60	74	59
Sunday, April 18, 2021	22:00	58	73	56
Sunday, April 18, 2021	23:00	56	68	54
Monday, April 19, 2021	0:00	55	66	53
Monday, April 19, 2021	1:00	53	64	51
Monday, April 19, 2021	2:00	55	66	52
Monday, April 19, 2021	3:00	57	67	55
Monday, April 19, 2021	4:00	58	70	57
Monday, April 19, 2021	5:00	61	78	60
Monday, April 19, 2021	6:00	62	69	62
Monday, April 19, 2021	7:00	62	74	61
Monday, April 19, 2021	8:00	60	70	59
Monday, April 19, 2021	9:00	59	71	58

Statistics	Leq	Lmax	L50	L90
Day Average	60	75	58	56
Night Average	58	69	56	50
Day Low	58	70	57	55
Day High	62	84	61	58
Night Low	53	64	51	43
Night High	62	78	62	59
Ldn	65	Day %	70	
CNEL	65	Night %	30	

Site: LT-1
 Project: Loomis Campground Meter: LDL 820-4
 Location: Southern Project Boundary Calibrator: CAL200
 Coordinates: 38.8108091°, -121.1944895°



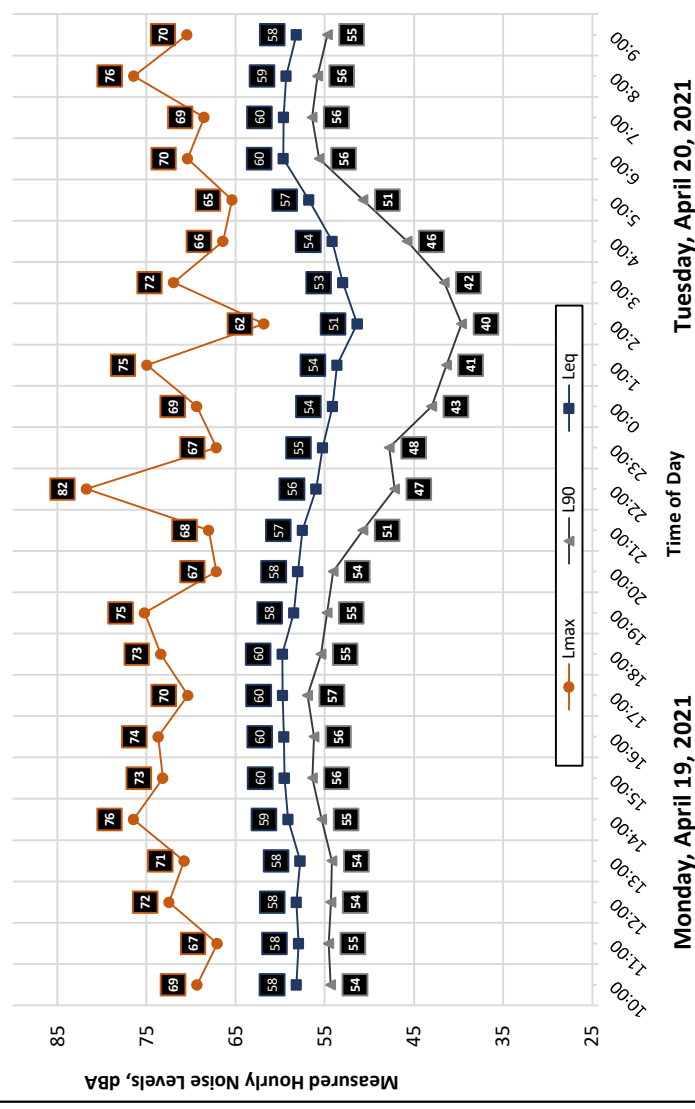
Appendix B4: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA		
		L _{eq}	L _{max}	L ₉₀
Monday, April 19, 2021	10:00	58	69	57
Monday, April 19, 2021	11:00	58	67	57
Monday, April 19, 2021	12:00	58	72	57
Monday, April 19, 2021	13:00	58	71	57
Monday, April 19, 2021	14:00	59	76	58
Monday, April 19, 2021	15:00	60	73	59
Monday, April 19, 2021	16:00	60	74	59
Monday, April 19, 2021	17:00	60	70	59
Monday, April 19, 2021	18:00	60	73	58
Monday, April 19, 2021	19:00	58	75	58
Monday, April 19, 2021	20:00	58	67	57
Monday, April 19, 2021	21:00	57	68	56
Monday, April 19, 2021	22:00	56	82	52
Monday, April 19, 2021	23:00	55	67	53
Tuesday, April 20, 2021	0:00	54	69	51
Tuesday, April 20, 2021	1:00	54	75	49
Tuesday, April 20, 2021	2:00	51	62	48
Tuesday, April 20, 2021	3:00	53	72	50
Tuesday, April 20, 2021	4:00	54	66	52
Tuesday, April 20, 2021	5:00	57	65	56
Tuesday, April 20, 2021	6:00	60	70	59
Tuesday, April 20, 2021	7:00	60	69	59
Tuesday, April 20, 2021	8:00	59	76	58
Tuesday, April 20, 2021	9:00	58	70	58

Statistics	Leq	Lmax	L50	L90
Day Average	59	71	58	55
Night Average	56	70	52	46
Day Low	57	67	56	51
Day High	60	76	59	57
Night Low	51	62	48	40
Night High	60	82	59	56
Ldn	63	Day %		78
CNEL	63	Night %		22

Site: LT-1
 Project: Loomis Campground Meter: LDL 820-4
 Location: Southern Project Boundary Calibrator: CAL200
 Coordinates: 38.8108091°, -121.1944895°

Measured Ambient Noise Levels vs. Time of Day



Noise Measurement Site



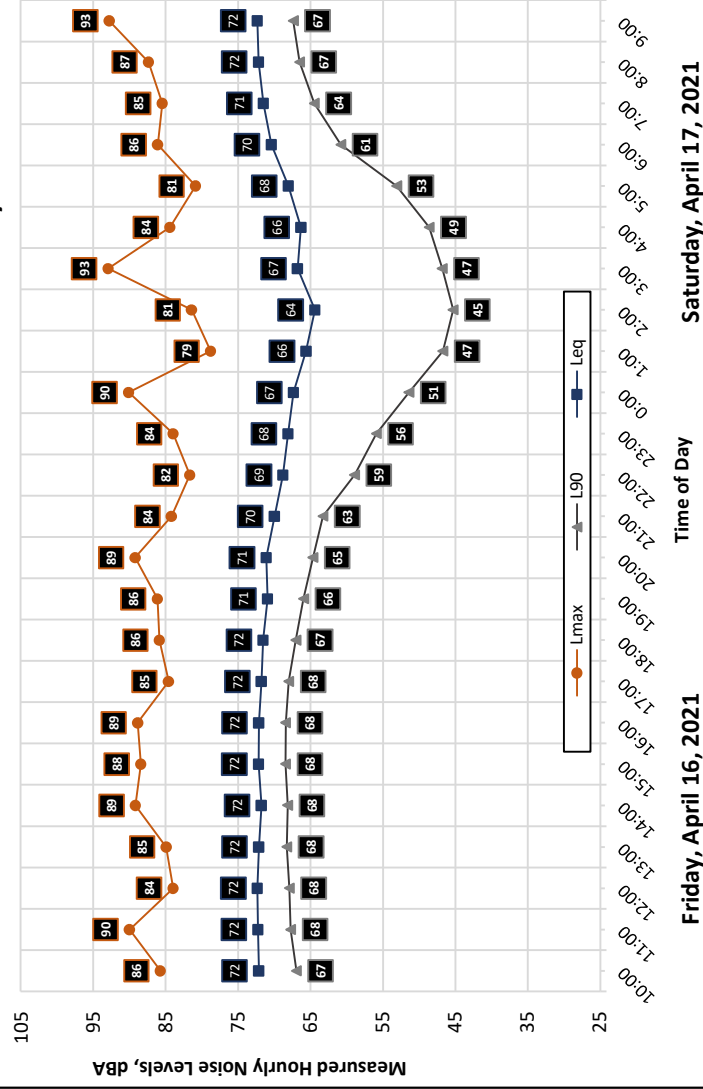
Appendix B5: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Friday, April 16, 2021	10:00	72	86	71	67
Friday, April 16, 2021	11:00	72	90	71	68
Friday, April 16, 2021	12:00	72	84	71	68
Friday, April 16, 2021	13:00	72	85	71	68
Friday, April 16, 2021	14:00	72	89	71	68
Friday, April 16, 2021	15:00	72	88	71	68
Friday, April 16, 2021	16:00	72	89	71	68
Friday, April 16, 2021	17:00	72	85	71	68
Friday, April 16, 2021	18:00	72	86	70	67
Friday, April 16, 2021	19:00	71	86	70	66
Friday, April 16, 2021	20:00	71	89	70	65
Friday, April 16, 2021	21:00	70	84	69	63
Friday, April 16, 2021	22:00	69	82	67	59
Friday, April 16, 2021	23:00	68	84	65	56
Saturday, April 17, 2021	0:00	67	90	61	51
Saturday, April 17, 2021	1:00	66	79	58	47
Saturday, April 17, 2021	2:00	64	81	56	45
Saturday, April 17, 2021	3:00	67	93	57	47
Saturday, April 17, 2021	4:00	66	84	58	49
Saturday, April 17, 2021	5:00	68	81	64	53
Saturday, April 17, 2021	6:00	70	86	68	61
Saturday, April 17, 2021	7:00	71	85	70	64
Saturday, April 17, 2021	8:00	72	87	71	67
Saturday, April 17, 2021	9:00	72	93	71	67

Statistics	Leq	Lmax	L50	L90
Day Average	72	87	71	67
Night Average	68	84	61	52
Day Low	70	84	69	63
Day High	72	93	71	68
Night Low	64	79	56	45
Night High	70	93	68	61
Ldn	75	Day %		81
CNEL	75	Night %		19

Site: LT-2
 Project: Loomis Campground
 Location: Northern Project Boundary
 Coordinates: 38.8108091°, -121.1944895°
 Meter: LDL 812-2
 Calibrator: CAL200

Measured Ambient Noise Levels vs. Time of Day



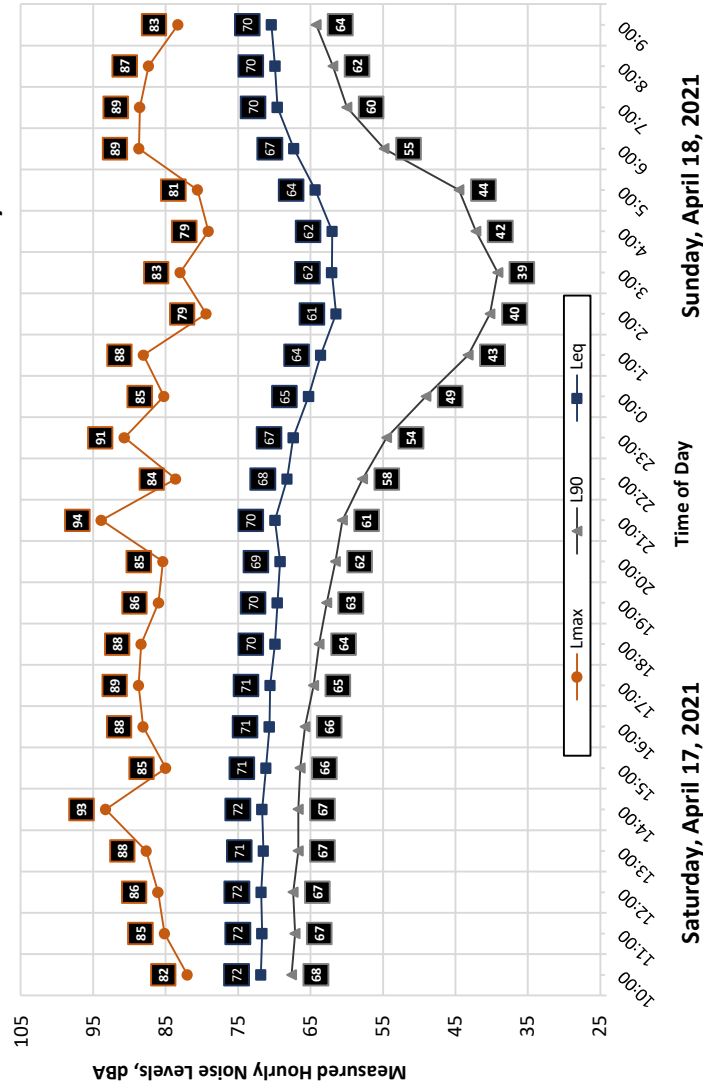
Appendix B6: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Saturday, April 17, 2021	10:00	72	82	71	68
Saturday, April 17, 2021	11:00	72	85	71	67
Saturday, April 17, 2021	12:00	72	86	71	67
Saturday, April 17, 2021	13:00	71	88	70	67
Saturday, April 17, 2021	14:00	72	93	70	67
Saturday, April 17, 2021	15:00	71	85	70	66
Saturday, April 17, 2021	16:00	71	88	70	66
Saturday, April 17, 2021	17:00	71	89	69	65
Saturday, April 17, 2021	18:00	70	88	68	64
Saturday, April 17, 2021	19:00	70	86	68	63
Saturday, April 17, 2021	20:00	69	85	68	62
Saturday, April 17, 2021	21:00	70	94	67	61
Saturday, April 17, 2021	22:00	68	84	66	58
Saturday, April 17, 2021	23:00	67	91	63	54
Sunday, April 18, 2021	0:00	65	85	59	49
Sunday, April 18, 2021	1:00	64	88	54	43
Sunday, April 18, 2021	2:00	61	79	51	40
Sunday, April 18, 2021	3:00	62	83	50	39
Sunday, April 18, 2021	4:00	62	79	53	42
Sunday, April 18, 2021	5:00	64	81	57	44
Sunday, April 18, 2021	6:00	67	89	64	55
Sunday, April 18, 2021	7:00	70	89	67	60
Sunday, April 18, 2021	8:00	70	87	68	62
Sunday, April 18, 2021	9:00	70	83	69	64

Statistics		Leq	Lmax	L50	L90
Day Average		71	87	69	64
Night Average		65	84	57	47
Day Low		69	82	67	60
Day High		72	94	71	68
Night Low		61	79	50	39
Night High		68	91	66	58
Ldn		73	Day %		85
CNEL		73	Night %		15

Site: LT-2
 Project: Loomis Campground Meter: LDL 812-2
 Location: Northern Project Boundary Calibrator: CAL200
 Coordinates: 38.8108091°, -121.1944895°

Measured Ambient Noise Levels vs. Time of Day

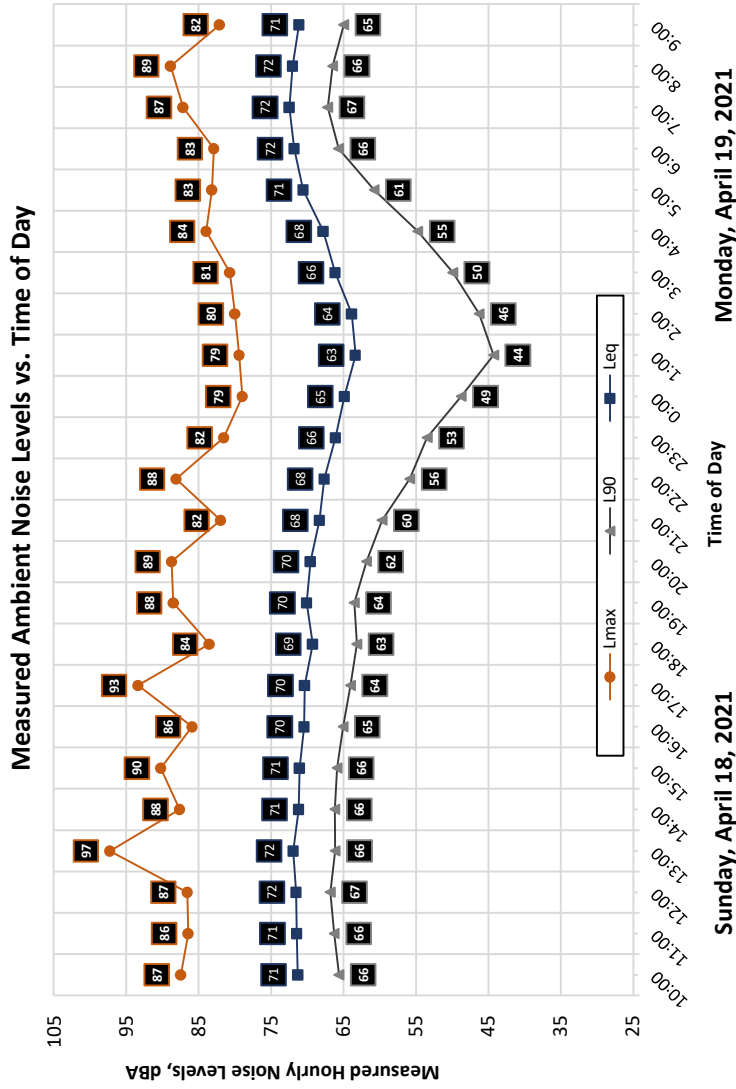


Appendix B7: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Sunday, April 18, 2021	10:00	71	87	70	66
Sunday, April 18, 2021	11:00	71	86	70	66
Sunday, April 18, 2021	12:00	72	87	70	67
Sunday, April 18, 2021	13:00	72	97	70	66
Sunday, April 18, 2021	14:00	71	88	70	66
Sunday, April 18, 2021	15:00	71	90	69	66
Sunday, April 18, 2021	16:00	70	86	69	65
Sunday, April 18, 2021	17:00	70	93	69	64
Sunday, April 18, 2021	18:00	69	84	68	63
Sunday, April 18, 2021	19:00	70	88	68	64
Sunday, April 18, 2021	20:00	70	89	68	62
Sunday, April 18, 2021	21:00	68	82	66	60
Sunday, April 18, 2021	22:00	68	88	64	56
Sunday, April 18, 2021	23:00	66	82	62	53
Monday, April 19, 2021	0:00	65	79	59	49
Monday, April 19, 2021	1:00	63	79	55	44
Monday, April 19, 2021	2:00	64	80	56	46
Monday, April 19, 2021	3:00	66	81	60	50
Monday, April 19, 2021	4:00	68	84	63	55
Monday, April 19, 2021	5:00	71	83	68	61
Monday, April 19, 2021	6:00	72	83	71	66
Monday, April 19, 2021	7:00	72	87	71	67
Monday, April 19, 2021	8:00	72	89	71	66
Monday, April 19, 2021	9:00	71	82	70	65

Statistics	Leq	Lmax	L50	L90
Day Average	71	88	69	65
Night Average	68	82	62	53
Day Low	68	82	66	60
Day High	72	97	71	67
Night Low	63	79	55	44
Night High	72	88	71	66
Ldn	75	Day %		77
CNEL	75	Night %		23

Site: LT-2
 Project: Loomis Campground Meter: LDL 812-2
 Location: Northern Project Boundary Calibrator: CAL200
 Coordinates: 38.8108091°, -121.1944895°

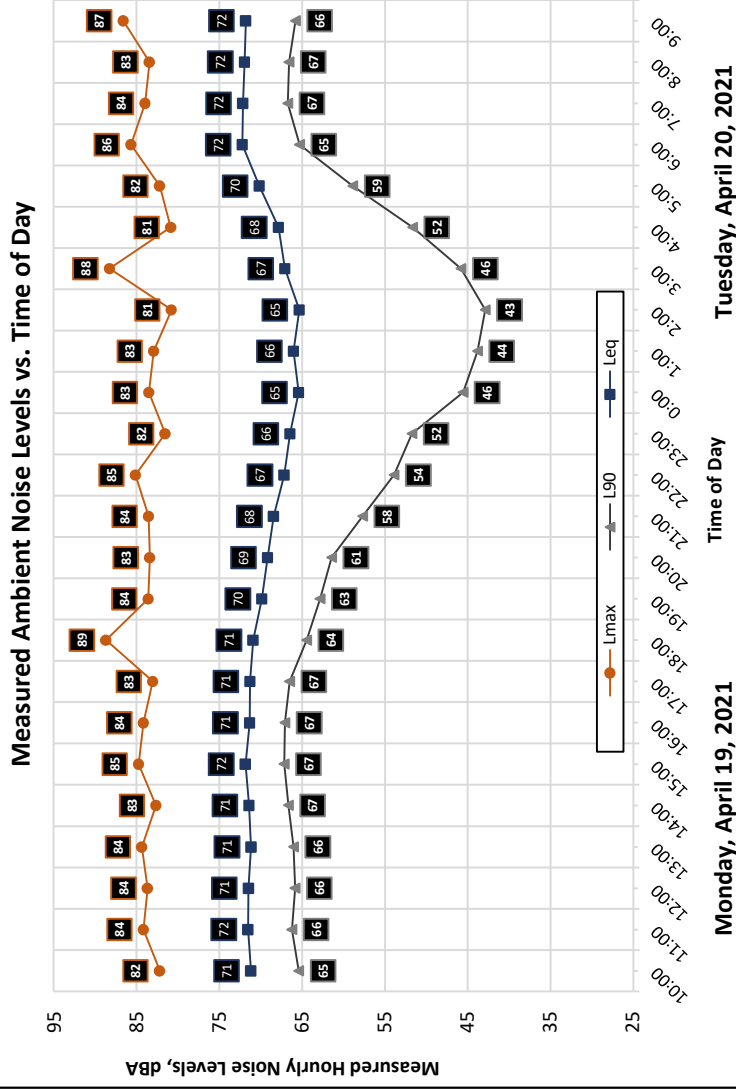


Appendix B8: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Monday, April 19, 2021	10:00	71	82	70	65
Monday, April 19, 2021	11:00	72	84	70	66
Monday, April 19, 2021	12:00	71	84	70	66
Monday, April 19, 2021	13:00	71	84	70	66
Monday, April 19, 2021	14:00	71	83	70	67
Monday, April 19, 2021	15:00	72	85	71	67
Monday, April 19, 2021	16:00	71	84	70	67
Monday, April 19, 2021	17:00	71	83	70	67
Monday, April 19, 2021	18:00	71	89	69	64
Monday, April 19, 2021	19:00	70	84	68	63
Monday, April 19, 2021	20:00	69	83	67	61
Monday, April 19, 2021	21:00	68	84	66	58
Monday, April 19, 2021	22:00	67	85	63	54
Monday, April 19, 2021	23:00	66	82	62	52
Tuesday, April 20, 2021	0:00	65	83	58	46
Tuesday, April 20, 2021	1:00	66	83	57	44
Tuesday, April 20, 2021	2:00	65	81	56	43
Tuesday, April 20, 2021	3:00	67	88	59	46
Tuesday, April 20, 2021	4:00	68	81	62	52
Tuesday, April 20, 2021	5:00	70	82	68	59
Tuesday, April 20, 2021	6:00	72	86	71	65
Tuesday, April 20, 2021	7:00	72	84	71	67
Tuesday, April 20, 2021	8:00	72	83	71	67
Tuesday, April 20, 2021	9:00	72	87	70	66

Statistics	Leq	Lmax	L50	L90
Day Average	71	84	70	65
Night Average	68	83	62	51
Day Low	68	82	66	58
Day High	72	89	71	67
Night Low	65	81	56	43
Night High	72	88	71	65
Ldn	75	Day %		77
CNEL	75	Night %		23

Site: LT-2
 Project: Loomis Campground Meter: LDL 812-2
 Location: Northern Project Boundary Calibrator: CAL200
 Coordinates: 38.8108091°, -121.1944895°



KD Anderson & Associates, Inc.

Transportation Engineers

December 14, 2020

Mr. Jared Taylor
Golden Property Development LLC
5847 Brace Road
Loomis, CA 95650

RECEIVED

FEB 24 2021

TOWN OF LOOMIS**RE: TRAFFIC IMPACT ASSESSMENT FOR RV PARK AT 5847 BRACE ROAD, LOOMIS, CA**

Dear Mr. Taylor:

Thank you for contacting our firm regarding the RV Park you propose in Loomis, CA. As we understand, the project would provide 37 RV spaces with access directly opposite the Brace Road / Dias Lane intersection within the Town of Loomis about ½ mile east of the Loomis Costco site. Attachment 1 locates the project site.

Analysis Approach

This assessment follows general Town of Loomis guidelines for traffic studies. The transportation impacts of the project under the California Environmental Quality Act (CEQA) have been assessed within the context of SB 743 requirements for regional Vehicle Miles Traveled (VMT). While quantification of impacts based on operating Level of Service is no longer required under CEQA, our assessment evaluates the adequacy of site access and internal circulation. Because the project is expected to attract a wide range of recreational vehicle types to the site, including Class A motorhomes, the impacts of large vehicles on Brace Road has also been assessed.

Existing Setting

The proposed project lies on the north side of Brace Road opposite Dias Lane just east of the Interstate 80 overcrossing. The site is roughly ½ mile from Sierra College Blvd to the west and ½ mile from Barton Road to the east.

Brace Road is a rural road identified as a 2-lane Arterial in the Town of Loomis Circulation Element. <https://loomis.ca.gov/documents/element-iv-circulation-updated-2016/>. In the area of the project Brace Road has two paved travel lanes with narrow shoulders, but the roadway has been widened and urban frontage improvements have been installed at locations where development has occurred near Sierra College Blvd. The posted speed limit is 35 mph east of the Sierra College Blvd intersection to the I-80 crossing, 40 mph over I-80 to Laird Road. The Circulation Element included an assessment of the conditions of the Town's roads in its Table 4, and Brace Road was reported to be in "poor" condition. However, the Town of Loomis 2019 to 2024 Capital Improvement Program (CIP) indicates that in 2020/2021 an overlay and widening project (including bike lanes) is planned for Brace Road from Sierra College Blvd to Horseshoe Bar Road. <https://loomis.ca.gov/documents/2-5-year-cip-2020/>.

The Circulation Element indicates that a two-lane Arterial such as Brace Road can accommodate up to 12,000 vehicles per day (vpd) at the Town's minimum Level of Service (LOS) C standard. The Circulation Element indicated that in 2016 Brace Road carried 3,539 vpd between Sierra College Blvd and I-80 and

2,846 vpd from I-80 to Laird Road. These volumes are indicative of LOS A conditions. The Circulation Element's Table 9 indicates that the daily traffic volume on Brace Road between Sierra College Blvd and Interstate 80 may increase to 18,000 vpd (LOS F) in the future and that the volume from I-80 to Laird Road may reach 9,600 vpd (LOS B). Figure 6 indicates that Brace Road will remain a two-lane road with bike lanes and sidewalks west of Interstate 80. East of I-80 the Circulation Element describes a two-lane road with no sidewalks or bike lanes, and this section of the road would be declared a Class III bike route.

The Circulation Element notes that with the exception of Sierra College Blvd, none of the Town's roads are posted as truck routes. Brace Road is posted with truck weight limits from Sierra College Blvd to Barton Road. The limits are linked to the condition of the Brace Road bridge across Secrete Ravine roughly ¼ mile east of the project. The Sacramento Area Council of Governments (SACOG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/STS) Appendix A notes that a bridge replacement project is targeted for 2036-2040. This work is not specifically identified in the CIP.

Figure 4 of the Town of Loomis Trails Master Plan 2010 indicates that sidewalk should be provided on both sides Brace Road east of the I-80 crossing to Secrete Ravine. <https://loomis.ca.gov/documents/loomis-trails-master-plan-2010/>

Figure 5 of the Town of Loomis Bike Transportation Plan 2010 indicates that Class II Bike lanes should be provided on Brace Road from Sierra College Blvd to Laird Road. <https://loomis.ca.gov/documents/loomis-bike-transportation-plan-2010/>

Dias Lane is a local street that provides access to the area of Loomis along the east side of Interstate 80. Dias Lane extends from Brace Road south for about ½ mile to a gated emergency access on Scribner Way in Rocklin. Dias Lane provides access to RV Max recreational vehicle sales and to numerous rural residences.

The **Brace Road / Dias Lane intersection** is controlled by a stop sign on the northbound Dias Lane approach. There are no auxiliary turn lanes at the intersection, but the corners have been widened to accommodate the turning requirements of RV's traveling to and from the RV Max sales site. The intersection is not illuminated. New weekday a.m. and p.m. peak hour traffic volume counts were conducted at the Brace Road / Dias Lane intersection on November 18, 2020 (attached). While current volumes may be lower than "normal" due to the effects of COVID-19, Dias Lane carried only 10 vehicles per hour (vph) in the a.m. peak hour and 18 vph during the p.m. peak hour.

Caltrans maintains an inventory of its facilities that are capable of accommodating Class A motorhomes (i.e., 45 foot RV's). <https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/trucks/busmap-d03-a11y.pdf>. These materials note that state highways in the Loomis area, including I-80, can handle 45 foot RV's but a portion of SR 193 east of Sierra College Blvd cannot.

Project Characteristics

Site Plan. Attachment 2 is the current site plan. As indicated the site has an existing driveway east of Dias Lane that will be closed. The new entrance will have 35 foot corner returns that are preceded or followed by 100 foot long transitions. An existing driveway serving an existing business to the west of the project will remain. Measured centerline to centerline this driveway is 45 feet from the proposed access.

KSA

Trip Generation. The travel characteristics of the project have been identified in terms of the amount of vehicular traffic created by its regular operation (i.e., trip generation), the types of vehicles that may visit the site (classification) and the route used to reach the site (trip distribution).

The amount of vehicular traffic generated by the project can be estimated from trip generation rates published by the Institute of Transportation Engineers (ITE). As noted in Table 1, an RV park of this size would be expected to generate 8 trips in the a.m. peak hour and 10 trips in the p.m. peak hour.

Daily trip generation rates for Campgrounds / RV parks are not published by ITE. An on-line search was conducted for applicable daily trip generation rates. Typically, about 10% of the daily trips on public roads occurs in the p.m. peak hour, and an equivalent rate of 2.7 daily trips per occupied space derived from this assumption has been used in other traffic impacts studies. A recent traffic study for the Yosemite Under Canvas DEIR in Tuolumne County also identified an average daily trip generation rate of 2.6 trips per occupied unit.

Based on the higher rate (i.e., 2.7 daily trips per occupied unit) the proposed project could generate 100 daily trips (i.e., 1/2 inbound and 1/2 outbound).

Land Use	Unit	Quantity	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Campground / RV park	Occupied site	1	2.7	36%	64%	0.21	65%	35%	0.27
5847 Brace Road		37	100	3	5	8	7	3	10
Yosemite Under Canvas DEIR, ESA, June 2020 indicated an average 2.60 daily trips per occupied unit									

Vehicle Classification. You have assembled information regarding the types of recreational vehicles that may visit the proposed project. The number of each type of vehicles visiting the site would vary from day to day, but the site plan indicates that Class A RV's can be accommodated in each space.

Camper: 5,200 pounds. <https://camperreport.com/camper-weight/#:~:text=In%20short%2C%20an%20average%20camper,has%20no%20gear%20in%20it.>

5th Wheel: 12,000 - 15,000 pounds (2 or 3 axels) <https://www.rvingknowhow.com/fifth-wheel-trailer-weight/#:~:text=Fifth%20wheel%20campers%20can%20vary.between%2012%2C000%20to%2015%2C000%20pounds.>

Class A RV: 13,000 – 30,000 pounds (2 rear axles when heavy) <https://rvblogger.com/blog/rv-weight-travel-trailers-motorhomes-5th-wheels/>

Class B RV: 6,000 - 8,000 pounds <https://rvblogger.com/blog/rv-weight-travel-trailers-motorhomes-5th-wheels/>

KDA

Class C RV: 10,000 - 12,000 pounds <https://rvblogger.com/blog/rv-weight-travel-trailers-motorhomes-5th-wheels/>

Trip Distribution. The vehicular trip generated by the project could have origins and destinations throughout the area, but it is reasonable to expect that most trips will be oriented to Sierra College Blvd and its access to Interstate 80. Brace Road easterly could be used to reach secondary regional facilities such as Auburn Folsom Road.

Project CEQA Transportation Impacts

Vehicle Miles Traveled (VMT). With the passage of SB 743 and its July 2020 implementation the evaluation of transportation impacts under the California Environmental Quality Act (CEQA) has moved from analysis based on roadway capacity, motorist delay and Level of Service (LOS) to an approach that considers a project's effects on regional Vehicle Miles Traveled (VMT).

The CEQA Guidelines and the California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research 2018) encourage all public agencies to develop and publish thresholds of significance to assist with determining when a project would have significant transportation impacts based on the new metric of VMT, rather than operating LOS. The CEQA Guidelines generally state that projects that decrease VMT can be assumed to have a less than significant transportation impact. The CEQA Guidelines do not provide any specific criteria on how to determine what level of project VMT would be considered a significant impact. This analysis discusses the factors which affect the project's relative impact to regional VMT based on significance criteria presented in the OPR Technical Advisory.

While the Town of Loomis has not yet adopted methods for evaluating VMT nor significance criteria for VMT impacts the Town is working with Placer County to create applicable methods. Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) The OPR technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps of typical VMT characteristics, transit availability, and provision of affordable housing. This analysis makes use of applicable OPR screening thresholds for this project that have also been

While formal guidelines have not been adopted by the Town of Loomis the OPR directive notes that many local agencies have developed screening thresholds to indicate when detailed analysis of VMT is needed. The number of trips generated by the project is an applicable screening tool. The directive notes that absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day¹ generally may be assumed to cause a less-than-significant

¹ CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

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transportation impact. This threshold is also included in Placer County's adopted Transportation Study guidelines.

Because the project would generate fewer than 110 daily trips and there is no substantial evidence indicating that the project would generate a potentially significant level of VMT or inconsistency with an RTP/SCS, its impact on regional VMT would be less than significant.

Pedestrian and Bicycle Impacts. It is likely that some persons staying at the RV park may elect to walk or ride bicycles to the commercial area along Sierra College Blvd. Pedestrians would use the sidewalk on the north side of Brace Road across I-80 as well as the paved shoulder in the area of the crossing to reach sidewalk on the south side of Brace Road that begins about 180 feet west of Stone Road intersection. Bicyclists would use existing shoulders or share the road with automobiles. While the Circulation Element and Trails Master Plan indicate that sidewalks are planned west of the crossing and bike lanes are planned on Brace Road, the level of occasional non-automobile activity associated with the project would be too low to create the immediate need for those improvements. The project should, however, account for bike lanes in its Brace Road frontage improvements if required by the Town of Loomis.

Traffic Operational Analysis

The local traffic operational analysis conducted for this project considers the effects of the project on current traffic conditions at the Brace Road / Dias Lane intersection as well as the adequacy of area roads for RV traffic.

RV Routes. As noted, earlier Brace Road is signed with a truck load limitation due to the condition of the Secret Ravine bridge east of the project. The signage accompanying the limitation indicates that loads of more than 3 tons (6,000 pounds) per axle should not use the bridge. Review of the weight and axle combination of the various types of RV's that may visit the project indicates that with the exception of Class A motorhomes all other RV's have a per-axle weight that falls below the posted limit and are allowable on the bridge.

To address this limitation it will be necessary to take action to limit the use of Brace Road east of the Dias Lane by Class A motorhomes. This could be accomplished by providing guests with materials that indicate the prohibition on the project's website and in printed materials distributed at check-in. The exit should also be signed to indicate that Class A motorhomes are prohibited on Brace Road east of the site.

Circulation Analysis. The adequacy of access and internal circulation for RV's and emergency apparatus has been reviewed using AUTOTURN, a CAD-based software that identifies the path of tires and vehicle overhang as turns are made. To provide a "worst case" assessment the path of a Class A motorhome was tested into, through and out of the site in both directions but other vehicles were tested as well (refer to Attachments 3 thru 8). The initial review indicated where one-way travel would be required on site, and this flow pattern was incorporated into the final plan for the site. Attachment 1 illustrates the paths of a Class A motorhome into and out of the site, and as shown the vehicle can negotiate the route without leaving the pavement or crossing over into opposing travel lanes.

The analysis also considered site access and circulation for emergency apparatus. The maximum piece of apparatus that could conceivably be on site was determined through consultation with the South Placer Fire District. The largest piece is 65 feet long, and Attachments 6 thru 8 illustrate the path of travel of this equipment through the site that has been approved by the District.

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The site plan will also need to accommodate the path of frontload refuse trucks. Attachment 5 illustrates this travel.

As indicated, the site plan as now proposed can accommodate the flow of large vehicles into, through and out of the site. These one-way routes will need to be signed and identified in materials distributed to guests.

Intersection Sight Distance. The extent to which the project creates the need for additional improvements to the Brace Road / Dias Lane intersection beyond those included in the project plan to address sight distance has been considered. Applicable sight distance standards are found in the Town of Loomis Construction Improvement Standards <https://loomis.ca.gov/documents/5-construction-standards/> Caltrans Highway Design Manual (HDM) and in the American Association of State Highway and Transportation Officials (AASHTO) publication *Policy on the Geometric Design of Highways and Streets, 2018 (AASHTO Policy)*. Standards Sheet H15 indicates that 440 feet of sight distance should be provided at new access points for 40 mph design, although the HDM minimum may be permitted by the Town Engineer in restricted locations. HDM Table 201.2 indicates that the minimum sight distance for drivers entering Brace Road at the 40 mph speed limit is 300 feet, but Table 405.1A suggests that Corner Sight Distance of 560 feet is needed for a single unit truck (or can be inferred for a larger RV) to turn left and 500 feet to turn right without interfering with the flow of oncoming traffic. AASHTO Policy suggests that at 40 mph driver intending to turn left into the project site needs to see westbound traffic when a vehicle is 325 feet away.

Available sight distance at the project driveway was estimated in a field review from a location 15 feet from the edge of travel way as prescribed in the HDM. While it is difficult to ascertain the sight distance that will be available when access improvements are completed, from that location the view looking to the east at westbound traffic is limited by several trees located between the edge of pavement and the fence line. Without improvements the view in that direction is roughly 360 feet. Looking right out of the site, the view of eastbound traffic is limited by the vertical curve on the I-80 overcrossing. An eastbound vehicle becomes visible at about 600 feet. Because Brace Road is straight, the view for westbound traffic the view for eastbound drivers looking at west bound traffic is not restricted.

Based on this review, the available sight distance in each direction will satisfy minimum HDM sight distance requirement for 40 mph. When final improvement plans are prepared the Town of Loomis should consider whether it is necessary to remove the trees within the right of way to meet the requirements of Sheet H-15 or to satisfy corner sight distance requirements as well.

Left Turn Lane. Left turn lanes are typically provided on rural roads when either the combination of left turns and through traffic make it likely that congestion will occur or when available sight distance is limited. While left turn lanes have not been developed elsewhere on Brace Road east of I-80 the extent to which this or other measure is needed has been evaluated within the context of applicable improvements standards.

In this case the available sight distance is adequate as noted above, and a left turn lane would not be needed to address sight distance limitations. The extent to which anticipated traffic volumes might justify a separate left turn lane has been considered within the context of AASHTO Policy guidelines. Table 9-25 indicates combinations of peak hour left turn and through traffic that may justify a turn lane based on benefit-cost analysis. The guidelines presented in the current edition of the AASHTO policy are very conservative (i.e., 5 left turns per hour can justify a left turn lane) and as noted in the document:

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The volume-based guidelines or warrants presented below indicate situations where a left-turn lane may be desirable, not necessarily situations where a left-turn lane is definitely needed.

Recognizing this limitation with the 2018 edition the previous edition (2011) of the AASHTO Policy was reviewed for alternative guidance. This guidance suggests a left turn lane is not justified. Table 2 presents the guidance previously employed. In this case, at the daily volume reported in the General Plan for Brace Road (i.e., 3,539 vpd) the peak hour through traffic volume in each direction could be expected to be roughly 200 vph hour or less. This combination of opposing and advancing volumes falls below the limits of this table. Within this context, if the opposing volume on Brace Road was 200 vph than the advancing (i.e., eastbound) volume would theoretically have to rise to 640 vph with 5% left turns (i.e., 30 left turns) to reach the level justifying a turn lane. If all of the inbound peak hour traffic anticipated for the project (i.e., 7 vph) turned left this would represent less than 1% of 640 advancing vehicles.

TABLE 2 TRAFFIC VOLUMES JUSTIFYING LEFT TURN LANES				
Opposing Volume (veh/hr)	Advancing Volume (veh/hr)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
40-mph operating speed				
800	330	240	180	160
600	410	305	225	200
400	510	380	275	245
200	640	470	350	305
100	720	515	390	340

Source: *A Policy on Geometric Design of Highway and Streets, AASHTO, 2011.*

Access Design. The proposed project includes 35 foot curb return radii and 100 foot long tapers in advance of the site access. In addition to accommodating RV turns these areas provide space for entering vehicles to slow outside of the flow of background traffic on Brace Road. The adequacy of these treatments has been evaluated within the context of applicable standards. Town of Loomis Construction Standards Sheet H-15 indicates the radius of curb returns and the length of tapers. For a 40 mph design the radii are to be 40 feet and the tapers are to be 150 feet. Because the project is a low trip generator, the Town of Loomis will need to consider where the proposed design meets Town requirements.

Sheet H-32 outlines Town Standards of the location of adjoining commercial driveways. This sheet indicates that a minimum of 20 feet of separation is required, although an “urban” situation without curb returns is specifically addressed.

Consistency with General Plan LOS Policies

While no longer a significance criteria under CEQA, the project’s effect on LOS have been considered to evaluate the project’s consistency with Town of Loomis General Plan circulation polices.

Conditions under Loomis General Plan. As noted, the Circulation Element presented information regarding current and long term traffic volumes and Levels of Service on Brace Road east of Interstate 80. The project could add up 100 vpd to the current volume on Brace Road, and LOS A conditions would remain under Existing Plus Project conditions. Similarly, the project could add 100 vpd to the 18,000 vpd

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suggest in the Circulation Element for Brace Road west of I-80 in the future. In this case, because conditions with and without the project would be LOS F, under the Town's practice for traffic studies the significance of the project's effect on Brace Road is based on the incremental increase in traffic volume. The Town's permits an increase of up to 5% of the roadway capacity. In this case the daily traffic volume added by the project would be less than 1% of the 15,000 vpd capacity, and the project's effects would be consistent with the General Plan.

Conditions with Loomis Costco. The Loomis Costco EIR was reviewed to determine whether the cumulative effects of the proposed project are consistent with General Plan policies within that context as well.

The Loomis Costco DEIR traffic study limited its evaluation of Brace Road to the Costco access and to the Brace Road / Sierra College Blvd intersection and Brace Road / Barton Road intersection. That report indicated that the Costco could add 4 a.m. peak hour and 12 p.m. peak hour trips to the Brace Road / Barton Road intersection, which would also be its contribution on Brace Road in the area of Dias Lane. Because the Loomis Costco site was already assumed for shopping center development in the General Plan, its traffic would also be included in the Circulation Element's long term forecasts presented earlier. The Loomis Costco EIR concluded that the Brace Road / Barton Road intersection would operate at LOS C under Cumulative Plus Costco conditions and that no improvements were needed. The EIR (Table 49) concluded that with anticipated improvements the Sierra College Blvd / Brace Road intersection would operate at LOS B in the a.m. peak hour and LOS F in the p.m. peak hour. Because conditions at the Sierra College Blvd / Brace Road intersection were better in the p.m. peak hour with the Costco and its improvements than without, no mitigation was required.

Within that context the proposed project would add a very minor amount of additional traffic to the two intersections. That addition would not be expected to cause the Level of Service at either location to change from an acceptable to an unacceptable level. Where cumulative conditions in excess of adopted minimum standards were already projected with the Costco, the minor amount of additional traffic caused by the proposed project would not be enough to result in changes in average delay per vehicle that exceeded the increment permitted under Loomis traffic study guidelines (i.e., 5 second increase). The cumulative effects of the proposed project remain consistent with the policies of the Town of Loomis General Plan.

Conclusions / Recommendations

1. Based on peak hour trip generation rates published by the Institute of Transportation Engineers (ITE) and assumptions regarding daily traffic, an RV park of this size would be expected to generate 100 daily trips (½ in and ½ out) with 8 trips in the a.m. peak hour and 10 trips in the p.m. peak hour.
2. The impacts of the proposed are not significant under CEQA based on SR 743 requirements for evaluation based on Vehicle Miles Traveled (VMT).
3. The effects of the project on traffic operations are consistent with the goals and policies of the Town of Loomis General Plan.
4. The Town of Loomis Bike Master Plan indicates that Class 2 bike lanes are planned on Brace Road, but the General Plan Circulation Element indicates that lanes are not planned. If required by the Town, the project frontage should be designed to accommodate bike lanes.
5. The design of the site circulation and its access to Brace Road accommodates Class A Motorhomes (45 foot) as well as the largest apparatus identified by the South Placer Fire Protection District.
6. The sight distance provided at the project access exceeds the minimum requirements of the Caltrans Highway Design Manual (HDM) but is less than that prescribed in Sheet H-15 of the Town of

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Loomis Construction Standards. The sight distance can be improved by eliminating trees within the right of way east of the access, but the Town Engineer is permitted to determine that the available sight distance is adequate as a "restricted" location.

7. The project plan includes entrance curb returns with 35 ft radii and 100-foot approach tapers. These features are less than those prescribed in Sheet H-15 for 40 mph design (i.e., 40 foot radius and 150 foot tapers). While the volume of traffic accessing the site is low and the access could function acceptably as drawn, the need to satisfy sheet H-15 requirements needs to be determined by the Town of Loomis.
8. An existing driveway located west of the proposed access is to remain. Measured centerline to centerline that driveway is 45 feet from the new access. This distance may not satisfy Sheet H-32 requirements, and the Town of Loomis will need to consider the applicability of that standard in this situation.

Thank you for your attention to this information. Please feel free to contact me if you have any questions or need more information.

Sincerely yours,

KD Anderson & Associates



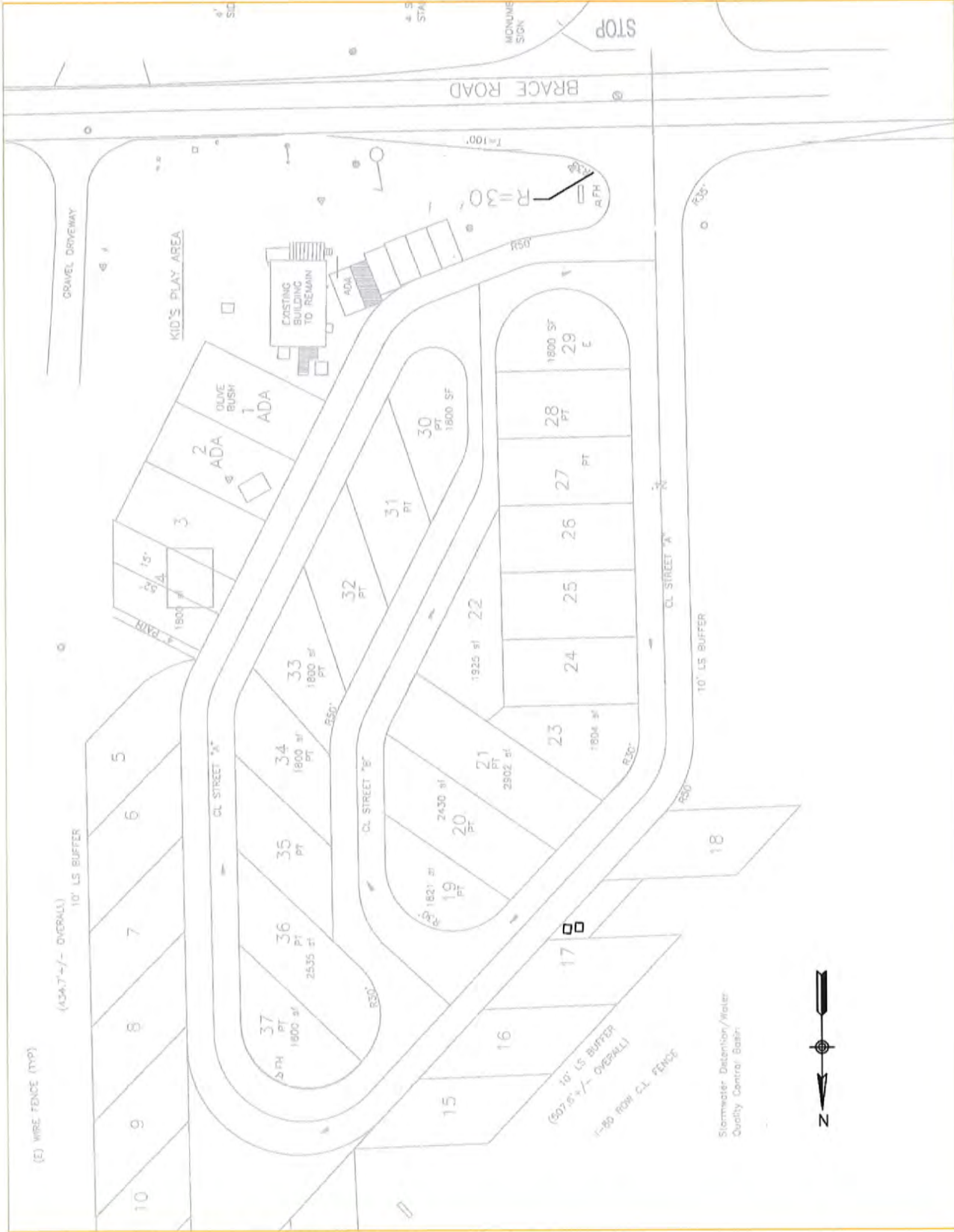
Kenneth D. Anderson, P.E.
President

Enc: Attachments

KDA



VICINITY MAP



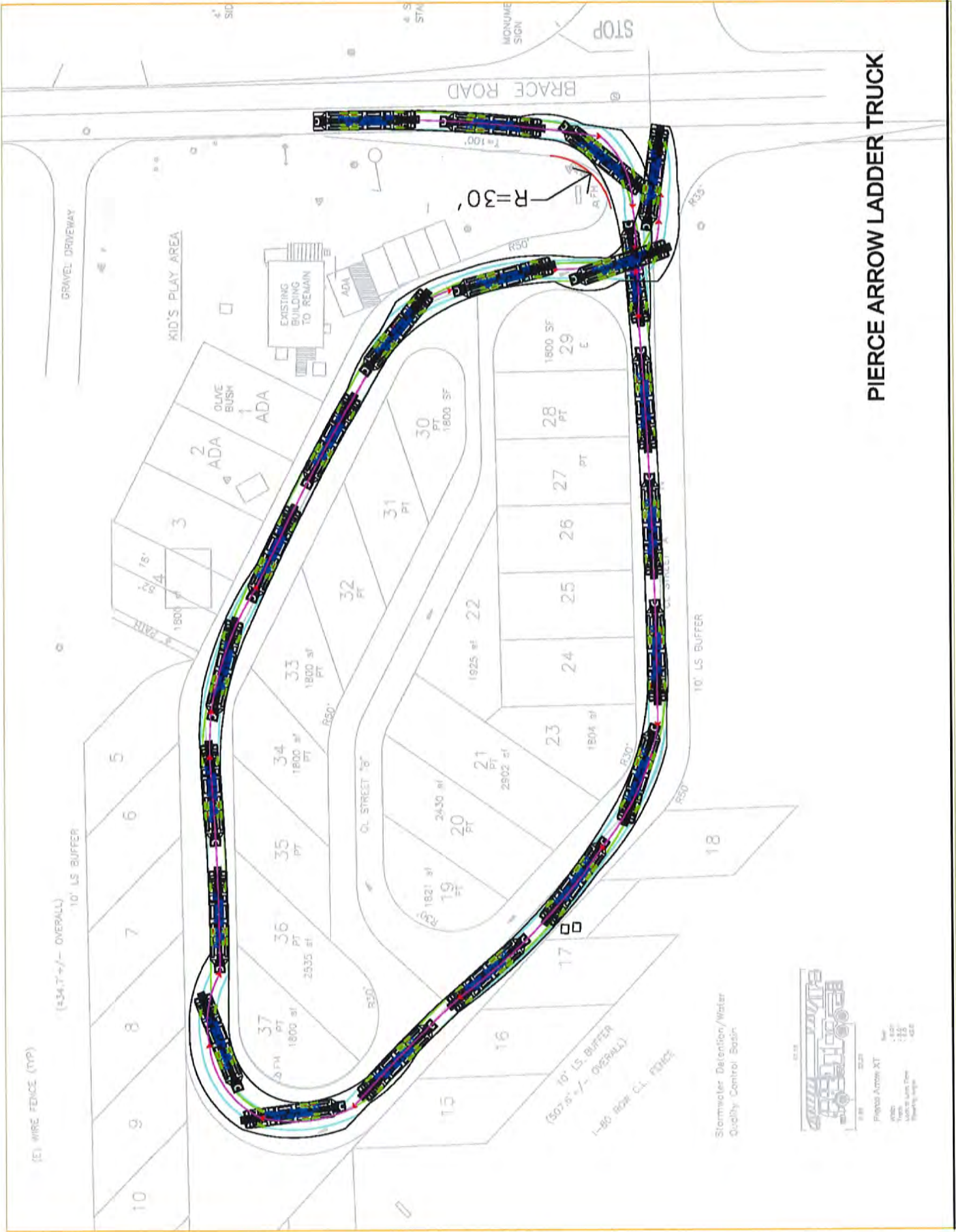
SITE PLAN

KD Anderson & Associates, Inc.
 Transportation Engineers

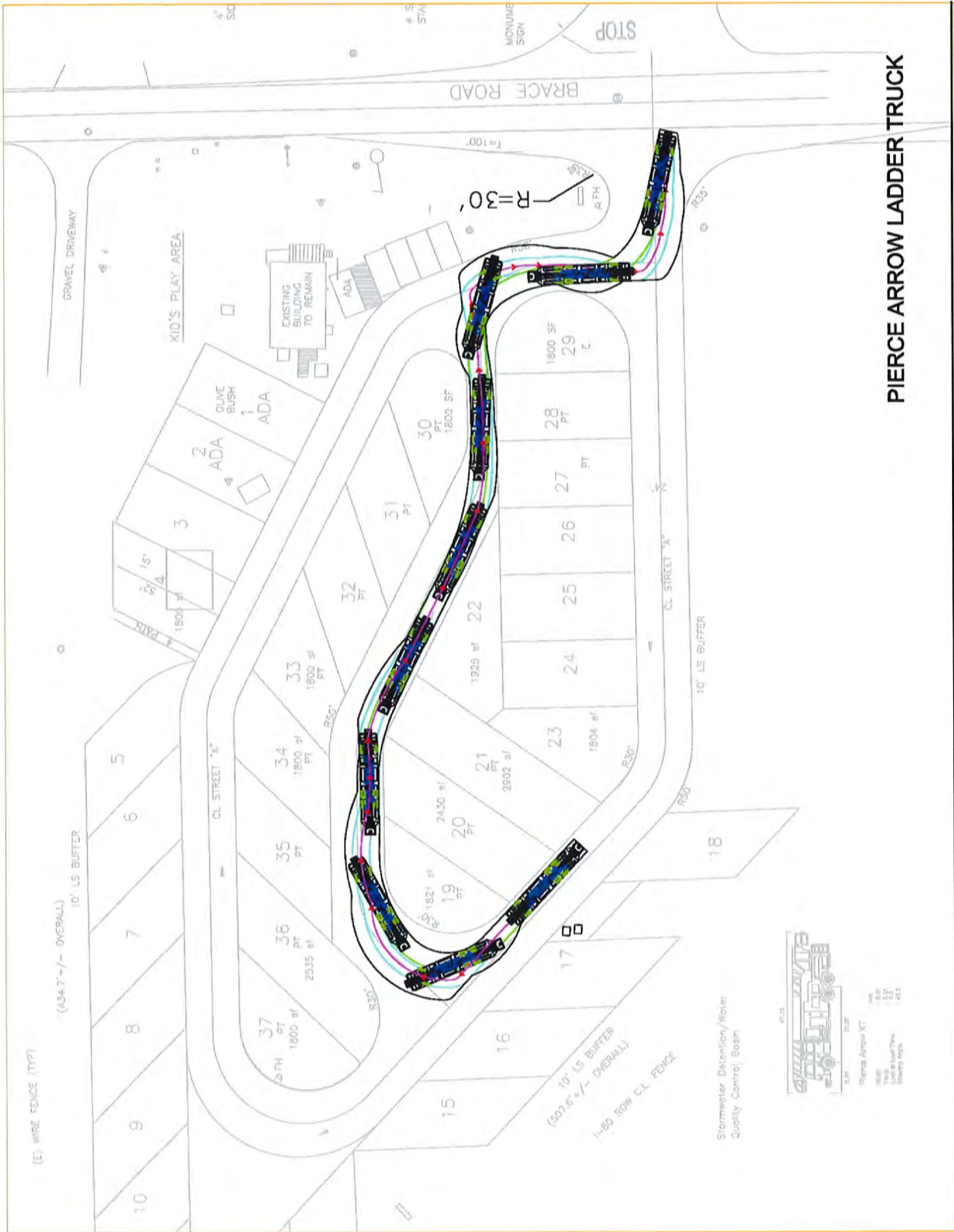
3-468-001 RA 12/14/2020



REFUSE VEHICLE



PIERCE ARROW LADDER TRUCK

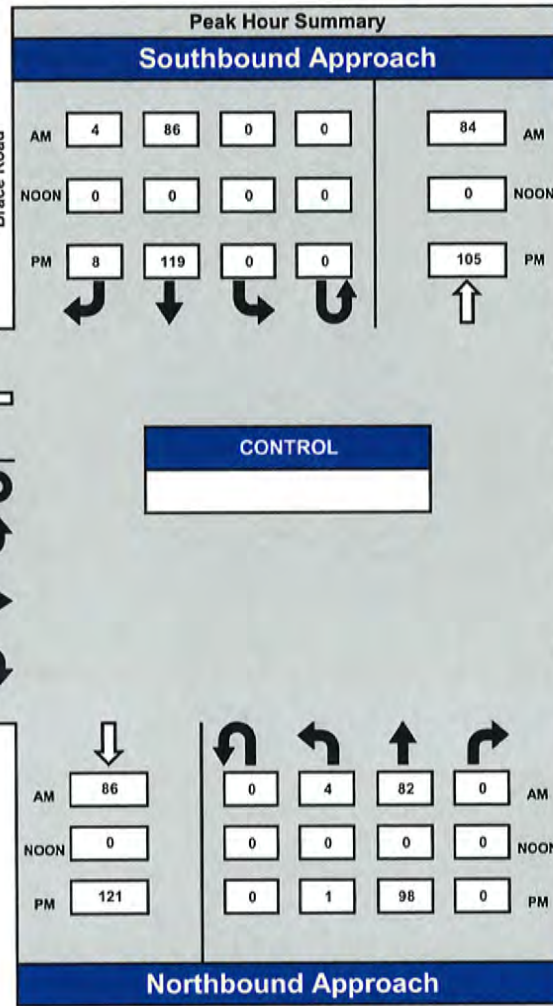


PIERCE ARROW LADDER TRUCK

Brace Road & Dias Lane

Date: 11/18/2020
Day: Wednesday

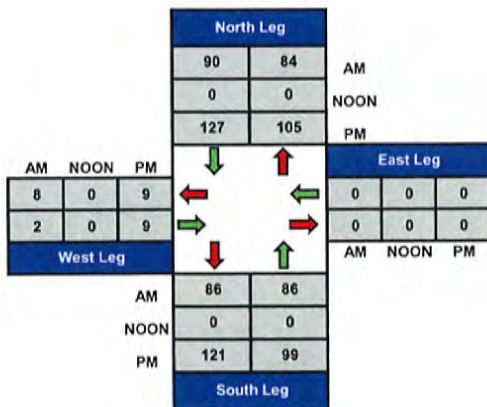
Project #: Brace Road & Dias Lane
3468-001



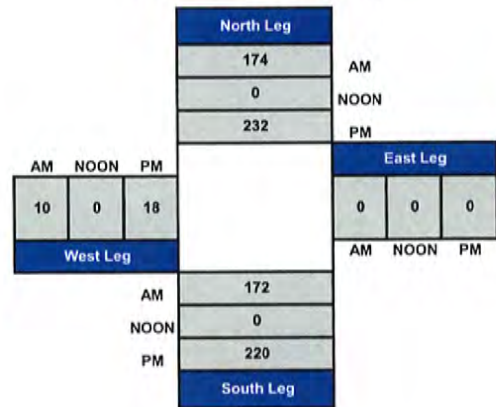
AM Peak Hour	08:00 - 09:00
NOON Peak Hour	12:00 - 13:00
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	12:00 PM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



KD ANDERSON & ASSOCIATES, INC.

(916) 660-1555

3468-001

File Name : Brace Road & Dias Lane
Date : 11/18/2020

Pleaser County
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

Unshifted Count = All Vehicles & Uturns																							
START TIME	Brace Road Southbound				Dias Lane Westbound				Brace Road Northbound				Dias Lane Eastbound										
	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Totals	Uturns Total	
7:00	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
7:15	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0
7:30	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0
7:45	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0
Total	0	59	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	0
8:00	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0
8:15	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0
8:30	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0
8:45	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0
Total	0	86	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	29	0	0	29	0	0	0	0	0	1	22	0	0	23	2	0	1	0	0	3	55	0
16:15	0	26	0	0	26	0	0	0	0	0	28	0	0	28	28	1	0	1	0	0	2	58	0
16:30	0	31	0	0	31	0	0	0	0	0	23	0	0	23	23	2	0	0	0	0	2	56	0
16:45	0	27	0	0	27	0	0	0	0	0	23	0	0	23	23	1	0	0	0	0	1	56	0
Total	0	113	0	0	113	0	0	0	0	0	96	0	0	96	96	6	0	2	0	0	8	225	0
17:00	0	35	0	0	35	0	0	0	0	0	24	0	0	24	24	3	0	1	0	0	4	65	0
17:15	0	21	0	0	21	0	0	0	0	0	27	0	0	27	27	3	0	1	0	0	4	54	0
17:30	0	27	0	0	27	0	0	0	0	0	26	0	0	26	26	1	0	1	0	0	2	45	0
17:45	0	27	0	0	27	0	0	0	0	0	22	0	0	22	22	1	0	1	0	0	2	59	0
Total	0	100	0	0	100	0	0	0	0	0	99	0	0	99	99	8	0	4	0	0	12	223	0
Grand Total	0	358	0	0	358	0	0	0	0	0	333	0	0	333	333	19	0	9	0	0	28	753	0
Approach %	0.0%	94.0%	0.0%	0.0%	94.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.8%	0.0%	0.0%	96.8%	32.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	100.0%	0
Total %	0.0%	47.5%	0.0%	0.0%	47.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	44.2%	0.0%	0.0%	45.7%	2.5%	0.0%	1.2%	0.0%	0.0%	3.7%	100.0%	0

AM PEAK HOUR	Brace Road Southbound				Dias Lane Westbound				Brace Road Northbound				Dias Lane Eastbound										
	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Totals	Uturns Total	
8:00	0	19	0	0	19	0	0	0	0	0	2	19	0	0	21	0	0	0	0	0	0	41	0
8:15	0	24	0	0	24	0	0	0	0	0	1	19	0	0	17	2	0	0	0	0	2	44	0
8:30	0	17	0	0	17	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	38	0
8:45	0	26	0	0	26	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	0	55	0
Total	0	86	0	0	86	0	0	0	0	0	4	82	0	0	86	2	0	0	0	0	2	178	0
% App Total	0.0%	95.6%	0.0%	0.0%	95.6%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	95.2%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0
PHF	0.00	0.827	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.500	0.759	0.000	0.000	0.768	0.250	0.000	0.000	0.000	0.000	0.250	0.809	0

NOON PEAK HOUR	Brace Road Southbound				Dias Lane Westbound				Brace Road Northbound				Dias Lane Eastbound										
	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Totals	Uturns Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM PEAK HOUR	Brace Road Southbound				Dias Lane Westbound				Brace Road Northbound				Dias Lane Eastbound										
	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Totals	Uturns Total	
16:15	0	26	0	0	26	0	0	0	0	0	0	28	0	0	28	1	0	1	0	0	2	58	0
16:30	0	31	0	0	31	0	0	0	0	0	0	23	0	0	23	2	0	0	0	0	2	56	0
16:45	0	27	0	0	27	0	0	0	0	0	1	24	0	0	25	3	0	0	0	0	4	65	0
17:00	0	35	0	0	35	0	0	0	0	0	1	24	0	0	25	7	0	2	0	0	9	235	0
Total	0	119	0	0	119	0	0	0	0	0	99	7	0	106	28	0	2	0	0	0	22	583	0
% App Total	0.0%	93.7%	0.0%	0.0%	93.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	99.0%	0.0%	0.0%	77.8%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	77.8%	0
PHF	0.000	0.850	0.000	0.000	0.882	0.000	0.000	0.000	0.000	0.000	0.250	0.875	0.000	0.000	0.884	0.000	0.000	0.000	0.000	0.000	0.563	0.904	0



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

Attachment H

RECEIVED

FEB 24 2021

December 17, 2020

TOWN OF LOOMIS

Regulatory Division (SPK-2020-00713)

Golden Property Development LLC
Attn: Mr. Jared Taylor
5847 Brace Road
Loomis, California 95650
jared@goldenpropertydevelopment.com

Dear Mr. Taylor:

We are responding to your September 2, 2020, request for an approved jurisdictional determination for the 5847 Brace Road site. The approximately 3.4-acre project site is located near Secret Ravine, at the intersection of Brace Road and Dias Lane, at 5847 Brace Road, Latitude 38.81071°, Longitude -121.19423°, in the Town of Loomis, Placer County, California.

Based on available information, we concur with your aquatic resources delineation for the site, as depicted on the enclosed September 2, 2020, *Wetlands Delineation* Report drawing(s), prepared by Golden Property Development LLC (enclosure 1). Upon review, we have determined that there are no waters of the United States within the survey area and that the site is comprised entirely of uplands.

We are enclosing a copy of the *Approved Jurisdictional Determination Form* for your site (enclosure 2).

This approved jurisdictional determination is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 Code of Federal Regulations (CFR) Part 331. A *Notification of Appeal Process (NAP) and Request for Appeal (RFA) Form* is enclosed (enclosure 3). If you request to appeal this determination, you must submit a completed RFA form to the South Pacific Division Office at the following address: Administrative Appeal Review Officer, Army Corps of Engineers, South Pacific Division, CESPDPDO, 1455 Market Street, 2052B, San Francisco, California 94103-1399, Telephone: 415-503-6574, FAX: 415-503-6646.

In order for an RFA to be accepted by the Corps, we must determine that the form is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that the

form was received by the Division Office within 60 days of the date of the NAP. It is not necessary to submit an RFA form to the Division Office unless you object to the determination in this letter.

We recommend that you provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

We appreciate feedback, especially about interactions with our staff and our processes.

Please refer to identification number SPK-2020-00713 in any correspondence concerning this project. If you have any questions, please contact Jesse Stovall by email at Jesse.T.Stovall@usace.army.mil, or telephone at (916) 557-7506. For program information or to complete our Customer Survey, visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,



Nancy Haley
Chief, North Section CA

Enclosures

cc (w/encls)

Ms. Tina Bartlett, California Department of Fish and Wildlife, R2CEQA@wildlife.ca.gov

Ms. Stephanie Tadlock, Storm Water and Water Quality Certification Unit, Central Valley Regional Water Quality Control Board (5S),
stephanie.tadlock@waterboards.ca.gov

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Golden Property Development LLC,
Attn: Mr. Jared Taylor

File No.: SPK-2020-00713

Date: December 17, 2020

Attached is:

See Section below

	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
→	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer (address on reverse). This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer (address on reverse). This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer (address on reverse). This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

U.S. Army Corps of Engineers
Regulatory Division
California South Section
1325 J Street, Room 1350
Sacramento, California 95814-2922
SPKRegulatoryMailbox@usace.army.mil

If you only have questions regarding the appeal process you may also contact:

Thomas J. Cavanaugh
Administrative Appeal Review Officer
U.S. Army Corps of Engineers
South Pacific Division
1455 Market Street, 2052B
San Francisco, California 94103-1399
Phone: 415-503-6574, FAX: 415-503-6646
Email: Thomas.J.Cavanaugh@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:

Loomis Municipal Code[Up](#) [Previous](#) [Next](#) [Main](#) [Collapse](#) [Search](#) [Print](#) [No Frames](#)[Title 3 REVENUE AND FINANCE](#)**Chapter 3.20 UNIFORM TRANSIENT OCCUPANCY TAX**

3.20.010 Title.

The ordinance codified in this chapter shall be known as the Uniform Transient Occupancy Tax ordinance of the town. (Ord. 11 § 1, 1984)

3.20.020 Definitions.

Except where the context otherwise requires, the definitions given in this section govern the construction of this chapter:

“Hotel” means any structure or any portion of any structure containing three or more units, which is occupied or intended or designed for occupancy by transients for dwelling, lodging or sleeping purposes, and includes any hotel, inn, tourist home or house, motel, studio hotel, bachelor hotel, lodging house, rooming house, apartment house, dormitory, public or private club, mobile home or house trailer at a fixed location, or other similar structure or portion thereof. The term “hotel” shall also include any campground where spaces are rented to members of the public for camping either in tents or recreational vehicles or trailers.

“Occupancy” means the use or possession, or the right to the use or possession of any room or rooms or portion thereof, or campground spaces or portions thereof, in any hotel for dwelling, lodging or sleeping purposes, or for camping purposes.

“Operator” means the person who is the proprietor of the hotel, whether in the capacity of owner, lessee, sublessee, mortgagee in possession, licensee, or any other capacity. Where the operator performs his functions through a managing agent of any type or character other than an employee, the managing agent shall also be deemed an operator for the purposes of this chapter and shall have the same duties and liabilities as his principal. Compliance with the provisions of this chapter by either the principal or the managing agent shall, however, be considered to be compliance by both.

“Person” means any individual, firm, partnership, joint venture, association, social club, fraternal organization, joint stock company, corporation, estate, trust, business trust, receiver, trustee, syndicate, or any other group or combination acting as a unit.

“Rent” means the consideration charged, whether or not received, for the occupancy of space in a hotel valued in money, whether to be received in money, goods, labor or otherwise, including all receipts, cash, credits and property and services of any kind or nature, without any deduction therefrom whatsoever.

“Tax administrator” means the town manager.

“Transient” means any person who exercises occupancy or is entitled to occupancy by reason of concession, permit, right of access, license or other agreement for a period of thirty consecutive calendar days or less, counting portions of calendar days as full days. Any such person so occupying space in a hotel shall be deemed to be a transient until the period of thirty days has expired unless there is an agreement in writing between the operator and the occupant providing for a longer period of occupancy. In determining whether a person is a transient, uninterrupted periods of time extending both prior and subsequent to the effective date of the ordinance codified in this chapter may be considered. (Ord. 84 § 2, 1990; Ord. 27 § 1, 1985; Ord. 11 § 2, 1984)

3.20.030 Tax imposed.

A. For the privilege of occupancy in any hotel, each transient is subject to and shall pay a tax in the amount of eight percent of the rent charged by the operator. Such tax constitutes a debt owed by the transient to the town which is extinguished only by payment to the operator or to the town. The transient shall pay the tax to the operator of the hotel at the time the rent is paid. If the rent is paid in installments, a proportionate share of the tax shall be paid with each

installment. The unpaid tax shall be due upon the transient's ceasing to occupy space in the hotel. If for any reason the tax due is not paid to the operator of the hotel, the tax administrator may require that such tax shall be paid directly to the tax administrator.

B. Notwithstanding the foregoing paragraph, for any campground where spaces are rented to members of the public for camping, either in tents or recreational vehicles or trailers, and where the tax imposed by this section has not been levied on such campground prior to the effective date of Assembly Bill 1984 Chapter 1186 (Statutes of 1992), the tax imposed by this section shall be effective for the first time commencing July 1, 1993. Further, the rate of tax imposed on transients utilizing such campgrounds shall be as follows: four percent of any rent charged any transient by such campground operator for the period commencing July 1, 1993 and ending July 30, 1994; six percent for the period commencing July 1, 1994 and ending July 30, 1995; and eight percent for the period commencing July 1, 1995 and thereafter. (Ord. 124 § 1, 1993; Ord. 11 § 3, 1984)

3.20.040 Exemptions.

No tax shall be imposed upon:

A. Any person as to whom, or any occupancy as to which, it is beyond the power of the town to impose the tax herein provided;

B. Any federal or state of California officer or employee when on official business;

C. Any officer or employee of a foreign government who is exempt by reason of express provision of federal law or international treaty. No exemption shall be granted except upon a claim therefor made at the time rent is collected and under penalty of perjury upon a form prescribed by the tax administrator; and

D. Any food served to lodgers that is subject to a sales and use tax. (Ord. 207 § 15, 2003; Ord.11 § 4, 1984)

3.20.050 Operator's duties.

Each operator shall collect the tax imposed by this chapter to the same extent and at the same time as the rent is collected from every transient. The amount of tax shall be separately stated from the amount of the rent charged and each transient shall receive a receipt when requested for payment from the operator. (Ord. 11 § 5, 1984)

3.20.060 Registration.

Within thirty days after the effective date of the ordinance codified in this chapter, or within thirty days after commencing business, whichever is later, each operator of any hotel renting occupancy to transients shall register said hotel with the tax administrator and obtain from him a "Transient Occupancy Registration Certificate" to be at all times posted in a conspicuous place on the premises. Said certificate shall, among other things, state the following:

A. The name of the operator;

B. The address of the hotel;

C. The date upon which the certificate was issued;

D. This Transient Occupancy Registration Certificate signifies that the person named on the face hereof has fulfilled the requirements of the Uniform Transient Occupancy Tax ordinance by registering with the tax administrator for the purpose of collecting from transients the transient occupancy tax and remitting said tax to the tax administrator. This certificate does not authorize any person to conduct any unlawful business or to conduct any lawful business in an unlawful manner, nor to operate a hotel without strictly complying with all local applicable laws, including but not limited to those requiring a permit from any board, commission, department or office of this county. This certificate does not constitute a permit. (Ord. 11 § 6, 1984)

3.20.070 Reporting and remitting.

Each operator shall, on or before the close of each calendar quarter, or before the last day of the month following the close of each calendar quarter, or at the close of any shorter reporting period which may be established by the tax administrator, on forms provided by him, of the total rents charged and received and the amount of tax collected for transient occupancies. At the time the return is filed, the full amount of the tax collected shall be remitted to the tax administrator. The tax administrator may establish shorter reporting periods for any certificate holder if he deems it necessary in order to insure collection of the tax and he may require further information in the return. Returns and payments are due immediately upon cessation of business for any reason. All taxes collected by operators pursuant to this chapter shall be held in trust for the account of the town until payment thereto is made to the tax administrator. (Ord. 11 § 7, 1984)

3.20.080 Penalties and interest.

A. Original Delinquency. Any operator who fails to remit any tax imposed by this chapter within the time required shall pay a penalty of ten percent of the amount of the tax.

B. Continued Delinquency. Any operator who fails to remit any delinquent remittance on or before a period of thirty days following the date on which the remittance first became delinquent shall pay a second delinquency penalty of ten percent of the amount of the tax in addition to the amount of the tax and the ten percent penalty first imposed.

C. Fraud. If the tax administrator determines that the nonpayment of any remittance due under this chapter is due to fraud, a penalty of twenty-five percent of the amount of the tax shall be added thereto in addition to the penalties stated in subsections (A) and (B) of this section.

D. Interest. In addition to the penalties imposed, any operator who fails to remit any tax imposed by this chapter shall pay interest at the rate of one percent per month or fraction thereof on the amount of the tax, exclusive of penalties, from the date on which the remittance first became delinquent until paid.

E. Penalties Merged With Tax. Every penalty imposed and such interest as accrues under the provisions of this section shall become a part of the tax herein required to be paid. (Ord. 11 § 8, 1984)

3.20.090 Failure to collect and report tax—Determination of tax by tax administrator.

If any operator shall fail or refuse to collect said tax and to make within the time provided in this chapter any report and remittance of said tax or any portion thereof required by this chapter, the tax administrator shall proceed in such manner as he may deem best to obtain facts and information on which to base his estimate of the tax due. As soon as the tax administrator shall procure such facts and information as he is able to obtain upon which to base the assessment of any tax imposed by this chapter and payable by any operator who has failed or refused to collect the same and to make such report and remittance, he shall proceed to determine and assess against such operator the tax, interest and penalties provided for by this chapter. In case such determination is made, the tax administrator shall give a notice of the amount so assessed by serving it personally or by depositing it in the United States mail, postage prepaid, addressed to the operator so assessed at his last known place of address. Such operator may within ten days after the serving or mailing of such notice make application in writing to the tax administrator for a hearing on the amount assessed. If application by the operator for a hearing is not made within the time prescribed, the tax, interest and penalties, if any, determined by the tax administrator shall become final and conclusive and immediately due and payable. If such application is made, the tax administrator shall give not less than five days written notice in the manner prescribed herein to the operator to show cause at a time and place fixed in said notice why said amount specified therein should not be fixed for such tax, interest and penalties. At such hearing, the operator may appear and offer evidence why such specified tax, interest and penalties should not be so fixed. After such hearing the tax administrator shall determine the proper tax to be remitted and shall thereafter give written notice to the person in the manner prescribed herein of such determination and the amount of such tax, interest and penalties. The amount determined to be due shall be payable after fifteen days unless an appeal is taken as provided in Section 3.20.100. (Ord. 11 § 9, 1984)

3.20.100 Appeal.

Any operator aggrieved by any decision of the tax administrator with respect to the amount of such tax, interest and penalties, if any, may appeal to the town council by filing a notice of appeal with the town clerk within fifteen days of the serving or mailing of the determination of tax due. The town council shall fix a time and place for hearing such appeal and the town clerk shall give notice in writing to such operator at his last known place of address. The findings of the town council shall be final and conclusive and shall be served upon the appellant in the manner prescribed above for service of notice and hearing. Any amount found to be due shall be immediately due and payable upon the service of notice. (Ord. 11 § 10, 1984)

3.20.110 Records.

It shall be the duty of every operator liable for the collection and payment to the town of any tax imposed by this chapter to keep and preserve, for a period of three years, all records as may be necessary to determine the amount of such tax as he may have been liable for the collection of and payment to the town, which records the tax administrator shall have the right to inspect at all reasonable times. (Ord. 11 § 11, 1984)

3.20.120 Refunds.

A. Whenever the amount of any tax, interest or penalty has been overpaid more than once or has been erroneously or illegally collected or received by the town under this chapter, it may be refunded as provided in subsections (A) and (B) of this section provided a claim in writing therefor, stating under penalty of perjury the specific grounds upon which the claim is founded, is filed with the tax administrator within three years of the date of payment. The claim shall be on forms furnished by the tax administrator.

B. An operator may claim a refund or take as credit against taxes collected and remitted the amount overpaid, paid more than once or erroneously or illegally collected or received when it is established in a manner prescribed by the tax administrator that the person from whom the tax has been collected was not a transient; provided, however, that neither a refund nor a credit shall be allowed unless the amount of the tax so collected has either been refunded to the transient or credited to rent subsequently payable by the transient to the operator.

C. A transient may obtain a refund of taxes overpaid or paid more than once or erroneously or illegally collected or received by the town by filing a claim in the manner provided in subsection (A) of this section, but only when the tax was paid by the transient directly to the tax administrator, or when the transient having paid the tax to the operator establishes to the satisfaction of the tax administrator that the transient has been unable to obtain a refund from the operator who collected the tax.

D. No refund shall be paid under the provisions of this section unless the claimant establishes his right thereto by written records showing entitlement thereto. (Ord. 11 § 12, 1984)

3.20.130 Actions to collect.

Any tax required to be paid by any transient under the provisions of this chapter shall be deemed a debt owed by the transient to the town. Any such tax collected by an operator which has not been paid to the town shall be deemed a debt owed by the operator to the town. Any person owing money to the town under the provisions of this chapter shall be liable to an action brought in the name of the town for the recovery of such amount. (Ord. 11 § 13, 1984)

3.20.140 Violations—Penalty.

Any person violating any of the provisions of this chapter shall be guilty of a misdemeanor and shall be punishable by a fine of not more than one thousand dollars or by imprisonment in the county jail for a period of not more than six months or by both such fine and imprisonment.

Any operator or other person who fails or refuses to register as required herein, or to furnish any return required to be made, or who fails or refuses to furnish a supplemental return or other data required by the tax administrator, or who renders a false or fraudulent return or claim, is guilty of a misdemeanor, and is punishable as aforesaid. Any person

required to make, render, sign or verify any report or claim who makes any false or fraudulent report or claim with intent to defeat or evade the determination of any amount due required by this chapter to be made, is guilty of a misdemeanor and is punishable as aforesaid. (Ord. 207 § 16, 2003; Ord. 11 § 14, 1984)

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