DRAFT

Initial Study

and

Mitigated Negative Declaration

for

Loomis RV Campground

Lead Agency:
Town of Loomis
3665 Taylor Road
Loomis, CA 95650

Prepared by:
Town of Loomis
Hauge Brueck Associates

State Clearinghouse No. 2022070010

July 1, 2022

Table of Contents

1. Introduction and Project Description

This Project Information, Description, and Environmental Checklist contained herein constitute the contents of an Initial Study in accordance with Section 15063 of the California Environmental Quality Act (CEQA) Guidelines:

Project Title	Loomis RV Campground, Application #21-04
Lead Agency	Town of Loomis 3665 Taylor Road Loomis, CA 95650
Contact Information	Mary Beth Van Voorhis, Planning Director 916-652-1840 mvanvoorhis@loomis.ca.gov
Project Sponsor's Name/Address	Jared Taylor 5847 Brace Road Loomis, CA 95650
Project Location	The 3.4-acre parcel is located in the Town of Loomis in Placer County, California, specifically 5847 Brace Road (APN 044-150-047).
General Plan Designation	Tourist/Destination Commercial (TD)
Zoning	CT - Tourist/Destination Commercial

Project Description

Application #21-04 proposes construction and operation of a 34-space Recreation Vehicle (RV) Campground with an existing 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 use in the Tourist Destination Commercial Land Use designation and Tourist/Destination Commercial zone with an approved Minor Use Permit and Master Development Plan, including Design Review. The new property improvements meet the 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 finished with compacted 3/8-inch gravel.
    - Each site will be connected to water, electric, sewer, and WIFI hook-ups, and will include a picnic table.
        - 50/30/20A electrical service
        - ½-inch treated water service
        - Three-inch sewer service
        - Wifi
- Paved roadways will be constructed throughout the campground.
    - Relocate the existing residential driveway to provide a main 28.5-foot wide driveway accessing Brace Road, aligned with Dias Lane.
    - 24-foot wide drive aisles within the site.

- An on-site, fenced children's play area with grass and a play structure.
- A fenced dog walking area.
- An unfenced leashed dog walking area.
- Trash enclosure and dumpster for guest use.
- One to two resident managers will reside on-site in the existing 2-bedroom house with additional off-site owner management.
- Five parking stalls, including one ADA accessible stall, at the manager's unit
- Landscaping within the 25-foot front setback and 10-foot side and rear setbacks to shield views into and out of the property.
- Perimeter fencing: a five-foot tall berm facing I-80 with a five-foot sound wall on top that partially wraps around both sides of the site, extending to the south approximately 180 feet on the west side and approximately 105 feet on the east side to reduce freeway noise levels. A six-foot tall solid wood fence would extend southward from the end of the sound wall along the east and west site boundaries. A six-foot tall wrought iron fence outside the setback line fronting Brace Road.
- Removal of two barn/shed structures.
- Construction is proposed to commence outside the nesting season, with construction initiated between September 1 through January 31st

Figure 1 provides a contextual map of the proposed project and **Figure 2** illustrates the site layout in detail.

The RV Campground proposes the following operational procedures:

- Only RV's containing a bathroom will be allowed (mobile homes or Park Units are not allowed).
- Tent camping will not be permitted.
- Campsite reservations will be made through an online application-based system.
- Extended-stay sites will be reserved on a month-to-month basis, for up to two years.
- The Loomis Campground will not offer permanent, or yearly sites.
- Check in hours would be between 1 pm and 8 pm, with checkout by 11 am.
- Visitors will be directed to access the site via the Sierra College Boulevard freeway ramps to Brace Road due to bridge weight limits at Secret Ravine (to the east). Class A RVs would be prohibited from accessing the site via the Horseshoe Bar Road connection to Brace Road.
- Onsite safety would be provided by on-site/full-time managers patrolling the grounds at least three times each day to enforce site rules, supplemented by Closed Circuit Television (CCTV) security cameras to provide surveillance of public areas on the grounds. The video feed will be accessible to law enforcement. Campers violating rules and regulations will be required to immediately vacate.
- All campers will be provided and required to agree to Loomis Campground Rules and Regulations as noted below in *italics.*

Rules and Regulations

Welcome to Loomis Campground. To ensure a pleasant experience for all our guests, we ask that you follow and agree to the following rules:

Reservations:

- *All reservations are completed through www.loomiscampground.com or Loomis Campground approved third party application.*
- *If you do not have a reservation, walk-ins are accepted if a campsite is available through www.loomiscampground.com.*
- *Loomis Campground requires full payment with a debit/credit card upon booking.*
- *Check-in time is between 1PM and 8 PM. Checkout time is 11AM.*

- *We do reserve the right to refuse service to anyone and will not be responsible for accidents, injuries or loss of property of any kind. Keep your personal belongings secure, be aware of your environment. By making this reservation you acknowledge and agree to these terms.*
- *We have a two-night minimum for MLK, President's Day, 4th of July week and Veteran's Day and Thanksgiving. Three night minimum for Memorial Day & Labor Day weekends.*
- *Each of our ADA sites will be released for the general public to reserve only when all other similar sites have been booked.*
- *All reservations are subject to a 10% cancellation fee from the time of booking until the cancellation window closes, at which time the reservation becomes non-refundable and non-changeable. We apply these policies consistently to all reservations. In order to treat everyone equally, we do not make exceptions to this policy if you experience an unforeseen reason for not visiting (e.g. weather, smoke, illness, breakdowns etc.). Please consider travel insurance if you will need to recoup your reservation fees in the event of a last-minute change after our cancellation windows close.*
- *All Reservations become non-refundable and non-changeable if not cancelled / changed as follows:*
    - *Memorial Day weekend through Labor Day – by 3 PM seven days prior to scheduled arrival, All other times – by 3 PM three days prior to arrival.*
- *All Gift Certificate sales are non-refundable.*

RV Requirements:

- *Only RV's containing a bathroom will be allowed (mobile homes or Park Units are not allowed). RV's must be connected to the sewer hook ups - there is no waste dump station provided at Loomis Campground.*
- *All RVs must be current on DMV licensing, insured, and in good working condition- free of dripping mechanical or waste fluids.*
- *Use of the Loomis Campground is for owner occupied RVs or RVs rented through a known RV rental company.*
- *Management reserves all rights to determine the acceptability of the RV unit.*
- *Working on vehicles is prohibited in the Loomis Campground.*
- *The site fee includes the parking for ONE RV and ONE additional car/truck only. Additional parking is an additional fee. All vehicles must be current on registration and insurance.*
- *All trailers must be parked in a way that the hitch is easily accessible from the driveway.*
- *Depositing waste, water, sewage or effluent from sinks, portable toilets, and any other plumbing fixtures directly upon or into the surface of ground, gravel or water is strictly prohibited.*
- *All guests of the Loomis Campground should maintain liability and theft insurance. The Loomis Campground or Loomis Campground owners will not be responsible for injury or loss of any kind.*
- *You are not allowed to wash RVs, cars, trucks or other vehicles at your campsite.*
- *Class A RVs entering and exiting the Loomis Campground are required to use Sierra College Blvd. and Brace Road west of the campground.*

Loomis Campground Property:

- *Trees on the grounds are for shade only. Please do not use them to tie up your animals, hang items or for any other purpose. The same goes for Loomis Campground fencing. If you would like a tree trimmed to enhance your stay, please ask the office.*
- *All sites must be kept in clean and orderly fashion. Personal items, such as BBQs, lawn chairs, tables, pet kennels, etc., must be portable and easily movable.*
- *Storage sheds are prohibited.*
- *Outside refrigerators, washers, or dryers are prohibited.*
- *Tents are prohibited. Open canopies or that have mosquito netting are allowed.*
- *Personal items left outside may be moved for lawn or landscape maintenance.*

- *The onsite trash containers are for household trash only. DO NOT dispose of large items, such as mattress or furniture, in the trash containers.*
- *Storage of utility trailers, extra vehicles, boats, camper shells, cargo vans, large trucks or construction equipment is prohibited on the Loomis Campground property.*
- *Please only setup in the campsite you reserve. All of our sites are individually booked so you can choose the spot that works best for you. But that means you have to stick to the site you book unless we can accommodate you otherwise upon arrival.*

Courtesy:

- *Quiet hours are set between 10 pm to 7 am.*
- *The use of generators is not permitted.*
- *The speed limit is 5 MPH on the Loomis Campground property.*
- *Loud music, barking dogs, verbal obscenities or loud noises of any kind are not permitted.*
- *Guests will be sure that they, and their guests, do not disrupt others within the Campground or neighbors surrounding the Campground.*
- *If the police are called for a justifiable reason, the guest(s) in violation will be immediately required to leave the Loomis Campground, NO REFUNDS.*

Guest and Children:

- *Children under the age of 12 must always be under parental or adult supervision.*
- *No one may use your trailer without prior approval from Campground management.*
- *Guests' visitors are not permitted to spend the night without Campground management approval.*
- *Guest parking in the Loomis Campground must be considerate of other Loomis Campground users and management.*

Pets:

- *Management reserves all rights to refuse the entry of aggressive breed dogs. Aggressive pet behavior is cause for immediate guest eviction without refund.*
- *Management asks that all pets be currently licensed and vaccinated.*
- *Owners must pick up after their pets. Failure to do so could result in expulsion from the campground.*
- *All pets must be kept quiet.*
- *Dogs may not be left alone or unattended.*
- *Dogs outside the RV, a kennel or dog run area must always remain on a leash.*
- *Campers must clean up after your dog. We will ask careless owners to leave.*
- *Please refrain from bringing any dogs into the buildings, with the exception of service dogs.*
- *Please note that emotional support dogs are welcome in all our dog friendly sites, but still must pay the dog fees. Pets providing emotional support, well-being, comfort or companionship are not recognized as service animals under ADA regulations.*
- *Cats are not permitted outside of an RV unit.*
- *A maximum of 2 pets per RV unit is allowed unless approved by management.*

Services and Amenities Provided:

- *Electric, water, sewer, internet (wifi) and one picnic table are available at each site. No firepits or barbeques are provided by the campground. The Loomis Campground ownership or management does not warrant the condition of provided utilities and does not guarantee that they will meet the needs of the guests.*
- *PLEASE TURN OFF ALL BREAKERS BEFORE PLUGGING INTO THE ELECTRICAL SERVICE. The Loomis Campground will not be responsible for any damage caused by failing to do so.*
- *WIFI is provided free of charge but the Campground cannot guarantee the reliability or quality of the connection and internet service.*

- *Guests are not recommended to receive mail or packages delivered to the Loomis Campground.*

Project Conditions

In addition to the operational rules and regulations proposed above, the project would include the following conditions to be implemented as appropriate prior to or during construction, or during operation as applicable:

Construction, Design and Operations Conditions:

- **Construction Period**. The project shall commence construction outside the nesting season to ensure nesting avian species are not affected. As indicated in the applicant's project description, initial construction would occur between September 1st and January 31st to avoid potential adverse effects to nesting species.
- **Daily Construction Timing**: 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.
- **Vehicle Access Route**. To avoid heavy vehicles on the Brace Road bridge, the applicant shall notify all guests on the reservation website and at the time of reservation, that all Class A RV access is limited to Sierra College Boulevard and Brace Road west of the site and that no Class A RV access is permitted from Horseshoe Bar Road. The applicant shall install signage along the exit of the site to indicate that RVs may not turn left exiting the campground.
- **Tree Protection.** During construction, trees to be retained onsite shall be protected as described in Appendix 3 of the arborist report, including root protection zone establishment, irrigation, fertilizer and mulch application, protection fencing, foliage elevation, root protection, and monitoring.
- **Tree Removal Permit and Permit Mitigation Fee.** The applicant shall apply for a tree removal permit concurrently with their grading permit application. The tree removal and mitigation shall be based on the construction plans and shall account for the tree species, size, and condition, as well as any new native oak replacement plantings. The applicant shall be responsible for complying with Town requirements and fulfilling the required fee payment or tree replacement.
- **Landscaping Plan.** The project shall include landscaping as provided on the applicant's landscaping plan submitted with the project application. The landscaping shall adhere to the provided plans, include native species, and irrigation. The applicant shall maintain the landscaping in accordance with Town standards.
- **Lighting.** All installed lighting shall meet Town Standards and shall be no taller than 20-feet, shielded, and directed downward as proposed in the application.
- **Wrought Iron Fencing.** Wrought iron fencing near the front setback may be constructed at the full six feet of height, if located north of the front setback limit. Should any fencing exceeding the height limit be proposed to be placed within the front setback area, it shall require Town approval for the additional height or reduced to three feet in height.
- **Town Fees.** The applicant shall pay all required development fees including the Community Facility Fee, Park & Recreation Fee, Road Circulation/Major Roads Fee, and Placer County Capital Facility Impact Fee prior to building permit issuance.
- **Encroachment.** The owner shall obtain a Town of Loomis approved encroachment permit prior to any work within public rights-of-way.

- **Frontage Improvements.** The owner shall install all frontage improvements to Town Standards as approved by the Town Engineer and submit certified as-built Mylar plans, and computer-generated design files, on disk prior to final acceptance of improvements.
- **Grading.** All grading shall conform to the Town Grading Ordinance (Municipal Code Section 12), and/or as approved by the Town Engineer. All grading shall be performed so that post–development runoff flows do not exceed predevelopment flows, through the use of a drainage plan that includes provisions for on–site detention of runoff flows, in accordance with the Placer County Flood Control District Storm Water Management Manual and the Loomis Land Development Manual.
- **Infrastructure Protection.** 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.
- **Erosion and Sediment Control.** The owner shall prepare and install erosion and sediment control on all disturbed areas during all demolition/construction activities per State Water Resources Handbook. All requirements of the Town's new Phase II NPDES Permit shall be met. All requirements of the Central Valley Regional Water Quality Control Board related to protecting the quality of surface and groundwaters of the state shall be met and the applicant shall obtain required permits prior to commencement of improvements.
- **Utilities and Services.** All new services and utility infrastructure and improvements shall be installed, inspected, approved and operational prior to campground operations.

Agency Conditions:

Placer County Fire District Conditions

1. Since the proposal shows one way in/out, all roadways in the RV park need to be a minimum of 20-feet wide with no parking on either side. If parking is needed along the roadway shoulder, an additional width of 8-feet is required to accommodate parked cars.
2. The minimum turning radius of the roadway is 30-feet inside and 50-feet outside.
3. Two fire hydrants are required, one at the front of the property and one at the rear. Combined, the fire flow from these hydrants would need to be equal to or greater than 1,500 gallons per minute at a minimum pressure of 20 psi.

Placer County Sheriff's Office Conditions:

1. The applicant shall consult with the Placer County Sheriff's Office regarding placement of onsite security cameras and other security devices and protocol.

SPMUD Conditions:

1. All public and private sewer facilities shall be designed and constructed to the District's Standards and Specifications.
2. Property line cleanouts shall be installed at the edge of the easement or right-of-way to delineate between public and private facilities.
3. A minimum 20-foot sewer easement is required over all public sewer facilities. The final width will be determined based on size and depth of pipe. Note that the easement requirements include vertical clearance (no building overhangs shall encroach into the easement).
4. Trees, including the drip line, shall not be located within sewer easements.
5. All-weather access over existing and proposed District facilities is required. All- weather access is defined as 3-inches of AC on 8-inches of AB per the District's standards and specifications.
6. A two-way cleanout shall be located within two feet of the building.

7. Minimum separation between utilities and utility laterals is required. Sewer and storm drain shall be 5-feet from outside of pipe/structure to outside of pipe/structure. The minimum separation between water and sewer is 10-feet from outside of pipe/structure to outside of pipe/structure.
8. Each lateral shall serve one RV site, have a minimum slope of 2% (S=0.0200 ft./ft.), and connect perpendicularly to the mainline.
9. Maximum spacing of manholes shall be 400-feet for all straight lines.
   a) Manholes shall be placed at:
      i) The intersections of all sewer lines;
      ii) At all changes in pipe size;
      iii) At the end of all permanent lines with any building sewer connections; and
   b) A manhole shall be required at any change in vertical or horizontal alignment.
10. The property is located within the boundary area of four current refund agreements for sewer improvements. Refund agreement fees are due at the time of plan approval and are as follows:
      a) Rocklin 60 Phase 1 - $68.32/EDU
      b) Rocklin 60 Phase 2 - $139.76/EDU
      c) Sierra College Lift Station - $1,788/EDU
11. Improvement plans for the project will be required to be submitted to the District for review and approval.
12. The applicant shall pay SPMUD all sewer participation fees and shall contact SPMUD to discuss the project and establish specific requirements.

PCWA Conditions:

1. The applicant shall enter into a facilities agreement with PCWA to provide onsite or offsite pipelines or other necessary facilities for domestic or fire protection purposes and shall pay all fees and charges required by PCWA including Water Connection Charges.
2. All existing raw water lines on the property shall remain intact and protected during construction.
3. Replace the existing 5/8-inch meter with at least a 1-inch meter, following which a backflow device should be installed on the meter.

PG&E Conditions

1. The applicant shall provide any offsets or distances from their proposed utilities to PG&E's existing gas pipeline to ensure proposed utilities are compatible and adhere to current industry standards.
2. The applicant shall submit an application to PG&E's Service Planning department at www.pge.com/cco for new service and the utility crossings.
3. The applicant shall enter into a service agreement with PG&E and shall pay all applicable connection and service fees.
4. No encroachments or safety hazards may be located within the 10-foot PG&E easement at the front of the parcel.

PCAPCD Fugitive Dust Control Conditions

The construction contractors shall be required to submit a construction emission/dust control plan for approval by PCAPCD before ground disturbance to comply with PCAPCD Rule 202, Visible Emissions, and Rule 228, Fugitive Dust. The project is required to implement the following PCAPCD minimum dust control requirements:

- Keep unpaved areas subject to vehicle traffic wet, treated with a chemical dust suppressant, or covered.
- Maintain a maximum speed of 15 miles per hour for any vehicles and equipment traveling across unpaved areas unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.

- Stabilize storage piles and disturbed areas not subject to vehicular traffic by keeping them wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
- Before any ground disturbance, including grading, excavating, and land clearing, apply sufficient water to the area to be disturbed to prevent emitting dust exceeding 40 percent opacity and to minimize visible emissions crossing the boundary line.
  Wash down construction vehicles leaving the site to prevent dust, silt, mud, and dirt, from being released or tracked off-site.
- Suspend grading and earthmoving operations when wind speeds are high enough to result in visible dust emissions crossing the boundary line, despite the application of dust mitigation measures.
- Maintain all trucks transporting loose materials such as sand, silt, or dirt to or from the site such that no spillage can occur from holes or other openings in cargo compartments, and ensure that loads are either covered with tarps or wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than 6 inches from the top and that no point of the load extends above the top of the cargo compartment.

United Auburn Indian Community Conditions

The applicant shall comply with the Condition of Approval for previously undiscovered tribal cultural resources (TCR), should they be discovered during ground disturbing activities, as established below. These conditions shall be included on the site plans and followed by contractors working onsite:

1. 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).
2. 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, and the County Coroner shall be contacted.
3. 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, 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.
4. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA have been satisfied.

Figure 1: Loomis RV Campground Contextual Map

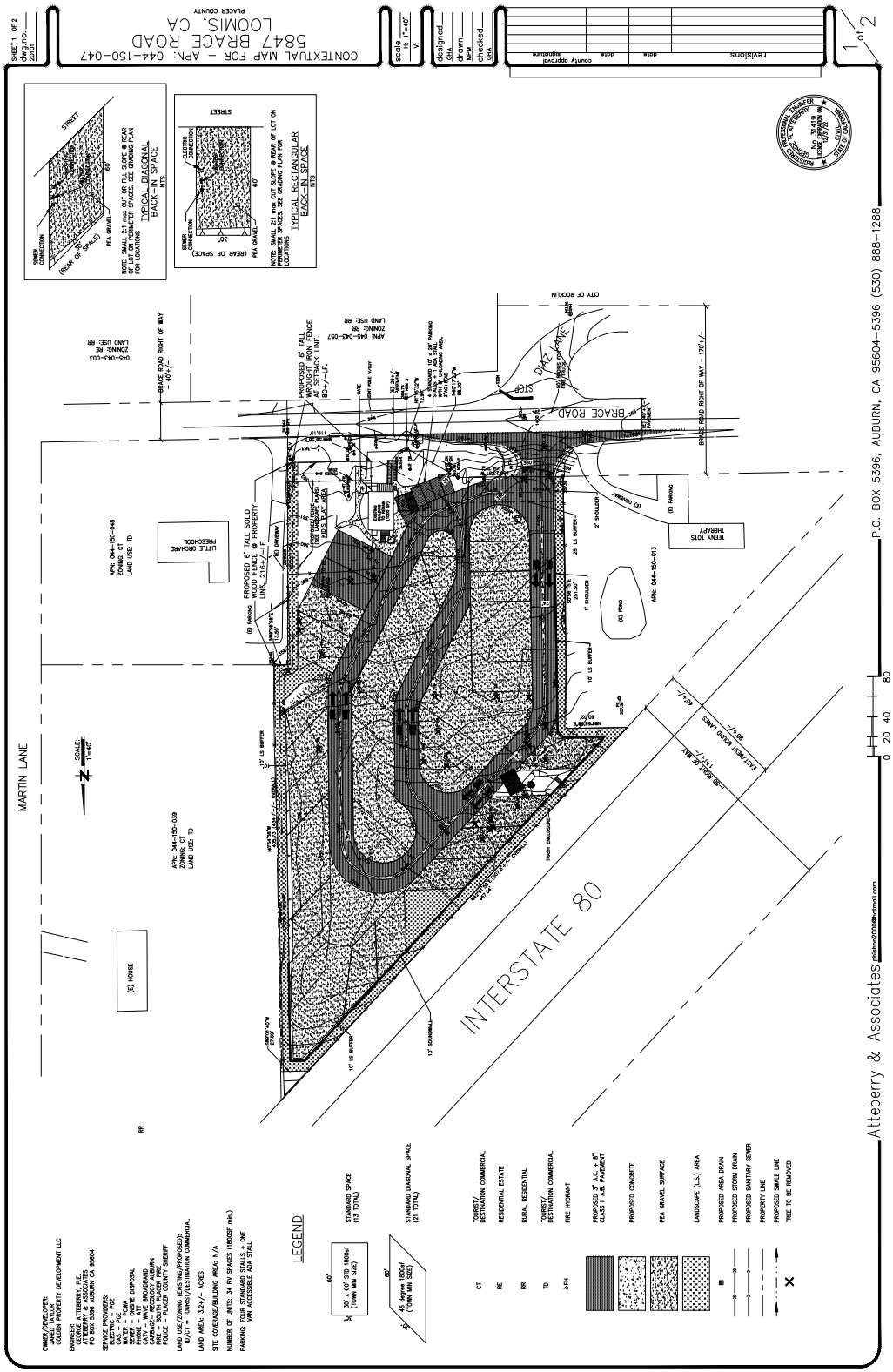
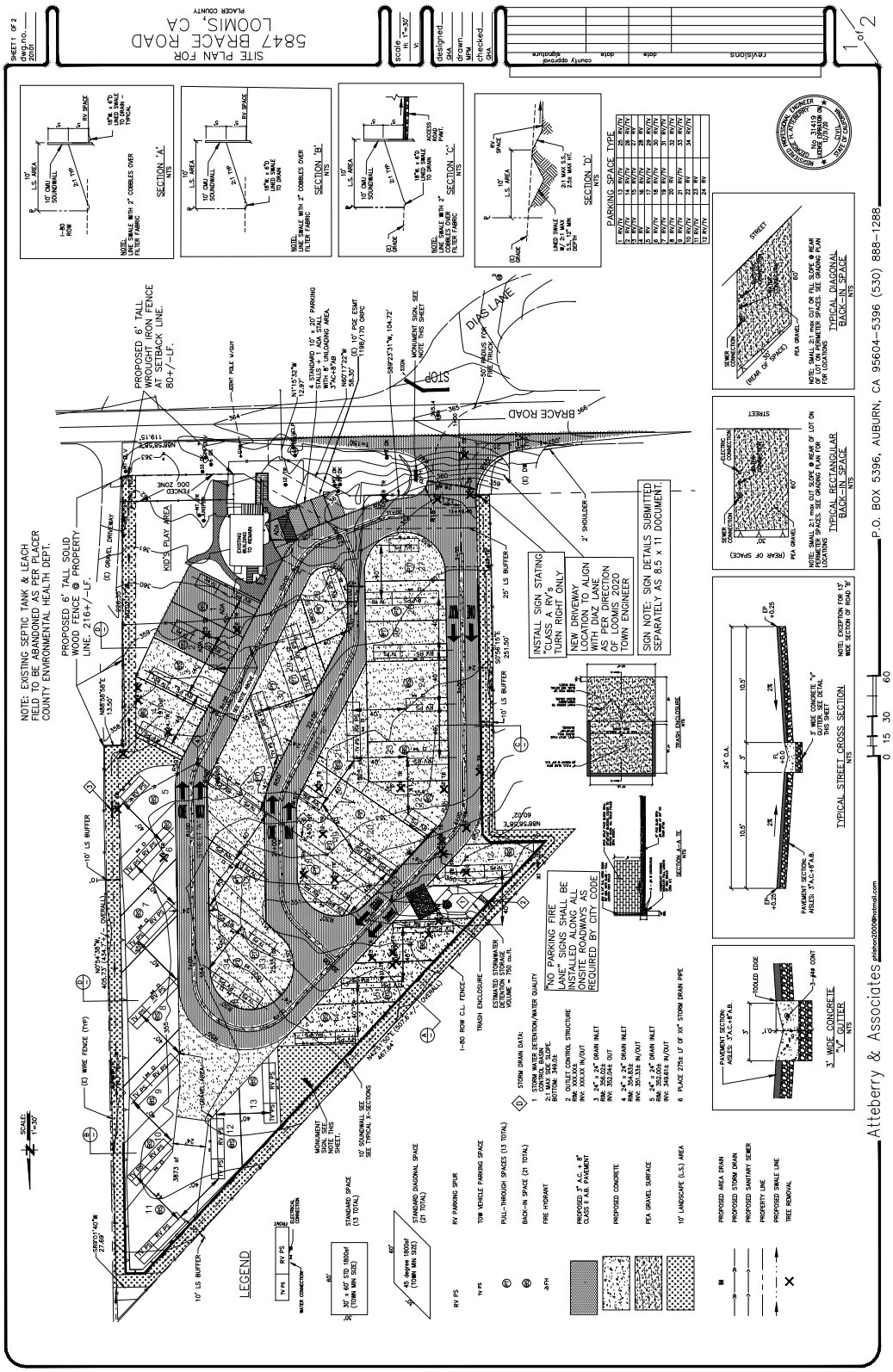


Figure 2: Loomis RV Campground Site Plan



Surrounding Land Uses and Setting

As shown below in **Figure 3**, 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 majority of the parcel is undeveloped and consists of gentle slopes with scattered trees and grasses. There is an existing 840-square foot home on the property and a small shed and barn. An existing driveway is located at the center of the street frontage west of the existing house. **Figure 4** provides an aerial view of the project site. The property to the immediate south is Rural Residential with RV Max (RV dealership) to the southwest, outside the Town limits, and properties to the southwest are Residential Estate single family residences.

	GENERAL PLAN	ZONING	CURRENT LAND USE
ON SITE	TOURIST/DESTINATION COMMERCIAL	TOURIST/DESTINATION COMMERCIAL	SINGLE FAMILY RESIDENTIAL / 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 RESIDENTIAL ESTATE	RURAL RESIDENTIAL RESIDENTIAL ESTATE	SINGLE FAMILY RESIDENTIAL
WEST	TOURIST/DESTINATION COMMERICAL	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 north of Brace Road 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.

For this specific designation, the General Plan indicates that development in this area requires a conditional use permit, development agreement, or development standards addressing land use, density, use intensity, site planning, design, access, circulation, utilities, and phasing if applicable. The General Plan addresses development of the designation as though all or large portions of continuous parcels were developed at the same time through a master development plan. The area is to be attractive to travelers and residents with traveler-oriented uses near Horseshoe Bar Road, transitioning to more locally-oriented commercial uses. The General Plan also indicates primary access should be from Horseshoe Bar Road with limited access on Brace Road, with business buffered from Brace Road through setbacks. The design of commercial uses should reinforce the rural character of Loomis and integrate natural features and the historic architectural vernacular. The designation is also to provide for protection and preservation of the Secret Ravine riparian corridor and its habitat, which is located east of Betty Lane, approximately 600 feet east of the project site.

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, Master Development Plan, 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."

The Town's zoning ordinance Chapter. 13.42 includes "Standards for Specific Land Uses," including Section 13.42.220 on Recreational Vehicle Parks. This section requires a minimum area of 1 acre, limits spaces to 15 RV spaces per acre, a RV space area of 1,800 square feet with a 30-foot minimum width, and at least one parking spur per RV space. Other requirements include a 25-foot front landscape buffer from area streets and 10-foot landscape buffer on all other sides. RV spaces are required to be setback from the property line a minimum of five feet from side property lines and ten feet from the rear property line. Interior roadways are to be a minimum of 24-feet in width. Chapter 13.42.220 also provides for signage, onsite manager's quarters, and limited accessory commercial uses.

Figure 3 – Vicinity Map

Figure 4 – Aerial View – Site Specific

Other Public Agencies Whose Approval is Required

- South Placer Fire District
- Placer County Water Agency
- South Placer Municipal Utility District
- Placer County Environmental Health Department

California Native American Tribal Consultation

Consultation letters were sent to the following tribes on November 5, 2021 by the Town of Loomis pursuant to AB 52:

- Auburn Rancheria
- United Auburn Indian Community (UAIC)
- Shingle Springs Band of Miwok Indians

Existing Environmental Setting

The Town of Loomis is located in western Placer County and is bisected by Interstate 80 (I-80) in a northeast-southwest direction. The Town was incorporated in 1984 and includes residential, commercial, industrial, and institutional land uses. The current population within the Town is approximately 6,800.

The project parcel is located at 5847 Brace Road near the intersection of Brace Road and Dias Lane, and is immediately south of and adjacent to I-80. The site can be characterized as having gentle slopes across the entire parcel, ranging in elevation from approximately 363 feet at the southeastern point of the parcel to 350 feet at the northwestern point of the parcel. Parcels to the east and west are designated/zoned Tourist/Destination Commercial and are occupied by commercial uses (Teeny Tots Therapy and Little Orchard Preschool). Surrounding uses to the south include residences, pastureland, and Capital RV Max, residences and pastures, Sea Otter Swim School and the Oaks Church are also located further east along Brace Road. Single family residences, an apartment complex, and commercial uses are located further west along Brace Road (west of I-80).

The 3.4-acre parcel is partially developed at the southeastern portion of the parcel with an 840 square foot home built in the 1930s. The home has 2 bedrooms and 1 bathroom, with a detached shed and barn, and a paved driveway connection to Brace Road. The majority of the site is unimproved pasture.

The unimproved portion of the parcel is characterized by scattered trees and grasses. There are no stream channels or ponds on the property. Due to the continual slopes there are no notable wetland features within the site. The site drains to the northwest with overland flows running toward the I-80 drainage culvert on the northwest side of the parcel. Waters then drain under and across I-80. PCWA non-potable irrigation ditch water is located on the property via a 2-inch polyvinyl chloride (PVC) pipe that is directed by existing valves that allow the raw water to flow into the culvert under the freeway or to flow into the existing low elevation point of the onsite drainage near the freeway. Therefore, piped water feeds into Caltrans drainage or onto the site at PCWA's discretion, at times creating an irrigated drainage area on the site. At the lower slope elevations on the site, observed plant species include brome (*Bromus ssp*.), barnyardgrass (*Echinochloa crus-galli*), Pineappleweed (*Matricaria discoidea*), and yellow foxtail (*Setaria glauca*). There are zero acres of seasonal pond and emergent wetland and 0.01 acre of drainage ditch.

Proposed Project Approvals

The proposed project will require the following approvals for the creation of a 34-site RV campground on 3.4 acres of land zoned and designated for tourist-destination commercial use:

- **Master Development Plan -** Recommendation by the Planning Commission to the Town Council for final determination.
- **Minor Use Permit –** Determination by the Planning Commission.
- **Design Review –** Determination by the Planning Commission.

Regulatory Guidance

This document is an initial study, which provides justification for a Negative Declaration pursuant to the California Environmental Quality Act (CEQA). This Negative Declaration has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines 14 California Code Regulations Section 15000 et seq. An initial study is conducted by the Lead Agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines Section 15063, an EIR must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A Negative Declaration may be prepared instead, if the Lead Agency prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment, and therefore, why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a proposed Negative Declaration or Mitigated Negative Declaration shall be prepared for a project subject to CEQA when either:

> *(a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
> *(b) The initial study identifies potentially significant effects, but:*
> *(1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur and;*
> *(2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

2. Environmental Determination

Environmental Factors Potentially Affected
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages:

X	Aesthetics	Agriculture and Forestry Resources	Air Quality
	Biological Resources	Cultural Resources	Energy
	Geology/Soils	Greenhouse Gas Emissions	Hazards & Hazardous Materials
	Hydrology/Water Quality	Land Use/Planning	Mineral Resources
X	Noise	Population/Housing	Public Services
	Recreation	Transportation	Tribal Cultural Resources
	Utilities/Service Systems	Wildfire	Mandatory Findings of Significance

Determination:
On the basis of this initial evaluation:

❑ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

❑ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

❑ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

❑ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Mary Beth Van Voorhis, Planning Director	Town of Loomis

Evaluation of Environmental Impacts:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards, (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis.)

2) All answers must take account of the whole action involved including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

3. Environmental Checklist

I. Aesthetics

Except as provided in Public Resources code Section 21099, **would the project:**	**Potentially Significant**	**Less Than Significant with Mitigation**	**Less Than Significant**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?		X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

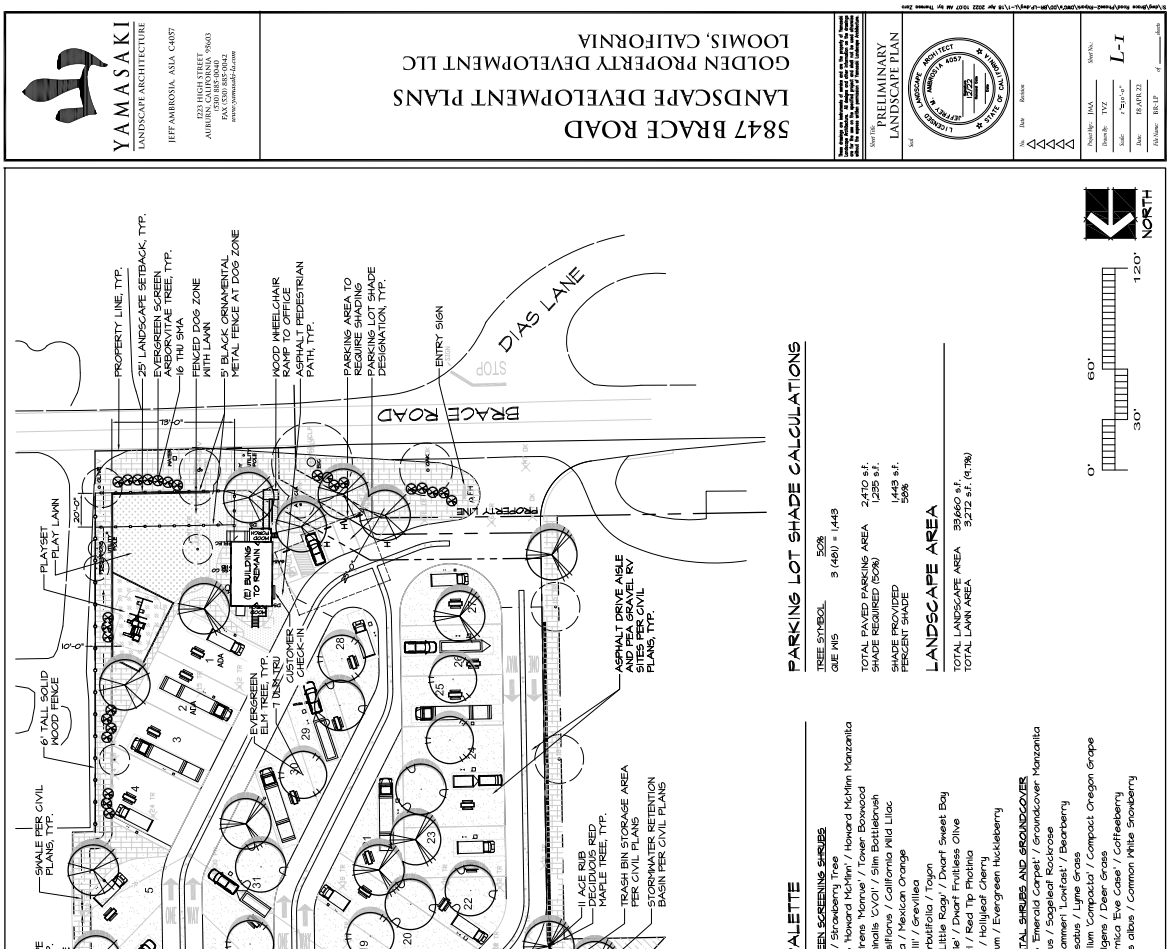
Discussion

a, c, d) Less Than Significant:

There are no federal, state, or Town-designated scenic vistas in this area. Although Brace Road is generally aesthetically pleasing with areas of landscaped and natural vegetation, dotted with homes, businesses, and churches, it is developed and the site is not characterized as a scenic vista. Development of the site would not limit larger views of the Sierras or adversely affect the I-80 corridor. The project includes a 25-foot front setback area that would be improved with dense landscaping to reduce views into the site from Brace Road. A landscaping plan is provided in **Figure 1-1**. Although low-density and pastoral in character, Loomis is an urban area, and this site, bound by I-80 and adjacent to two existing businesses, would be considered urbanized under CEQA. The site is zoned Tourist Destination Commercial, further indicating the Town has identified the site for commercial use. The project complies with Town zoning standards for use, setback, and height limits, and has prepared a landscaping plan.

Light fixtures are proposed within the site along the interior circulation routes and on the exterior of the caretaker's unit. Light fixtures would include 4 lights located along the southern portion of the site, with one light located along the western drive aisle, one light at the caretaker's unit, one light along the ADA pathway to the caretaker's unit and one near the visitor parking spaces. A fifth light would be located along the drive aisle near the rear of the site. Light fixtures would meet Town standards for shielding and height. Since the project would consist of 34 RV campground spaces, no new large structures are proposed that would cause glare. Onsite dumpsters would be located within a trash enclosure and behind painted enclosure doors. The enclosure design is consistent with Town standards.

Figure 1-1: Landscaping Plan



Six-foot tall wrought iron fencing would be located behind the setback limit along a portion of the front of the site from the eastern boundary to the existing manager's unit to enclose the dog park, and it would be integrated into the landscape. Fencing on the sides would also include six-foot solid wooden fencing near the preschool and a solid 5-foot tall sound wall on top of a 5-foot berm would be located at the rear, wrapping around the edges of the site to reduce noise generated by I-80. For comparison, other uses on Brace Road include mixtures of 4-foot cyclone fencing, and six-foot solid wood, wrought iron, brick, concrete block, and wire fencing. The Town of Loomis Municipal Code section 13.30.040 establishes regulations for fences within the Town. Within the front yard setback, open fencing, such as the proposed 6-foot wrought iron fencing, is allowed at a height of six feet within the RA, RE, and RR zones, but may only be 3 feet in all other zones, which would include the CT zone. Fencing limits for side and rear yard setbacks indicates solid walls or fencing may not exceed 6 feet and berms shall not exceed 3 feet. In zones where no setback is required, the limit is 8 feet. In all cases, additional height may be authorized through design review approval. Exceptions to height can be made in regard to mitigating a noise impact. Although sound walls are discouraged, they are allowed if they are the only feasible alternative to combat high levels of sound (General Plan Noise Policy 4). The berm would be landscaped to minimize the visible size of the sound wall from I-80 and adjacent parcel viewpoints (See **Figures 1-2 and 1-3**). While this height exceeds the Town's berm and fencing height limits, a 10-foot barrier is necessary to reduce exterior noise levels to an acceptable level. The Town's General Plan and municipal code allows for fencing to exceed the height limits if the additional height is necessary for noise reduction. Additionally, the wall would be outside the setback limit. While sensitive receptors are not permitted if the only feasible mitigation is a sound wall, the RV campground would be considered temporary lodging and not a sensitive receptor. Since the proposed wrought iron fencing for the front of the site is located outside the front setback, the six-foot height is allowable. In addition, the rear fencing would be categorized as sound wall mitigation. Project Conditions in the Project description further address the front wrought-iron fencing to ensure its placement is beyond the front setback limit, while Mitigation Measure 13-1 addresses the sound wall.

Figure 1-2: Sound Wall and Berm Simulation View From I-80 Facing Southwest

Figure 1-3: Sound Wall and Berm Simulation View From I-80 Facing Southeast

Mature trees located around the perimeter of the site would be retained and at least one new tree would be planted at each of the 34 campsites within the project, as well as additional trees in the perimeter landscape areas. According to the Arborist Report (California Tree and Landscape Consulting, May 17, 2021), there are 46 trees on the property, of which 22 are protected species (Interior Live Oak and Valley Oak) and 22 non-protected landscape trees. Of these trees, six interior live oak in fair condition, 15 valley oak (of which eight are dead or in a condition of major decay), and 14 non-native landscape trees (cottonwood, mulberry, eucalyptus, etc.) would be removed. A tree protection plan is included in the arborist report to protect those trees that will remain in place, and it's implementation is included as Project Conditions. Along the Brace Road frontage, trees would include the existing eucalyptus, two olive, a juniper, a bur oak, and an interior live oak, with added landscape plantings of four additional interior live oak, and 16 evergreen thuja. Trees to be planted at each campsite include a total of 12 additional interior live oak, 11 red maple, 10 camphor, and 7 lacebark elm, along with 10 additional thuja near the children's playground. Four existing Valley oak would also be retained in the perimeter areas. There would be more trees on the property following development than are currently existing. **Figures 1-4 and 1-5** illustrate proposed landscaping on the property along Brace Road.

Tall evergreen screening shrubs and low ornamental shrubs and groundcover are also proposed. Of the 21 different species proposed in the landscaping plan, nine (42%) are California native species, such as manzanita, California wild lilac and toyon. This, along with retained and planted trees at the property frontage, will help to retain a vegetated appearance. The Project Conditions listed under the Project Description will ensure trees to be retained are protected as established in the arborist report, and that landscaping is installed per the submitted landscape plan.

Figure 1-4: View Along Brace Road Facing Northwest

Figure 1-5: View Along Brace Road Facing North at Site Entryway

b) No Impact:

The Project area is not within or visible from a State Scenic Highway.

Mitigation

Mitigation Measure 13-1: Construct and Maintain a 10-foot Solid Noise Barrier. As provided on the application plans and described in the project description and in addition to the 6-foot tall wood privacy fence along the eastern boundary of the property, the applicant shall construct and maintain a 10- foot-tall noise barrier consisting of a five-foot vegetated berm facing I-80 with an additional five feet of solid masonry wall visible above the berm. The berm and sound wall shall extend approximately 180 feet around a portion of the western side of the property, along the entire northern boundary of the property with I-80, and around to the east side of the property for approximately 105 feet as shown on the site plans. The berm shall include landscaping to soften the face of the sound wall, including grasses and evergreen shrubs or trees. The sound wall portion of the barrier shall include decorative vertical and horizontal treatments, and shall be painted a dark brown to blend with the surrounding environment. The applicant shall maintain the berm and wall on the project site and ensure it is sized per the Noise Assessment to reduce traffic noise to a level meeting Town standards

II. Agricultural and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**	**Potentially Significant**	**Less Than Significant with Mitigation**	**Less Than Significant**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				**X**
d) Result in the loss of forestland or conversion of forestland to non-forest use?				**X**
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

Discussion

a-e) No Impact:

According to the California Department of Conservation California Important Farmland Finder, the subject property is designated as "Other Land", and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The subject property is designated by the Town of Loomis for commercial development. Therefore, the project does not conflict with; and does not encroach on agriculture or timber resources.

Mitigation

None required.

III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**	**Potentially Significant**	**Less Than Significant with Mitigation**	**Less Than Significant**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			**X**	

Discussion

a-d) Less Than Significant:

Development of the site will require compliance with Placer County Air Pollution Control District requirements for dust and other construction controls as disclosed in the Project Conditions under the Project Description. Since the site requires no new structures other than the trash enclosure, lighting, and fencing, construction will focus on the installation of onsite utilities and internal circulation roadways. The sites will be gravel and the roads paved to prevent operational dust. Operational activities would result in vehicle emissions, similar to that of any other commercial development or apartment complex that would have a parking lot. Emissions from the RVs or tow vehicles would occur, however, they would not produce significant odors or emissions along Brace Road or I-80 that differ from other passing vehicles or RVs accessing the nearby RV Max site on Dias Lane. With large lots and setbacks, air emissions can dissipate and no adverse impact would occur.

CalEEMod 2020.4.0 was run for the project to determine air emissions levels (Appendix A). Since the model does not account for a campground land use, it was run as a mobile home park, which would be the equivalent of all sites being long term stays, and as a hotel, which would be the equivalent of short-term stays. The models resulted in the following emissions levels:

The site is located between an existing pre-school and the Teeny Tots pediatric occupational therapy clinic. These uses are within 100 feet of the project property, as is a residence on the south side of Brace Road. As

noted above, site operations would not produce significant air emissions, with vehicle traffic being the primary emissions source. As shown in the table above, air emissions would be well below the PCAPCD thresholds during both construction and operation.

Table 3-1

Daily Emissions (lbs/day)

	NOx	CO	ROG	SOx	PM_{10}	$PM_{2.5}$	CO_2e (MT/yr)
Mobile Home Park							
Construction	6.44	6.92	1.18	0.013	1.18	0.72	202.04
Operations	0.80	6.32	1.48	0.010	0.97	0.27	197.73
Motel							
Construction	6.44	6.88	1.17	0.013	1.19	0.72	207.00
Operations	0.32	2.02	1.74	0.037	0.35	0.10	114.33
PCAPCD Significance Thresholds:							
Construction	**82**	**None**	**82**	**None**	**82**	**None**	**10,000**
Operations	**55**	**None**	**55**	**None**	**82**	**None**	**1,100**
CEQA Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**	**No**

CalEEMod 2020.4.0

As an RV campground with municipal sewer connections for each space, the project's potential odor source would be the exhaust from diesel-fuel construction vehicles and diesel-fuel personal vehicles during operations. Both construction and operational diesel vehicles would operate in the area for a short period before moving from the area. Construction would occur over a six-month period, which would not be sufficient to result in significant odor impacts. Likewise, operations would result in emissions associated with vehicle movement and would be similar to emissions of other commercial, high density residential, park, or school parking lot. As shown in Table 3-1, the operational emissions would not result in a significant impact.

Mitigation

None required.

IV. Biological Resources

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			**X**	

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?			**X**	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			**X**	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

Discussion

a-e): Less Than Significant:

A site visit was conducted on May 18, 2022 and a biological evaluation prepared for the project (Bumgardner Biological Consulting, Loomis Lodging RV Campground Biological Resource Evaluation, May 20, 2022) (Appendix B). Prior to the site visit, existing data was reviewed, including the California Natural Diversity Database (CNDDB)/Rarefind 5 report of the special-status species and sensitive habitats in the area.

According to the survey, the most extensive vegetation community within the project site is non-native annual grassland. This vegetation community is dominated by various non-native annual grasses, but also contains a substantial component of ruderal (i.e., weedy) species such as Italian thistle [*Carduus pycnocephalus*], plantain [*Plantago* sp.], wild radish [*Raphanus raphanistrum*], wild mustard [*Brassica* sp.], common bindweed [*Convolvulus arvensis*] and vetch [*Vicia* sp.], and a few native herbs such as California poppy [*Eschscholzia californica*] and popcorn flower [*Plagiobothrys* sp.]. The survey also found a small stand of cattail marsh vegetation consisting of a sparse mixed cover of cattail [*Typha* sp.], sedge [*Carex* sp.], rush [*Juncus* sp.], and curly dock [*Rumex crispus*] but dominated by cattail. A small bramble of Himalayan blackberry [*Rubus armeniacus*] is also associated with this drainage ditch. Drainage from the onsite ditch along the northern boundary of the project site supports these vegetation types through occasional pooling. Other vegetation onsite consists of native (valley oak [*Quercus lobata*], foothill pine [*Pinus sabiniana*], interior live oak [*Quercus wislizeni*], Fremont cottonwood [*Populus fremontii*], and willows [*Salix* spp.]) and non-native species (white mulberry [*Morus alba*], almond [*Prunus dulcis*], Russian olive [*Elaeagnus angustifolia*], acacia [*Acacia* sp.], juniper [*Juniper* sp.], and Red River gum [*Eucalyptus camaldulensis*]) scattered through the site. Animal species identified during the survey include:

Nuttall's woodpecker [*Dryobates nuttallii*], black phoebe [*Sayornis nigricans*], California scrub jay [*Aphelocoma californica*], European starling [*Sturnus vulgaris*], house finch [*Haemorhous mexicanus*], Brewer's blackbird [*Euphagus cyanocephalus*], lesser goldfinch [*Spinus psaltria*], house sparrow [*Passer domesticus*], two western fence lizards [*Sceloporus occidentalis*] and evidence of rodent activity near the outbuilding. No special-status plants, animals, or vegetation communities were observed onsite. The cattail marsh and blackberry bramble are supported by irrigation and are therefore not considered wetland or jurisdictional waters of the United States as established in the U.S. Army Corps of Engineers verified wetland delineation. There is no riparian habitat onsite.

There are special-status avian species with potential to occur on the property. The Himalayan blackberry bramble is potential habitat for song sparrow - a California Species of Special Concern (CSC). The survey found no evidence of this species, but the species is not precluded from occurring at the site in the future. Although the cattail marsh is also often occupied by this species, the small size and sparse coverage of the cattails do not provide sufficient area or cover for the species.

Cooper's hawk were not identified during the survey, but this species occasionally nests in rural or semi-rural areas where there is substantial tree cover. The species is considered a CSC when nesting; however, no evidence of any new or old raptor nests was observed onsite or on adjacent lands during the reconnaissance-level survey of the site. Although it is unlikely to occur on the project site, it is not precluded from nesting onsite in the future.

Merlin do not nest in California, and was not observed during the survey, but is considered a Special Animal that sometimes needs protection when wintering within the state. However, most wintering individuals of this species leave the state by late April and the results of the survey do not preclude future use of the site by the species given that there is suitable habitat onsite.

The site survey revealed two unoccupied nests in the larger out-building on site - one believed to be an old black phoebe nest and the other associated with an unidentified species and one active nest under the eaves of the existing single-family residence occupied by house sparrows that was not yet active with eggs or young.

The results of the May 18, 2022 survey at and near the proposed project, and information collected from other available sources suggest that three special-status avian species could occur at the project site. These species are song sparrow, Cooper's hawk, and merlin. Since, the project applicant has committed to initiating construction of the proposed project outside the local bird nesting season (i.e., September 1 to January 31) as noted in the Project Description and Project Conditions, the proposed project would not result in any adverse effects to any nesting birds, including Cooper's hawk. No mitigation for nesting bird species is necessary.

Those special-status species that are considered in need of protection during winter and outside the nesting season include song sparrow and merlin. Although these two species could occur on the project site when construction activities are initiated, no adverse effects to these species are anticipated given that individuals can easily move to other similar habitat that is available within the project vicinity. These species are not habitat limited during winter, particularly in consideration of the magnitude of the project. No avoidance or minimization measures are necessary as any potential impacts to these species are less than significant without mitigation.

The verified 2020 wetland delineation indicates 0.01 acre (435 square feet) of drainage ditch and no seasonal ponds or emergent wetland. This drainage relates to the PCWA PVC raw water line located onsite that may be directed to drain into the drainage ditch on the property or may be directed into culvert running beneath the freeway. The drainage would be maintained as the proposed storm water collection basin would

be located concurrent with this drainage. Additional site drainage would be located at the toe of the proposed berm leading to the drainage inlet on Caltrans property. The perimeter swale and stormwater basin would be vegetated collection systems. The drainage within the Caltrans right-of-way would not be altered as no work is proposed in the right-of-way.

Since the site is bound by existing development and active land uses to the west, east and south, by I-80 to the north and west, and Brace Road to the south, the potential of the site to serve as a wildlife corridor is low. As noted above, migratory or nesting bird species may use the site as trees would be retained and planted although the suitability is low due to the persistent disturbance from the freeway and roadway and limited habitat area.

In regard to local policies and ordinances protecting biological resources, the project would remove 6 trees (oak and maple), requiring a tree removal permit and associated permit mitigation (fee payment or tree replacement) as noted in the Project Conditions listed under the Project Description. The landscape plan includes the planting of 14 Interior live oak at the east and south perimeters, 11 red maple on the western perimeter and interior areas of the site, 8 camphor trees, and 7 lacebark elms within the site, with 26 thuja providing natural screens at the front and southeast portions of the perimeter. A mixture of evergreen screening shrubs and low ornamental shrubs and groundcover would be planted within the setback areas. In addition to the proposed native tree species, California native shrub and groundcover species to be used for site landscaping include Howard McMinn manzanita, California wild lilac, toyon, hollyleaf cherry, evergreen huckleberry, groundcover manzanita, compact Oregon grape, deer grass, coffeeberry, common white snowberry, and native grasses. Landscaping would be irrigated using PCWA irrigation water that is currently on the property. There are no other significant biological features on the property addressed by local ordinances or policies as Secret Ravine and associated riparian habitat, or other protected habitat or species are not located on the property.

f) No Impact:

There are no HCPs or NCCPs on the site.

Mitigation

None required.

V. Cultural Resources

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Discussion

a–c) Less than Significant Impact:

There are no historical or archaeological resources known to occur on the parcel. Although the home on the parcel was built in the 1930s, it does not represent historical significance outside of its age. Additionally, the home is to remain on the property as an office and caretaker unit. The structure will be refurbished with

new paint and ADA accessibility. No human remains are known to occur in the area. Should unknown buried resources or human remains become inadvertently uncovered during grading or other earth disturbing activities, construction is required to stop within the vicinity of the find and the Town of Loomis is to be notified. If human remains are uncovered, the Placer County Coroner will be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) shall be followed. These requirements shall be integrated into future grading permit requirements.

Mitigation

None required beyond the requirement to stop work and notify the Town or coroner as noted under the Project Conditions that would otherwise be required by the Town:

VI. Energy

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

a and b) Less than Significant Impact:

Lodging units do not obstruct plans for renewable energy use or energy efficiency. Construction of RV campground spaces would utilize conventional construction equipment which are not expected to be energy-related wasteful, inefficient, or unnecessary. The caretaker unit is currently served and utilizes energy resources. The 34 campground spaces would provide individual electrical connection; however, the consumption would be no greater than planned for a commercially designated area. The use would not affect energy efficiency goals.

Mitigation

None required.

VII. Geology and Soils

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
(ii) Strong seismic ground shaking?			**X**	
(iii) Seismic-related ground failure including liquefaction?			**X**	
(iv) Landslides?			**X**	
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				**X**

Discussion

a–d) Less Than Significant:

On-site soils are classified as Andregg coarse sandy loam, 2-9 percent slopes (USDA NRCS Soil Survey, accessed April 2020). This is a moderately deep, gently rolling, well-drained soil underlain by weathered granitic bedrock. There are no unstable soils on site. Erosion potential associated with this soil type is moderate as soils are generally well drained.

The Geologic formation of the area is Penryn Pluton of the Lower Cretaceous age. The nearest major fault system is the Foothills Fault System that runs along the western flank of the Sierras. Located 6 miles northeast of Loomis, the Deadman Fault is the nearest fault to the project, with the Wolf Creek Fault approximately 12 miles northeast of the Town. There are no known active faults in Placer County and there are no Alquist-Priolo Special Studies zones in the County. The nearest active fault is the Dunnigan Hills fault located far west of the Town, on the opposite side of the Sacramento Valley. Because the Town is underlain by Penryn Pluton, the quartz diorite reacts as a uniform block, thereby reducing ground movement, acceleration, and the likelihood of ground rupture. The entire Town is in a lower risk category for seismic activity and damage. The risk level is low for: surface rupture, liquefaction, subsidence, lateral spread, and groundshaking. Since no new structures would be constructed, and the relatively flat terrain of the site, no significant landslides and building failure from groundshaking would occur.

Site slopes are less than 5% and are gently rolling. Minor site grading is proposed to create level campsites and level roads. The site would include paved circulation routes, gravel campsites, and a drainage swale and landscape buffer encompassing the site. Roads would be designed to include a 3-foot-wide concrete "V" gutter in the center of the road. Due to the roadways runoff collection system, gravel coverings, and landscaping, erosion and topsoil loss would not be significant. The project would be required to comply with erosion and sediment control during construction and water quality protection through NPDES permits as noted in the Project Conditions under the Project Description.

e-f) No Impact:

No septic systems are proposed for the RV campground. All sites would be connected to the SPMUD sewer system. There are no known Paleontological resources or unique geologic features on this parcel.

Mitigation

None required.

VIII. Greenhouse Gas Emissions

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

a–b) Less Than Significant:

CalEEMod 2020.4.0 was run for the project both as a motel and as a mobile home park as no "campground" use parameters were available for the model. As a 34-unit motel, capturing 100% of the spaces as short-term guests, the project would generate 207 $MTCO_2e$ under construction and 114 $MTCO_2e$ per year for operations, both of which are below the state 2030 threshold of 660 $MTCO_2e$. The project was also run through the model as mobile home park, which would equate to 100% of the spaces used for long-term stays and for which a higher number of daily trips occurs. Under this mobile home park model and assigning an overly conservative population of 2.9 persons per space, the project would generate 202 $MTCO_2e$ under construction and 198 $MTCO_2e$ per year for operations, both of which are below the state 2030 threshold of 660 $MTCO_2e$. In both cases, mobile emissions account for the majority of emissions, followed by energy consumption.

Mitigation

None required.

IX. Hazards and Hazardous Materials

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				**X**
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				**X**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

Discussion

a–b, d-g) No Impact:

No hazardous materials would be routinely used, transported, or generated by the project. Diesel fuel and oils would be used during construction and would be associated with the RVs and personal vehicles visiting the site; however, no significant impact is anticipated.

A Phase I Environmental Site Assessment was prepared for the project site by Partner Engineering and Science (10/15/2020), and the report found no recognized environmental condition, controlled recognized environmental condition, or historic recognized environmental condition. No further site investigation was recommended by the Phase I Site Assessment. The DTSC Envirostor database (https://www.envirostor.tsc.ca.gov/public/map/?myaddress=5847+Brace+Road%2C+Loomis%2C+CA,

accessed April 13, 2022) lists no hazardous materials sites or GeoTracker sites on or in the vicinity of the property.

A Shallow Soil Investigation Report was prepared for the project in 2020 to evaluate the potential impact of organochlorine pesticides (OCPs), arsenic, and lead that may be present due to previous agricultural uses on the property. Four shallow samples were collected throughout the property. Arsenic was not detected at levels above the detection thresholds or regional background concentrations. Lead was detected, but it was below the background concentration levels and applicable EPA environmental screening levels. The pesticide 4,4'-DDE was detected in one of the soil samples at concentrations below the EPA environmental screening level. No other OCPs were detected. The report found no evidence of significant release of OCPs, arsenic, or lead to shallow soil on the property and no risk to human health or the environment was detected.

Located along Brace Road, RVs would exit the site onto Brace Road during an emergency and proceed west to Sierra College Boulevard to access I-80. The location of the project would not physically interfere with emergency response or evacuation. In response to the referral sent out, South Placer Fire District indicated they require two-way streets to be a minimum of 20-feet and one-way roads 13-feet; a 50-foot outside and 30-foot inside turning radius, with the front entrance radius of 25-feet; and that two hydrants, as proposed, be located onsite with a minimum fire flow of 1500 gpm/20 psi. They also requested fire extinguishers in the caretaker's unit (Ingolia, SPFD, November 18, 2021). As noted in Chief Ingolia's response, the project plans meet these requirements. The project is not located near an airport or airfield and is not in the CAL FIRE wildfire hazard severity zone.

c) Less than Significant:

No handling or use of hazardous materials is proposed outside of regular fuel use and containment within motorized vehicles. The Little Orchard Preschool is located adjacent to the property; however, fuels would not present a hazard to the use or the children attending the school and the risk would be less than significant.

Mitigation

None required.

X. Hydrology and Water Quality

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:			X	

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
(i) Result in substantial erosion or siltation on- or off-site;			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion

a-c) Less Than Significant:

RV campground operations would not generate waste discharge. Runoff would be collected through a series of storm drains and swales that would empty into a lined and vegetated stormwater runoff basin. As with any vehicle parking area, vehicle oils and lubricants can leak onto the ground or pavement. With graveled surfacing, the caretaker can easily identify spillage and rectify it with the guest; however, vehicles parked in the campground would not produce a volume of fuel or oil leaks that could cause a significant water quality impact. Each site would connect to SPMUD underground sewer service and no septic systems are proposed.

Wells are not located onsite and are not proposed as part of this project. A substantial portion of the site would remain unpaved to allow for rainwater to infiltrate the ground. The actual sites would be gravel, allowing for water to flow into the ground and the landscaped areas would remain pervious. Although impervious coverage would increase with the creation of interior driveways, no significant impact to groundwater quantity or quality would occur.

Drainage of the site typically collects water from Brace Road, with drainage flowing northwest toward I-80. PCWA's 2-inch PVC non-potable irrigation water line is located on the property and the water can be directed via existing valves to allow flows to enter into the culvert under the freeway or to flow on the property into the existing low elevation area at the northwest corner of the property. This low elevation area would remain onsite and improved as the storm drainage basin. At the rear property line and within the Caltrans right-of-way, there are existing drainage channels that collect water from I-80 and from the site and directs those flows into a drainage pipe that continues to flow north beneath I-80. Flows would continue to move in this pattern with the RV Campground. Since new impervious coverage would occur with the paved onsite circulation system, an increase in runoff can be expected. The project proposes a series of onsite stormwater collection systems to collect these added storm flows and prevent offsite runoff:

- Swales, maintaining the existing drainage adjacent to the Caltrans right-of-way shown at the toe of the proposed berm and swales at the base of the interior of the sound wall. The swales would

measure 18 inches wide by 6 inches deep and would include filter fabric covered by two-inch cobbles;
- Three 24-inch by 24-inch drainage inlets would be installed in the setback and within the interior roadway pavement near the center of the site, connected with 275 linear feet of storm drain pipe. Interior roadways would be graded to provide a three-foot wide V gutter running along the center of the roadways; and
- A stormwater detention basin and outlet control structure to be located in the area of the existing natural site drainage west of the trash enclosure that would collect water onsite through the storm drain and swale systems. This basin would also connect to the swale on the exterior of the fencing/sound wall. The basin would be hydroseeded and would have a capacity of 750 cubic feet.

The site does not have the potential for flood flows or to restrict or redirect flood flows.

d and e) No Impact:

The parcel is not within a flood zone and site grading would not alter flood flows such that offsite flooding would occur or cause flows to be redirected so as to increase flooding risk elsewhere. The drainage adjacent to I-80 would remain intact and the perimeter swale would continue to collect flows from the site.

The proposed project does not conflict with adopted PCWA County-wide Master Plan or the Dry Creek Watershed Flood Control Plan.

Mitigation

None required.

XI. Land Use and Planning

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion

a) Less Than Significant:

The proposed project is adjacent to existing residential and commercial uses – Teeny Tots Therapy and Little Orchard Preschool – north of Brace Road and residential uses south of Brace Road, and therefore, will not physically divide the community. Access through the area would be retained and circulation would be interior to the site. I-80 acts as a physical divider to the community and this project would be located adjacent to I-80 and existing commercial uses.

b) Less Than Significant:

The proposed use complies with the Tourist Destination Commercial land use designation and zoning. The Town conducted a General Plan and zoning consistency analysis as part of the application review process to evaluate the action in relation to the goals, objectives, policies and implementation measures (Appendix C) and municipal code requirements. No inconsistencies were identified and no actions that would impair the environment or a mitigating action to protect the environment would occur. Mitigation measures, project conditions, and design features are included to ensure the environment and public health are protected.

Previous public comment on the project requested that particular consideration is given to the General Plan requirements regarding the Tourist Destination Commercial designation. These comments noted that commercial uses are not to front onto Brace Road and shall be set back and should not be accessible via Brace Road. The site is configured to maintain a landscaped 25-foot front setback from Brace Road and the internal layout is such that the uses do not face or front onto Brace Road, but are concentric and inward facing. While the General Plan indicates primary access should not be from Brace Road, it should be noted that the existing commercial use is served by an existing driveway on Brace Road, as are the neighboring commercial uses; furthermore, there is no access to Horseshoe Bar Road from this property and it would be unlawful to deny access when it fronts Brace Road or to force a landowner to seek access easements when there is existing access to Brace Road. Concern was also expressed that the project would induce commercial uses to front on and access Brace Road. There are a total of seven parcels that front Brace. Road, of which one is the project site and two are commercial uses that already front and access Brace Road, leaving 4 remaining lots, of which one also fronts Horseshoe Bar Road. The three remaining one-acre lots are designated and zoned Tourist Destination Commercial and already have the ability to develop as a commercial use. Since that is allowed under the existing zoning and land use designation, this project would no more induce such development than the two existing commercial uses on either side of the project area.

Mitigation

None required in addition to implementation of the Conditions of Approval and mitigation measures established in this document.

XII. Mineral Resources

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**

Discussion

a–b) No Impact:

The subject property is not within a mineralized zone. Mineral claims do not affect surface land use activities and are normally effective 300-feet or more below the surface. Development and operation of an RV campground would not affect underground mineral resources.

Mitigation

None required.

XIII. Noise

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion

a) Less Than Significant with Mitigation:

A noise assessment was prepared for the project to identify the impacts associated with the freeway as well as noise potentially generated by campground (Saxelby Acoustics, Environmental Noise Assessment, May 20, 2022) (Appendix D). Noise monitoring was conducted at two locations of the property over a period of four days. The monitoring revealed average daytime noise levels at approximately 60 dBA near Brace Road, and 71 dBA near I-80. Nighttime averages were approximately 56 dBA near Brace Road and 68 dBA near I-80. The report found that freeway noise levels are excessive at this location and require the installation of a sound wall to protect campground visitors from excessive noise levels. The Town maintains an exterior noise standard of 65 L_{dn}, as compared to the monitoring results of about 63 L_{dn} near Brace Road and 75 L_{dn} near I-80, revealing that currently excessive noise is generated from I-80 that may affect persons on properties adjacent to the freeway. Because of this excessive existing noise level, the project will need to construct a sound wall to reduce noise levels generated by I-80 traffic to maintain safe noise exposure levels. As discussed in the project description and Mitigation Measure 13-1, to mitigate the existing high levels of noise generated by I-80, the project proposes a 10-foot-tall barrier, consisting of a 5-foot berm with an additional five-feet of concrete sound wall. The berm, located on the I-80 side of the sound wall, would be landscaped to minimize the visible size of the sound wall. While this height exceeds the Town's berm and fencing height limits, a 10-foot barrier is necessary to reduce existing exterior noise levels to an acceptable level. The Town's General Plan and municipal code allows for fencing to exceed the height limits if the additional height is necessary for noise reduction. Additionally, the wall would be located outside the minimum setback limit.

The Town's stationary noise generating standards are 50 dBA L_{50} during the day and 40 dBA L_{50} at night (10 p.m. to 7 a.m.), with maximums of 70 dBA during the day and 60 dBA at night. Modeling of potential noise generated by the project reveals the project could generate up to 39 dBA L_{50} at the western project boundary and 45 dBA L_{50} at the eastern project boundary. The project would not generate noise levels that exceed standards, especially when existing noise levels are factored.

b) Less Than Significant:

Project construction includes minor grading and paving and site preparation through vegetation removal and trenching of utilities, none of which are expected to cause substantial noise levels or significant groundborne vibration. Construction activities would be limited to Town standards for construction hours.

c) No Impact:

The parcel is not located in the vicinity of an airstrip or airport and no exposure of persons to excessive air traffic noise would occur.

Mitigation

Mitigation Measure 13-1: Construct and Maintain a 10-foot Solid Noise Barrier. As provided on the application plans and described in the project description and in addition to the 6-foot tall wood privacy fence along the eastern boundary of the property, the applicant shall construct and maintain a 10- foot-tall noise barrier consisting of a five-foot vegetated berm facing I-80 with an additional five feet of solid masonry wall visible above the berm. The berm and sound wall shall extend approximately 180 feet around a portion of the western side of the property, along the entire northern boundary of the property with I-80, and around to the east side of the property for approximately 105 feet as shown on the site plans. The berm shall include landscaping to soften the face of the sound wall, including grasses and evergreen shrubs or trees. The sound wall portion of the barrier shall include decorative vertical and horizontal treatments, and shall be painted a dark brown to blend with the surrounding environment. The applicant shall maintain the berm and wall on the project site and ensure it is sized per the Noise Assessment to reduce traffic noise to a level meeting Town standards.

XIV. Population and Housing

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Discussion

a-b) Less than Significant:

The area is currently served by infrastructure, with overhead and underground main lines running in Brace Road and serving the existing residence on the property, and the site is located within a commercially designated and zoned area along a two-lane arterial running east to west and connecting the southeast side of Loomis to Horseshoe Bar Road and Sierra College Boulevard. Since the site is designated and zoned for commercial use, the Town has planned for increased activity in this area. The RV Campground would serve as a short-term stay area with the creation of a site manager and maintenance position. Some of the campsites would also serve as long-term stays in which a temporary population could be served from one month up to two years. It is anticipated that some of the long-term sites would serve traveling professionals such as nurses, service workers, and laborers, project managers, and engineers in the construction field. Some sites may also be used to serve those affected by natural disaster events in the region, such as wildfires, who are in need of temporary lodging. However, these longer-term stays would not result in an increase in population that was greater than anticipated for commercial zones.

The existing residence would continue to be used for residential purposes as the site manager and caretaker unit. No housing displacement would occur.

Mitigation
None required.

XV. Public Services

a) **Would the project:** result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant**	**Less Than Significant with Mitigation**	**Less Than Significant**	**No Impact**
Fire protection?			**X**	
Police protection?			**X**	
Schools?			**X**	
Parks?			**X**	
Other public facilities?			**X**	

Discussion

a) Less Than Significant:

Public services (including law enforcement, fire protection, and schools) presently serve the project area. No changes to the level of service are anticipated. The project would continue to be served by Loomis Union School District and Placer Union High School District and the potential increase in additional students (approximately 7 students Kindergarten through 12th Grade) would not adversely affect capacity or require the development of additional school facilities. Since this is an RV Campground, 60% of the sites would be short-term visits that would have no effect on schools. 13 spaces are anticipated to be longer-term stays, which could be a month, a few months, a year, or up to two years. Of those, the analysis assumes up to half would include school-age children that would be at the site long-enough to be enrolled in an area school. Therefore roughly 7 students may be added, which would not pose an impact on area schools.

The project proposes a small dog park and an enclosed children's play area with lawns and a play structure to serve guests at the RV campground. Existing park facilities are adequate to serve guests of this project and additional park facilities are not proposed.

The site is currently served by the Placer County Sheriff's Department and South Placer Fire District. Referrals were sent to the Sheriff's Department and Fire District for comment. South Placer Fire District responded on November 18, 2021, indicating the requirements they provided to the applicant in 2020 had been addressed and that these requirements should continue to be required of the project. The RV campground design follows these requirements; however, they are included in the Conditions of Approval as listed in the Project Conditions under the Project Description. The site plans show two hydrants, 24-foot roadways, and acceptable turning radii. The Placer County Sheriff's Office responded on November 8, 2021 that the Sheriff's Office had no issues with the Project as proposed and offered to provide input to the applicant regarding onsite security cameras as noted in their application submittal. Public comments from concerned citizens were received on the project indicating the use would attract sex offenders. The site

manager would have the ability to refuse service and to require visitors to vacate for violating site rules and regulations, unlike in a tenant situation where a longer eviction process would occur if a problem with a resident was discovered.

The ability of service providers to provide public services will be verified through 'Referral Letters' or 'Will Serve Letters' which are required as a Condition of Approval and must be provided prior to approval issuance and development of the site. At this time, there are no known limitations on the ability of these agencies to provide public services.

Mitigation
None required.

XVI. Recreation

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion

a–b) Less Than Significant:

The addition of a 34-space campground serving temporary visitors would have a less than significant effect on the Town's park system. The project includes a small, enclosed dog park, an unenclosed leashed dog walking area, and an enclosed children's play area with a play structure to serve those staying at the RV campground. This onsite play area and dog walking area would not result in adverse environmental impacts as they would require little improvement from the existing grassy areas present on the site. The project would not include new population that would justify the need to create new neighborhood park facilities.

Mitigation
None required.

XVII. Transportation

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Discussion

a- d) Less Than Significant:

A Traffic Study was prepared for the project to analyze safety, traffic trips, effects on LOS and VMT, and cumulative impacts in regard to development of Costco, west of the site at Brace Road and Sierra College Blvd. (KD Anderson, Transportation Impact Assessment, May 18, 2022) (Appendix E). Public comments expressed concern regarding driveway access from Brace Road. The parcel has an existing driveway for the existing single family residence that would be relocated to the west to allow for improved traffic flow entering the site. The driveway would be expanded with tapers along Brace Road to allow vehicles to pull from the flow of traffic on Brace Road and into the driveway. The threshold requiring left turn lanes is not triggered by the project. The description of the Tourist-Destination Commercial area north of Brace Road, which includes multiple parcels from Horseshoe Bar Road to the I-80 crossing at Brace Road, indicates the area should, "Provide primary access to commercial development from Horseshoe Bar Road, with limited, secondary access on Brace Road…." Since the parcel is not adjacent to Horseshoe Bar Road, and like the two commercial uses adjacent to the parcel, has an existing driveway onto Brace Road, this General Plan statement addresses development of the area in general, when all the parcels with this designation were once considered for a large, multi-parcel commercial development. Legally, a parcel owner cannot be required to access a roadway through other landowner's properties, particularly when it is currently adjacent to a different roadway and is improved with an existing driveway to said roadway.

As discussed in the traffic study, the project would generate between 92 and 242 daily trips depending on the number of spaces leased as short-term or long-term stays. This would equate to between 7 and 13 trips in the a.m. peak hour and 9 to 20 trips in the p.m. peak hour. These trip quantities would not result in significant level of service (LOS) changes and would not result in a significant impact in relation to LOS as defined in the General Plan Circulation Element. Brace Road would continue to experience LOS A with the project under current conditions. With or without the project, Brace Road is forecast to have LOS F in the future, of which 1% of the roadway capacity would be generated by the project under worst-case conditions (assuming all spaces are used for long-term stays). This 1% is less than the 5% increase in roadway capacity that would indicate a significant impact as established in the General Plan.

The traffic study included a VMT analysis compliant with CEQA Guidelines section 15064.3, subdivision (b) and found no significant impact. Per state guidelines, small projects that generate 110 daily vehicle trips are considered to generate less than significant VMT impacts, as are affordable housing projects, local serving retail projects, projects near high quality transit, and projects in low VMT-generating areas. Assuming a short-term stay land use, the project would not generate more than 110 daily vehicle trips and would therefore have a less than significant VMT impact. Considering the potential for the site to house long-term stay guests, more than 110 daily vehicle trips would be generated, but Loomis is within a Low VMT-generating area. Finally, if each site were occupied by long-term stay guests, the sites, if analyzed more like a mobile home park than a campground, would generate fewer daily trips than a conventional residence and therefore may be compared to conventional residences when evaluating VMT. Table 17-1 provides VMT data for the project under a worst-case scenario of 100 percent long-term stays:

Table 17-1

VMT Characteristics

SACOG Regional Average	Town of Loomis Average	15% Reduction from Loomis Average	5347 Brace Road		Reduction Greater than 15%
			Reported	Adjusted for Mobile Home Park-style Use	
20.82	23.14	19.67	25.36	19.15	Yes
https://sacog.maps.arcgis.com/apps/Compare/index.html?appid=ec67f920461b461f8e32c6a5c3dd85cf adjustment for Mobile Home Park based on daily trip generation is (7.12/9.43=0.755)					

With a Loomis average of 23.14 VMT and an adjusted project VMT of 19.15, the project VMT would be below the 15 percent VMT reduction from the Loomis average (19.67 VMT) and therefore also results in no significant VMT impact.

There is sufficient front setback area should road widening or bike lane improvements occur along Brace Road. The design meets Town standards with the exception of driveway distance with Teeny Tots Therapy. Measured centerline to centerline, the proposed and existing neighboring driveway measure 45 feet, which is not sufficient to meet the Town's construction standards per Sheet H-32, which requires a 20 feet separation between the edges of adjacent driveways in areas with sidewalks and curbs; however, exceptions are permitted by the Town Engineer who has required the driveway be placed at this location to align with Dias Lane.

The City Engineer and South Placer Fire District reviewed the application materials related to roadway prism at the driveway intersection with Brace Road and the proposed onsite circulation route and found no significant potential for traffic hazard. Circulation modeling completed for the project reveals sufficient turning area and travel movement with the driveway and one-way traffic circulation within the campground. The circulation design is able to accommodate large RVs with towing, emergency response ladder apparatus (65 feet), and frontload refuse trucks.

Comments were received expressing concern over increases in traffic and the damage to the public roadway. With no significant increase in traffic volume to increase hazard risk and appropriately sized driveways and onsite circulation routes, no significant impacts related to traffic hazard or emergency response are anticipated. The traffic study did not reveal a hazard resulting from turning movements, use of RVs on an arterial road (Brace Road), or impact to area traffic. Visitors would not be using residential roads, but arterial roads to access the site, although there are residences located on or near Brace Road. While the term "RV" can be associated with 5th wheels and large motorhomes, it is also associated with smaller campers and vans. All of these types of vehicles are often parked in neighborhood yards or garages and regularly use neighborhood streets. While there will be an increase in these types of vehicles on the roadway, RV park visitors will typically park larger RV units and use standard car and truck vehicles to then navigate through the area for entertainment or work. The Town Capital Improvement Plan includes improvements to Brace Road, such as widening and the addition of a bike route. No significant impact to emergency access or evacuation would result from the project as reviewed by South Placer Fire District. Development fees and tax revenues can be used by the Town to maintain or improve the roads as needed.

The traffic study did reveal a potential impact in relation to the use of Brace Road east of the project site by Class A motorhomes. Class A motorhomes may exceed the maximum weight capacity of the bridge at Secret Ravine. Class A motorhomes can range from 13,000 to 30,000 with two rear axles on the heavier vehicles. The bridge has a weight limit of 3 tons per axle, or 6,000 pounds per axle, which is a limit of 12,000 pounds for a two-axle motorhome, or 18,000 pounds for a three-axle motorhome. The bridge can

support the weight of campers, 5th wheels, and Class B and C RVs, but the weight of Class A RVs may exceed the capacity of the bridge and result in a potential impact if Class A RVs try to access the site from Horseshoe Bar Road and Brace Road. To addresses this impact, the project application indicates that all Class A RV traffic must use Sierra College Boulevard to Brace Road to access the site and signage would be posted to limit Class A RVs exiting the site to right turns only. These limitations are included in the project and identified in the Project Conditions as well as in the Rules and Regulations under the Project Description.

Tapers are proposed along Brace Road on each side of the proposed driveway to allow for at least the Caltrans minimum required site distance standard of 300 feet for a roadway with a 40 mile per hour speed limit. However, the site distance would be less than the Town's Construction Standard (Sheet H-15) of 440 feet. The minimum site distance may be met through tree trimming and/or the Town Engineer may determine there is adequate site distance if the area is considered to be restricted.

Mitigation

None required with implementation of the proposed onsite signage and instruction to guests limiting Class A RV access to Sierra College and Brace Road.

XVIII. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resource Code section21074 as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Potentially Significant**	**Less Than Significant with Mitigation**	**Less Than Significant**	**No Impact**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			**X**	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subsection (c) of Public Resources Code Section 5024,1, the lead agency shall consider the significance of the resource to a California Native American tribe.			**X**	

Discussion

a-b) Less than Significant Impact:

No tribal cultural resources have been identified within or adjacent to the project site. Pursuant to Assembly Bill 52, the Town is required to consult with affected Tribes regarding effects of the project on tribal resources. Consultation letters were sent to the following tribes on November 5, 2021 by the Town of Loomis pursuant to AB 52: Auburn Rancheria, United Auburn Indian Community (UAIC), and the Shingle Springs Band of Miwok Indians. To date, only one response has been received from UAIC on November 16, 2021. UAIC indicated there are no recorded tribal cultural resources in the project location, but there are resources in the general proximity. Specific Conditions of Approval were suggested by UAIC and they asked whether tree removal was proposed. The Town will inform the appropriate parties, including UAIC,

if resources or human remains are identified per Town and State protocol. The UAIC Conditions of Approval that were suggested are included under Project Conditions in the Project Description.

Mitigation

None required.

XIX. Utilities and Service Systems

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

Discussion

a-e) Less Than Significant:

Utility services for the site will be provided by the following service providers:

Service	Utility Provider
Water:	Placer County Water Agency
Wastewater:	South Placer Municipal Utility District
Storm Drainage:	Town of Loomis
Electricity:	Pacific Gas & Electric Company
Natural Gas:	Pacific Gas & Electric Company
Telecommunications:	AT&T, Wave
Solid Waste:	Recology

The ability of service providers to provide public services are verified through 'Will Serve Letters' and 'Referral Comments' as part of the Master Development Plan. There are no limitations on the ability of these agencies to provide public services. The proposed utility plan is depicted in **Figure 19-1**.

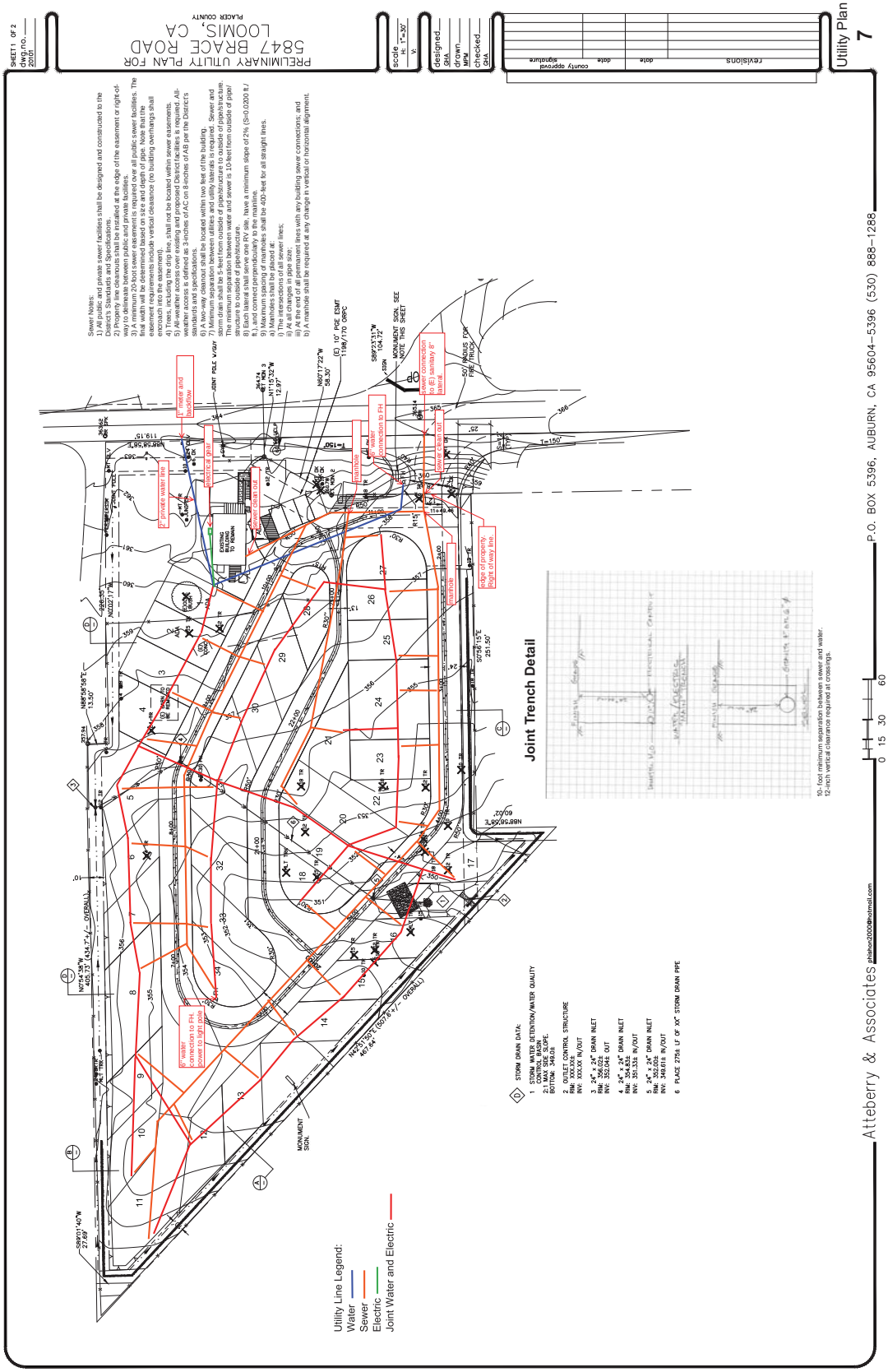
In a letter dated November 23, 2021, SPMUD reviewed the original application submittal and provided direction on the design and installation of sewer facilities on the site. The RV campground design follows these requirements; however, they are included in the Conditions of Approval as listed in the Project Conditions under the Project Description. SPMUD and the Town would inspect the plans and installation during the building process to ensure compliance. With recent completion of the Loomis Trunkline, adequate capacity is available. Public comments were received suggesting human waste would be an issue; however, the comments assumed that sewer facilities would be installed following commencement of operations and not prior to operation. No human waste impact would occur.

Placer County Water Agency (PCWA) submitted a letter regarding water availability on October 5, 2020. PCWA indicated that water would not be reserved until a facilities agreement was established; however, they noted that they currently serve the site with treated water through a 5/8-inch meter connected to the 12-inch main located in Brace Road. They also noted that the parcel is served by raw water from the PCWA Eastside Canal and that lines serving neighboring properties may be located in the area and shall be maintained. Although water is not reserved, water delivery can occur once the use agreement is established, and facilities and fee payment are complete. The main line has adequate carrying capacity. On November 17, 2021, PCWA followed up with an additional referral response indicating: the existing 5/8-inch meter should be improved to at least a 1-inch meter; backflow must be installed once this larger meter is installed; and that the plans should indicate whether the blue water line shown on the application is public or private. It should be noted that all utilities would be maintained as private as no public facilities are proposed.

Trench details provided in the application show the water and electrical lines within the same trench with a 12-inch separation and a minimum coverage of 24 inches from the finish grade to the top of the conduit and 6-inch water line. The 4- to 6-inch gravity sewer lines would also be underground in a separate trench from water and electrical trench and would also have a minimum coverage of 24 inches from the finish grade to the top of the sewer pipe. The sewer trench would be located a minimum of five feet from the water/electric trench per Code requirements. The project also proposes a two-inch private water distribution line serving the site with a two-inch meter. A one-inch meter is proposed to replace the existing 5/8-inch meter, and backflow prevention infrastructure has since been installed on the site. Raw irrigation water provided by the Eastside Canal and the associated infrastructure would remain on site and would continue to be used for site irrigation.

Overhead power and communication lines are located along the property frontage at Brace Road and the existing residence on the property is served by power and telecommunications lines. PG&E provided a referral response on November 30, 2021 indicating the plans encroach within an existing PG&E gas pipeline easement, with proposed utilities crossing the gas pipeline, and that no offsets or distances from the pipeline were provided in the site plans. Conditions of Approval regarding these design requirements are provided in the Project Conditions section of the Project Description. PG&E did not indicate any capacity constraints. Although the existing residence is served by natural gas and electricity, the campsites would only have electric service and natural gas service would continue to be limited to the existing residence.

Figure 19-1: Proposed Utility Plan



Solid waste services are provided by Recology Auburn Placer. Recology would provide weekly solid waste service to the RV Campground. In their "Will Serve" letter date November 5, 2020, they indicate service can be established when project construction is complete. Campground operations would not generate excessive solid waste and would be required to comply with Recology's operational procedures. Recology did not indicate that serving the proposed campground would exceed their capacity or violate waste management goals. The trash enclosure would be located along the western side of the property, enclosed within a concrete area along the access road leading to the entry driveway.

Mitigation

None required. The Project Conditions list compliance actions to be undertaken as required by the Town and the utility providers.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, **would the project:**	**Potentially Significant**	**Less Than Significant with Mitigation**	**Less Than Significant**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**X**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

Discussion

a-d) No Impact:

According to CAL FIRE 2020 mapping, the project is located within an "Urban Unzoned" area and is not within the moderate or high fire hazard severity zones. The site would be equipped with two fire hydrants, a concrete wall along I-80, and would include onsite pavement and gravel site pads, all of which reduce wildfire potential.

Mitigation

None required.

XXI. Mandatory Findings of Significance

Mandatory Findings of Significance	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion

a-c) Less Than Significant:

The proposed project would not substantially degrade the quality of the environment through habitat or species impacts or through impacts to resources related to major periods of California history or prehistory. There are not extensive biological or historical resources on the property, the project's construction schedule would avoid species disturbance, and project construction would be subject to work stoppage should buried resources be uncovered, at which time the resources would be handled appropriately through local and state agencies.

The area is moderately developed with single family homes and small commercial operations, along with the existing I-80 corridor. Cumulatively, the project would add little to increase the risk to health and well being. There is no potential to induce growth beyond what is planned for in the General Plan and zoning as no significant change in public service, utility connection, or circulation would occur, and the site is not proposed to be rezoned to a higher density zone. As noted in the analysis above, the project would result in few impacts, all of which would be mitigated to a less than significant level. Mitigable impacts were identified for aesthetics and noise hazards.

The aesthetic impacts are specific to the project site, and while the project would result in the development of a sound wall along I-80, the proposed berm and landscaping soften its appearance. At the speeds traveled on I-80 and with the Brace Road overpass location, views of the site and the sound wall would be brief and not of a magnitude to alter the overall character of the Town as viewed from I-80. Nearby development of Costco or the vacant parcels at Horseshoe Bar Road would not contribute to a cumulative impact as Costco is located along an already densely developed commercial corridor on Sierra College Boulevard, and the Horseshoe Bar Road parcels have no planned improvements and are subject to the resource limitations unique to those parcels that are not present on this project site.

Biological resource impacts are avoided through construction timing and therefore have no cumulative impact potential.

The traffic analysis studied the cumulative effect of RV traffic with Costco traffic and found no significant cumulative impact caused by the RV campground. The Costco traffic study examined traffic at the Sierra College Blvd./Brace Road intersection and Brace Road/Barton Road intersections. Costco studies found that the Brace Road/Barton Road intersection would operate at LOS C under cumulative plus Costco conditions, and that the Sierra College Blvd./Brace Road intersection, with planned improvements, would operate at LOS B in the a.m. peak and LOS F in the p.m. peak hour; however, Costco's roadway and traffic improvements would improve operations at this intersection from the cumulative condition without Costco. As discussed under the transportation impacts, the RV campground would not add enough trips during the a.m. and p.m. peak hours to cause a significant impact. As noted in the 2022 traffic study, "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)." Costco deliveries would be limited to Sierra College Boulevard and Brace Road at Sierra College Boulevard; therefore, no additional Costco deliveries would occur at the project site to create delays or roadway hazards.

No substantial direct or indirect impacts would occur. The project includes resident rules and regulations and Park management has the capacity to remove visitors for any reason. Unlike a residential rental, commercial visitors are not tenants and may be removed if the caretaker determines such action is needed. RVs would utilize electric utilities and would only have water and septic connections to avoid health impacts. No generators would be used due to the electrical connections, avoiding any excessive noise or air emissions and there would be no need for RVs to idle onsite.

Mitigation:
With implementation of mitigation measures established in this document, as well as the proposed Project Conditions and Camper Rules and Regulations, no additional mitigation is required.

4. Preparers and References

Report Preparation
Christy Consolini, Hauge Brueck Associates, LLC
Luke Saxelby, Saxelby Acoustics
Ken Anderson, KD Anderson
Mike Bumgardner, Bumgardner Biological Consulting

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Appendix A: Air Emissions Model Summaries

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Loomis RV Campground

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Motel	34.00	Room	3.47	66,646.80	51

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project area is 3.47 acres

Construction Phase - Demolition of barn/shed structures and removal of existing driveway. Building construction consists of sound wall and fences, trash enclosure, play structure, gravel, light fixtures and utilities, and improvements to the existing residence, and landscaping. Days are based on contractor estimates.

Off-road Equipment - Only a small shed and barn to be removed and some existing pavement

Grading - 3.47 acres of which some includes an existing residence to remain

Demolition - Shed and barn to be removed

Architectural Coating - Structures consist of sound wall and trash enclosure.

Vehicle Trips - Campground trip rate from traffic study

Area Coating - Structures are only soundwall and trash enclosure. Striping of onsite circulation and parking area added

Energy Use - No natural gas connection for campground

Solid Waste -

Loomis RV Campground - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	33,323.00	9,300.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	99,970.00	0.00
tblArchitecturalCoating	ConstArea_Parking	0.00	29,000.00
tblAreaCoating	Area_Nonresidential_Exterior	33323	29000
tblAreaCoating	Area_Nonresidential_Interior	99970	0
tblAreaCoating	Area_Parking	0	29000
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	5
tblConstructionPhase	NumDays	18.00	10.00
tblConstructionPhase	NumDays	230.00	90.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	PhaseEndDate	6/20/2024	9/7/2023
tblConstructionPhase	PhaseEndDate	5/1/2024	11/16/2023
tblConstructionPhase	PhaseEndDate	5/26/2023	5/3/2023
tblConstructionPhase	PhaseEndDate	6/14/2023	7/14/2023
tblConstructionPhase	PhaseEndDate	5/27/2024	8/24/2023
tblConstructionPhase	PhaseStartDate	5/28/2024	8/25/2023
tblConstructionPhase	PhaseStartDate	6/15/2023	7/14/2023

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseStartDate	5/2/2024	7/14/2023
tblEnergyUse	NT24NG	0.26	0.00
tblEnergyUse	T24NG	26.20	0.00
tblGrading	AcresOfGrading	30.00	8.00
tblGrading	MaterialExported	0.00	1,000.00
tblLandUse	LotAcreage	1.53	3.47
tblLandUse	Population	0.00	51.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblSequestration	NumberOfNewTrees	0.00	11.00
tblSequestration	NumberOfNewTrees	0.00	23.00
tblSequestration	NumberOfNewTrees	0.00	26.00
tblSequestration	NumberOfNewTrees	0.00	10.00
tblVehicleTrips	ST_TR	3.35	2.70
tblVehicleTrips	SU_TR	3.35	2.70
tblVehicleTrips	WD_TR	3.35	2.70

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2140	1.1753	1.2565	2.3500e-003	0.1633	0.0542	0.2175	0.0806	0.0506	0.1312	0.0000	205.0745	205.0745	0.0490	2.3700e-003	207.0034
Maximum	**0.2140**	**1.1753**	**1.2565**	**2.3500e-003**	**0.1633**	**0.0542**	**0.2175**	**0.0806**	**0.0506**	**0.1312**	**0.0000**	**205.0745**	**205.0745**	**0.0490**	**2.3700e-003**	**207.0034**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2140	1.1753	1.2565	2.3500e-003	0.0839	0.0542	0.1382	0.0391	0.0506	0.0897	0.0000	205.0743	205.0743	0.0490	2.3700e-003	207.0032
Maximum	**0.2140**	**1.1753**	**1.2565**	**2.3500e-003**	**0.0839**	**0.0542**	**0.1382**	**0.0391**	**0.0506**	**0.0897**	**0.0000**	**205.0743**	**205.0743**	**0.0490**	**2.3700e-003**	**207.0032**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**48.59**	**0.00**	**36.48**	**51.49**	**0.00**	**31.62**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	0.5628	0.5628
2	8-1-2023	9-30-2023	0.5415	0.5415
		Highest	0.5628	0.5628

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2738	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.1000e-004	6.1000e-004	0.0000	0.0000	6.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	39.5884	39.5884	6.4000e-003	7.8000e-004	39.9798
Mobile	0.0439	0.0582	0.3684	6.7000e-004	0.0641	6.2000e-004	0.0647	0.0172	5.9000e-004	0.0178	0.0000	62.1454	62.1454	4.7000e-003	3.6500e-003	63.3515
Waste						0.0000	0.0000		0.0000	0.0000	3.7777	0.0000	3.7777	0.2233	0.0000	9.3590
Water						0.0000	0.0000		0.0000	0.0000	0.2736	0.4628	0.7365	0.0282	6.7000e-004	1.6414
Total	**0.3176**	**0.0582**	**0.3687**	**6.7000e-004**	**0.0641**	**6.2000e-004**	**0.0647**	**0.0172**	**5.9000e-004**	**0.0178**	**4.0513**	**102.1972**	**106.2485**	**0.2625**	**5.1000e-003**	**114.3323**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2738	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.1000e-004	6.1000e-004	0.0000	0.0000	6.5000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	38.5463	38.5463	6.2400e-003	7.6000e-004	38.9274
Mobile	0.0441	0.0588	0.3718	6.8000e-004	0.0649	6.3000e-004	0.0656	0.0174	5.9000e-004	0.0180	0.0000	62.9132	62.9132	4.7300e-003	3.6900e-003	64.1303
Waste						0.0000	0.0000		0.0000	0.0000	3.7777	0.0000	3.7777	0.2233	0.0000	9.3590
Water						0.0000	0.0000		0.0000	0.0000	0.2736	0.4609	0.7346	0.0282	6.7000e-004	1.6395
Total	**0.3179**	**0.0588**	**0.3721**	**6.8000e-004**	**0.0649**	**6.3000e-004**	**0.0656**	**0.0174**	**5.9000e-004**	**0.0180**	**4.0513**	**101.9210**	**105.9723**	**0.2624**	**5.1200e-003**	**114.0568**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-0.07**	**-0.98**	**-0.92**	**-1.49**	**-1.28**	**-1.61**	**-1.28**	**-1.28**	**0.00**	**-1.30**	**0.00**	**0.27**	**0.26**	**0.05**	**-0.39**	**0.24**

Loomis RV Campground - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Loomis RV Campground

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Mobile Home Park	34.00	Dwelling Unit	3.47	40,800.00	97

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project area is 3.47 acres

Construction Phase - Demolition of barn/shed structures and removal of existing driveway. Building construction consists of sound wall and fences, trash enclosure, play structure, gravel, light fixtures and utilities, and improvements to the existing residence, and landscaping. Days are based on contractor estimates.

Off-road Equipment - Only a small shed and barn to be removed and some existing pavement

Grading - 3.47 acres of which some includes an existing residence to remain

Demolition - Shed and barn to be removed

Architectural Coating - Structures consist of sound wall and trash enclosure.

Vehicle Trips - Campground trip rate from traffic study

Area Coating - Structures are only soundwall and trash enclosure. Striping of onsite circulation and parking area added

Energy Use - No natural gas connection for campground

Solid Waste -

Loomis RV Campground - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Woodstoves - No natural gas or hearths

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	9,300.00
tblArchitecturalCoating	ConstArea_Parking	0.00	29,000.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	27,540.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	82,620.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	0	9300
tblAreaCoating	Area_Parking	0	29000
tblAreaCoating	Area_Residential_Exterior	27540	0
tblAreaCoating	Area_Residential_Interior	82620	0
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	5
tblConstructionPhase	NumDays	18.00	10.00
tblConstructionPhase	NumDays	230.00	90.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	30.00
tblConstructionPhase	PhaseEndDate	6/20/2024	8/14/2023
tblConstructionPhase	PhaseEndDate	5/1/2024	10/23/2023
tblConstructionPhase	PhaseEndDate	5/26/2023	5/3/2023
tblConstructionPhase	PhaseEndDate	6/14/2023	6/20/2023

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseEndDate	5/27/2024	7/31/2023
tblConstructionPhase	PhaseEndDate	6/2/2023	5/10/2023
tblConstructionPhase	PhaseStartDate	5/28/2024	8/1/2023
tblConstructionPhase	PhaseStartDate	6/15/2023	6/20/2023
tblConstructionPhase	PhaseStartDate	6/3/2023	5/10/2023
tblConstructionPhase	PhaseStartDate	5/2/2024	6/20/2023
tblConstructionPhase	PhaseStartDate	5/27/2023	5/4/2023
tblEnergyUse	NT24NG	2,687.00	0.00
tblEnergyUse	T24NG	4,525.87	0.00
tblFireplaces	NumberGas	18.70	0.00
tblFireplaces	NumberNoFireplace	3.40	34.00
tblFireplaces	NumberWood	11.90	0.00
tblGrading	AcresOfGrading	30.00	8.00
tblGrading	MaterialExported	0.00	1,000.00
tblLandUse	LotAcreage	4.28	3.47
tblSequestration	NumberOfNewTrees	0.00	11.00
tblSequestration	NumberOfNewTrees	0.00	23.00
tblSequestration	NumberOfNewTrees	0.00	26.00
tblSequestration	NumberOfNewTrees	0.00	10.00
tblWoodstoves	NumberCatalytic	1.70	0.00
tblWoodstoves	NumberNoncatalytic	1.70	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2147	1.1758	1.2623	2.3000e-003	0.1598	0.0549	0.2147	0.0796	0.0512	0.1308	0.0000	200.3749	200.3749	0.0497	1.4100e-003	202.0381
Maximum	**0.2147**	**1.1758**	**1.2623**	**2.3000e-003**	**0.1598**	**0.0549**	**0.2147**	**0.0796**	**0.0512**	**0.1308**	**0.0000**	**200.3749**	**200.3749**	**0.0497**	**1.4100e-003**	**202.0381**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2147	1.1758	1.2623	2.3000e-003	0.0805	0.0549	0.1354	0.0381	0.0512	0.0893	0.0000	200.3746	200.3746	0.0497	1.4100e-003	202.0379
Maximum	**0.2147**	**1.1758**	**1.2623**	**2.3000e-003**	**0.0805**	**0.0549**	**0.1354**	**0.0381**	**0.0512**	**0.0893**	**0.0000**	**200.3746**	**200.3746**	**0.0497**	**1.4100e-003**	**202.0379**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.64**	**0.00**	**36.95**	**52.11**	**0.00**	**31.72**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2023	7-31-2023	0.7960	0.7960
2	8-1-2023	9-30-2023	0.4503	0.4503
		Highest	0.7960	0.7960

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1758	2.9100e-003	0.2525	1.0000e-005		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003	0.0000	0.4124	0.4124	4.0000e-004	0.0000	0.4223
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	16.1275	16.1275	2.6100e-003	3.2000e-004	16.2870
Mobile	0.0949	0.1440	0.9007	1.7900e-003	0.1733	1.6300e-003	0.1749	0.0464	1.5300e-003	0.0480	0.0000	165.6302	165.6302	0.0107	8.9600e-003	168.5665
Waste						0.0000	0.0000		0.0000	0.0000	3.1748	0.0000	3.1748	0.1876	0.0000	7.8654
Water						0.0000	0.0000		0.0000	0.0000	0.7028	1.5613	2.2641	0.0724	1.7400e-003	4.5920
Total	**0.2707**	**0.1469**	**1.1533**	**1.8000e-003**	**0.1733**	**3.0300e-003**	**0.1763**	**0.0464**	**2.9300e-003**	**0.0494**	**3.8776**	**183.7313**	**187.6089**	**0.2738**	**0.0110**	**197.7332**

Loomis RV Campground - Placer County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1758	2.9100e-003	0.2525	1.0000e-005		1.4000e-003	1.4000e-003		1.4000e-003	1.4000e-003	0.0000	0.4124	0.4124	4.0000e-004	0.0000	0.4223
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	15.9641	15.9641	2.5800e-003	3.1000e-004	16.1220
Mobile	0.0955	0.1455	0.9100	1.8200e-003	0.1755	1.6500e-003	0.1772	0.0470	1.5500e-003	0.0486	0.0000	167.7058	167.7058	0.0108	9.0500e-003	170.6717
Waste						0.0000	0.0000		0.0000	0.0000	3.1748	0.0000	3.1748	0.1876	0.0000	7.8654
Water						0.0000	0.0000		0.0000	0.0000	0.7028	1.5337	2.2365	0.0724	1.7300e-003	4.5642
Total	**0.2713**	**0.1484**	**1.1625**	**1.8300e-003**	**0.1755**	**3.0500e-003**	**0.1786**	**0.0470**	**2.9500e-003**	**0.0500**	**3.8776**	**185.6160**	**189.4936**	**0.2738**	**0.0111**	**199.6456**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-0.23**	**-1.03**	**-0.80**	**-1.67**	**-1.29**	**-0.66**	**-1.28**	**-1.29**	**-0.68**	**-1.26**	**0.00**	**-1.03**	**-1.00**	**-0.01**	**-0.64**	**-0.97**

Appendix B: Biological Evaluation

TECHNICAL MEMORANDUM

TO: Jared Taylor, Owner/Developer, Golden Property Development LLC

FROM: Michael Bumgardner, Bumgardner Biological Consulting

SUBJECT: Loomis Lodging-Recreational Vehicle Campground Biological Resource Evaluation

DATE: 5/20/2022

Introduction

This biological resource evaluation (i.e., technical memorandum) has been prepared for the proposed Loomis Lodging-Recreational Vehicle Campground (i.e., proposed project) in the City of Loomis, California (Figure 1, Project Location) to document the review of existing data as well as survey methods, results, and conclusions of a reconnaissance-level field survey conducted for the proposed project.

The proposed project would provide a total of 34 individual recreational vehicle (RV) campsites. Each campsite would accommodate a self-contained RV and accessory vehicle. As such, only RVs containing a bathroom would be allowed use of the campsites, and no mobile homes or tent camping would be permitted. Amenities associated with the proposed project include the following:

- 34 RV campsites - each with water, electric, sewer, WIFI, and a picnic table;
- paved roadways throughout the campground;
- children's play area;
- fenced dog walking area;
- unfenced, leashed dog walking area; and
- dumpsters for guest use to dump trash.

The proposed project would be located on one parcel (APN 044-150-047-000) with an area of approximately 3.47 acres (Figure 2, Project Site). The subject parcel is located entirely within the Loomis town limits and Commercial Tourist (CT) zoning district. The proposed project would abut Interstate 80 to the north, Brace Road to the south, and other private lands, also within the CT zoning district, to the immediate east and west.

Initial construction of the proposed project would occur outside the local bird nesting season (i.e., September 1 to January 31) to avoid potential adverse effects to such species. The main entrance (28.5-foot-wide driveway) from Brace Road would be located directly across from Diaz

Lane. Each campsite within the proposed project would be 1,800 square feet or more in area. In addition, a 25-foot-wide landscape setback would be created adjacent to Brace Road for aesthetic purposes, while a 10-foot-wide landscape setback would be created along all interior and rear property boundaries for similar purposes. Five vehicle parking stalls are proposed near the existing house (including one ADA van accessible parking stall). A fenced children's play area consisting of a play structure and turfed area is proposed at the southeast corner of the project site. A fenced dog walking area is also proposed near the southeast corner of the project site. The proposed project would remove the two existing accessory structures (i.e., barns) from the property, while the existing 2-bedroom structure would remain and be refurbished as a part of the proposed project. No new structures would be created as part of the project and no project phasing would occur.

The proposed project would incorporate appropriate native vegetation and ornamental trees that would act as a buffer and screen, as well as add to the ambiance of the development and surrounding community. The proposed project would utilize the existing Placer County Water Agency (PCWA) non-potable and non-metered irrigation ditch water service for landscape irrigation. This PCWA non-potable irrigation water exists on the property now via 2-inch PVC pipe and can be directed via existing valves to either flow into the culvert under the freeway or to flow into the existing low elevation area of the onsite drainage area next to the freeway. The existing low elevation of the onsite drainage area adjacent to the freeway is proposed to remain. The project is designed to integrate existing natural features (i.e., large trees and existing contours) where feasible. Nonetheless, the proposed project would include the planting of additional trees throughout the site to provide shading to campground users and to provide additional vegetative screening.

Existing Data Review

A standard nine-quadrangle CNDDB/Rarefind 5 report was generated for the project site and vicinity (i.e., query of the USGS 7.5-minute topographic quadrangle in which the project site is found as well as the immediate eight surrounding topographic quadrangles, viz. Rocklin and the surrounding Auburn, Citrus Heights, Clarksville, Folsom, Gold Hill, Lincoln, Pilot Hill, and Roseville quads). The California Natural Diversity Data Base (CNDDB) contains records for special-status species, as well as sensitive natural communities, which have been reported to the California Department of Fish and Wildlife (CDFW). The Rarefind 5 report for the project study area is provided in Appendix A. Each of the species identified in the Rarefind 5 report were then evaluated in terms of their likelihood of occurrence within and immediately adjacent to the project site (i.e., draft likelihood of occurrence analysis). This draft analysis considered the known distribution and habitat requirements of the species such that one of the following findings was prepared:

- Known to Occur – species has previously been documented within or immediately adjacent to the project site.
- High Potential – species has not been documented within or immediately adjacent to the

project site but should be expected on more than 50% of visits to suitable habitat in the project site during the appropriate season and time of day.

- Moderate Potential – species has not been documented within or immediately adjacent to the project site but should be expected on less than 50% of visits to suitable habitat in the project site during the appropriate season and time of day.
- Low Potential – species has not been documented within or immediately adjacent to the project site nor is it likely to occur on the project site, but its presence cannot be completely discounted due to incomplete information on the taxon's distribution or habitat requirements.
- No Potential – species does not occur within the project site due to the lack of required habitat features for the species or the known range of the species is well defined and does not include the project site.

Other sources of information on special-status species in California were subsequently reviewed given that the CNDDB is not inclusive of all special-status species that may occur in an area. This review was based on the professional experience of the author within the region and elsewhere in California, but also included review of other published sources of information on special-status species in California. These later sources include the following:

- The Jepson Manual: Vascular Plants of California (Baldwin and Goldman 2012).
- California Native Plant Society (CNPS), Rare Plant Program 2022. Inventory of Rare and Endangered Plants of California (online edition, v9-01 1.5). website http://www.rareplants.cnps.org (Accessed: May 17, 2022).
- Amphibian and Reptile Species of Special Concern in California (Jennings and Hayes 1994).
- California Herps - A Guide to the Amphibians and Reptiles of California. (Nafis 2021) available at: http://www.californiaherps.com/ (Accessed November 8, 2021).
- Recovery Plan for the Central California Distinct Population Segment of the California Tiger Salamander (*Ambystoma californiense*) (U.S. Fish and Wildlife Service 2017).
- California Bird Species of Special Concern. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, California and California Department of Fish and Game (Shuford and Gardali 2008).
- The Distribution of the Birds of California (Grinnell and Miller 1944).
- California Birds: Their Status and Distribution (Small 1994).
- California's Wildlife Volume II Birds (Zeiner et al. 1990).
- eBird. 2022. eBird: An online database of bird distribution and abundance [web application]. eBird, Ithaca, New York. Available: http://www.ebird.org. (Accessed: May 17, 2022).

- Mammalian Species of Special Concern in California (Williams 1986).
- Terrestrial Mammal Species of Special Concern in California (unfinished 1998 update) (Bolster 1998).
- Mammals of the Pacific States: California, Oregon, and Washington (Ingles 1978).
- Western Bat Working Group website (http://wbwg.org/western-bat-species/).

The draft likelihood of occurrence analysis was used to develop a "focus list" of species that should be searched for during any subsequent surveys (see below) of the project site. The final likelihood of occurrence analysis was then prepared to include any additional species not addressed by the Rarefind 5 report, but that were recorded during the subsequent reconnaissance level survey of the project site and review of other sources of information on special-status species that occur in the project vicinity. Species that are known or expected to occur in the vicinity of the project site were then further evaluated in this technical memorandum.

Survey Methods

I (Michael Bumgardner - Bumgardner Biological Consulting) conducted a reconnaissance-level survey within and adjacent to the proposed project on May 18, 2022. The weather during the site survey was sunny with no constraints (e.g., extreme high or low temperatures, high winds, or precipitation). The potential area of effect associated with the proposed project was systematically evaluated on foot at and near the proposed project site (i.e., out to 200+ feet from the proposed project) and focused on identifying and characterizing all sensitive biological resources (e.g., important habitats, vegetation communities, and species) that could be adversely affected by the proposed project. It should be noted that there was no legal access to surrounding private lands, so these lands were evaluated from Brace Road to the extent possible.

Survey Results

The most extensive vegetation community within the project site is non-native annual grassland. This vegetation community is dominated by various non-native annual grasses, but also contains a substantial component of ruderal (i.e., weedy) species such as Italian thistle [*Carduus pycnocephalus*], plantain [*Plantago* sp.], wild radish [*Raphanus raphanistrum*], wild mustard [*Brassica* sp.], common bindweed [*Convolvulus arvensis*]. and vetch [*Vicia* sp.], and a few native herbs such as California poppy [*Eschscholzia californica*] and popcorn flower [*Plagiobothrys* sp.]. This latter vegetation community showed evidence of previous mowing (e.g., dried grass thatch that had obviously been cut). Hence, part of the reason so few native herbs were seen on the project site.

Another discernible vegetation community that was found on the project site was a small stand of vegetation best described as cattail marsh. It consists of a sparse mixed cover of cattail [*Typha* sp.], sedge [*Carex* sp.], rush [*Juncus* sp.], and curly dock [*Rumex crispus*] but dominated by cattail. The vegetation is supported by drainage from the onsite ditch along the northern

boundary of the project site that occasionally pools for periods of time in the small low spot where this vegetation community is found.

The only other discernible vegetation community that occurs on the project site is a small Himalayan blackberry [*Rubus armeniacus*] bramble that is also associated with the ditch along the northern boundary of the project site. This vegetation community is also supported by occasional surface water and saturated soils.

All other vegetation on the project site is associated with native and non-native tree species that are scattered throughout the site and are not part of any discernible vegetation community. Native species include valley oak [*Quercus lobata*], foothill pine [*Pinus sabiniana*], , interior live oak [*Quercus wislizeni*], Fremont cottonwood [*Populus fremontii*], and willows [*Salix* spp.], while non-native species include white mulberry [*Morus alba*], almond [*Prunus dulcis*], Russian olive [*Elaeagnus angustifolia*], acacia [*Acacia* sp.], juniper [*Juniper* sp.], and Red River gum [*Eucalyptus camaldulensis*]. It should be noted that the trees onsite have been more fully addressed in an arborist report for the site (California Tree and Landscape Consulting, Inc., 2021) and the results of this latter report are incorporated herein to this technical memorandum.

Wildlife or their sign observed within the project site were consistent with species found elsewhere in semi-rural portions of Placer County. Avian species that were observed or heard on the project site included the following: Nuttall's woodpecker [*Dryobates nuttallii*], black phoebe [*Sayornis nigricans*], California scrub jay [*Aphelocoma californica*], European starling [*Sturnus vulgaris*], house finch [*Haemorhous mexicanus*], Brewer's blackbird [*Euphagus cyanocephalus*], lesser goldfinch [*Spinus psaltria*], and house sparrow [*Passer domesticus*]. The above species are urban tolerant species and will likely continue to occupy the site even after development.

The only other evidence of wildlife species that was observed on the project site were two western fence lizards [*Sceloporus occidentalis*] and rodent fecal pellets found in the out-buildings. These latter fecal pellets are most likely associated with black rat [*Rattus rattus*].

Special-Status Species Assessment

No special-status plants or vegetation communities were observed on the project site. Nor, would any special-status plants or vegetation communities known to occur in the project vicinity be expected to occur on the project site given that it is surrounded on all sides by roads and low density development. Furthermore, the onsite annual grassland is mowed periodically - for fire suppression purposes. Lastly, the presence of the onsite cattail marsh and Himalayan blackberry bramble are supported by the presence of water that is at the discretion of the landowner and can be "turned off" at any time - at which point these areas would dry down and convert to non-native annual grassland. These areas are not considered wetland or jurisdictional waters and this finding is supported by an approved jurisdictional determination for the project site from the U.S. Army Corps of Engineers (2020) whereby it was determined that there are no waters of the United States within the survey area and that the site is comprised entirely of uplands.

Table 1 provides a list of special-status plant species that have been documented within the nine closest U.S. Geological Survey (USGS) 7.5-minute topographic quadrangles by the California Natural Diversity Data Base (CNDDB) and California Native Plant Society (CNPS). Table 1 addresses each species' regulatory and rarity status, suitable habitats and seasonal distribution in California, and likelihood of occurrence within the project site. None of the species addressed in Table 1 are considered to have any likelihood of occurring on the project site given the information provided for each species and the land cover types that currently occur on the project site.

Regarding special-status wildlife species, none were observed on the project site. However, a small number of special-status avian species are considered to have at least a low potential to occur on the project site or offsite but within the potential area of effect associated with the project. These species are addressed in Table 1 but are also summarized below.

The linear stand of vegetation dominated by Himalayan blackberry along the northern boundary of the project site is potential habitat for song sparrow - a California Species of Special Concern (CSC) (Table 1). No evidence (visual or auditory) of this species was found at the project site during the reconnaissance-level survey of the site, but the species is not precluded from occurring at the site in the future. It should be noted that cattail marsh is also often occupied by this species, but the stand of cattails on the project site is small (estimated at less than 900 square feet in area) and sparse (estimated at less than 30 percent cover). Hence, it does not provide sufficient area or cover for the species.

Cooper's hawk is another special-status avian species that could occur on the project site. Though not found onsite during the reconnaissance-level survey of the site, this species occasionally nests in rural or semi-rural areas where this is substantial tree cover - as occurs on and near the project site. The species is considered a CSC when nesting (Table 1). However, no evidence of any new or old raptor nests was observed onsite or on adjacent lands during the reconnaissance-level survey of the site. Therefore, though it is unlikely to occur on the project site, it is not precluded from nesting onsite in the future.

The last special-status avian species with some potential to occur on the project site is merlin. This species does not nest in California but is considered a Special Animal that sometimes needs protection when wintering within the state. As with the other special-status avian species with some potential to occur on the project site, the reconnaissance-level survey provided no evidence of the species on the project site. However, it should be noted that most wintering individuals of this species leave the state by late April. Therefore, the species would not be expected onsite at the time of the survey and the results of the survey do not preclude future use of the site by the species given that there is suitable habitat onsite (i.e., open intermittent woodland with substantial tree cover).

Lastly, it should be noted that almost all avian species in California are afforded protection when nesting by virtue of compliance with California Fish and Game Code § 3503. This section of the

code states “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” The only species not afforded protection are the introduced house sparrow and European starling (California Fish and Game Code § 3801). The only evidence of nesting on the project site was found in the larger out-building onsite (two unoccupied nests…one believed to be an old black phoebe nest…the other associated with an unidentified species) and under the eaves of the existing single-family residence. The latter nest was occupied by house sparrows but was not yet active (i.e., contained eggs or young) at the time of the onsite survey. A female house sparrow was found sitting in the completed nest but a quick search with a telescoping mirror found no eggs or young in the nest.

Conclusions and Recommendations

Based on the results of the May 18, 2022 survey at and near the proposed project, as well as information from other available sources, there is evidence to suggest that three special-status avian species could occur at the project site. These species are song sparrow, Cooper’s hawk, and merlin. However, the project applicant has committed to initiating construction of the proposed project outside the local bird nesting season (i.e., September 1 to January 31). Hence, the proposed project would not result in any adverse effects to any nesting birds (including Cooper’s hawk).

Those special-status species that are considered in need of protection during winter (i.e., outside the nesting season) include song sparrow and merlin. Though these species could occur on the project site during the time when construction activities are initiated, no adverse effects to these species are anticipated given that individuals can easily move to other similar habitat that is available within the project vicinity (i.e., the species are not habitat-limited – at least during winter – and given the small magnitude of the project). Hence, no avoidance or minimization measures are recommended to address potential impacts to these species (i.e., any potential impacts are less than significant without mitigation).

Should additional information regarding special-status wildlife species that occur in the vicinity of the proposed project be needed, please do not hesitate to contact me (916-638-7368 or 916-812-2540).

Figure 1
Loomis Lodging - RV Campground Project Location
5847 Brace Road, Loomis, California

Figure 2
Loomis Lodging - RV Campground Project Site
5847 Brace Road, Loomis, California

TABLE 1

SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
PLANTS				
Allium jepsoni	Jepson's onion	none/none/CNPS list 1B.2	This bulbiferous perennial herb is found on serpentine or volcanic soils in chaparral, cismontane woodland, and valley and foothill grassland. It blooms from March through June and is known from Alameda, Amador, Butte, Colusa, El Dorado, Lake, Mariposa, Napa, Placer, Santa Clara, Shasta, Solano, Sonoma, Tehama, and Tuolumne counties.	**No Potential.** The species occurs on chaparral and cismontane woodland (often on serpentine or volcanic soils). Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Balsamorhiza macrolepis	big-scale balsamroot	none/none/CNPS list 1B.2	This species is known from Alameda, Butte, Colusa, Lake, Mariposa, Napa, Placer, Santa Clara, Solano, Sonoma, and Tehama counties. It is a perennial herb that blooms from March to June in chaparral, cismontane woodland, and valley and foothill grassland.	**No Potential.** The species occurs in valley and foothill grassland – which occurs onsite. However, the species is a large, obvious perennial and no individuals have been observed within the project site. Hence, there is no evidence that the species occurs on the project site.

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Calystegia stebbinsii	Stebbins' morning-glory	FE/SE/CNPS list 1B.1	This species is a perennial rhizomatous herb found on gabbroic soils in chaparral openings and cismontane woodland. It is known from El Dorado and Nevada counties where it blooms April through July.	**No Potential.** The species occurs in chaparral and cismontane woodland (often on gabbroic soils). Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Carex xerophila	chaparral sedge	none/none/CNPS list 1B.2	This species is a perennial herb that blooms from March to June. It occurs on serpentine and gabbroic soils in chaparral, cismontane woodland, and lower montane coniferous forest and has been found in Butte, El Dorado, Nevada, and Yuba counties	**No Potential.** The species occurs on serpentine and gabbroic soils in chaparral, cismontane woodland, and lower montane coniferous forest. Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Ceanothus roderickii	Pine Hill ceanothus	FE/SR/CNPS list 1B.1	This perennial shrub occurs on serpentine or gabbroic soils in chaparral and cismontane woodland. It is known only from El Dorado County where it blooms from April to June.	**No Potential.** The species occurs in chaparral and cismontane woodland (often on clay or gabbroic soils). Therefore, given the absence of such habitats on the project site, it would not occur on the site.

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Chlorogalum grandiflorum	Red Hills soaproot	none/none/CNPS list 1B.2	This perennial bulbiferous herb is known from Amador, Calaveras, El Dorado, Placer, and Tuolumne counties. It blooms from May to June and occurs in chaparral, cismontane woodlands, and lower montane coniferous forest.	**No Potential.** The species occurs in chaparral, cismontane woodland, and lower montane coniferous forest. Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Chloropyron mole ssp. *hispidum*	hispid salty bird's-beak	none/none/CNPS list 1B.1	This subspecies is known from Alameda, Kern, Merced, Placer, and Solano counties. It is an annual hemiparasitic herb that occurs in meadows and seeps, playas, and valley and foothill grassland on alkaline soils. It blooms from June to September.	**No Potential.** The species is restricted to alkaline soils in meadows and seeps, playas, and valley and foothill grassland. Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Downingia pusilla	dwarf downingia	none/none/CNPS list 2B.2	This annual herb blooms from March to May and is known from Merced, Mariposa, Napa, Placer, Sacramento, Solano, Sonoma, Stanislaus, Tehama, and Yuba counties. It occurs in vernal pools and mesic grasslands.	**No Potential.** The species is restricted to vernal pools and mesic grasslands. Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Fremontodendron decumbens	Pine Hill flannelbush	FE/SR/CNPS list 1B.2	This perennial shrub is found in rocky areas – sometimes with serpentine or gabbroic soils in chaparral and cismontane	**No Potential.** The species occurs in chaparral and cismontane woodland. Therefore, given the absence of such

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			woodland. It is known from El Dorado, Nevada, and Yuba counties. It blooms from April through July.	habitats on the project site, it would not occur on the site.
Gallium californicum ssp. *sierrae*	El Dorado bedstraw	FE/SR/CNPS list 1B.2	This subspecies is known only from El Dorado County. It is a perennial herb that blooms from May to June in chaparral, cismontane woodland, and lower montane coniferous forest (usually on gabbroic soils).	**No Potential.** The species occurs in chaparral, cismontane woodland, and lower montane coniferous forest (usually on gabbroic soils). Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Gratiola heterosepala	Boggs Lake hedge-hyssop	none/SE/CNPS list 1B.2	This annual species has been found in Fresno, Lake, Lassen, Madera, Mendocino, Merced, Modoc, Placer, Sacramento, San Joaquin, Shasta, Siskiyou, Solano, Sonoma, and Tehama counties. It blooms from April to August. It occurs in vernal pools, swamps, and marshes.	**No Potential.** The species occurs in in vernal pools, swamps, and marshes. Therefore, given the absence of such habitat on the project site, it would not occur on the site.
Juncus leiospermus var. *ahartii*	Ahart's dwarf rush	none/none/CNPS list 1B.2	This annual herb blooms from March to May in mesic valley and foothill grassland in Butte, Calaveras, Placer, Sacramento, Tehama, and Yuba counties.	**No Potential.** The taxon occurs in mesic valley and foothill grassland. Therefore, given the absence of such habitat on the project site, it would not occur on the site.

TABLE 1

SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
Juncus leiospermus var. *leiospermus*	Red Bluff dwarf rush	none/none/CNPS list 1B.1	This annual herb blooms from March to June. It is known from Butte, Placer, Shasta, and Tehama counties. It occurs in chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, and vernal pools (typically in vernally mesic sites).	**No Potential.** The taxon occurs in valley and foothill grassland but typically on vernally mesic sites (microhabitat that is not available on the project site). Therefore, it would not occur on the project site.
Legenere limosa	legenere	none/none/CNPS list 1B.1	This annual herb occurs in vernal pools and blooms from April through June. It has been found in Alameda, Lake, Monterey, Napa, Placer, Sacramento, San Joaquin, San Mateo, Santa Clara, Shasta, Solano, Sonoma, Stanislaus, Tehama, and Yuba counties.	**No Potential.** The species is restricted to vernal pools. Therefore, given the absence of such habitat on the project site, it would not occur on the site.
Navarretia myersii ssp. *myersii*	pincushion navarretia	none/none/CNPS list 1B.1	This subspecies is an annual that blooms from April to May. It occurs in vernal pools in Amador, Calaveras, Madera, Merced, Placer, and Sacramento counties.	**No Potential.** The subspecies occurs in vernal pools – a habitat that is absent from the project site. Therefore, given the absence of such habitat on the project site, it would not occur on the site.

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Orcuttia viscida	Sacramento Orcutt grass	FE/SE/CNPS list 1B.1	This annual herb occurs in vernal pools. It blooms from April through September and is known only from large vernal pools in Sacramento County.	**No Potential.** The species occurs in vernal pools – a habitat that is absent from the project site. Therefore, given the absence of such habitat on the project site, it would not occur on the site.
Packera layneae	Layne's ragwort	FE/SR/CNPS list 1B.2	This perennial herb is found in rocky areas – sometimes with serpentine or gabbroic soils in chaparral and cismontane woodland. It is known from El Dorado, Placer, Tuolumne, and Yuba counties. It blooms from April through August.	**No Potential.** The species occurs in chaparral and cismontane woodland. Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Sagittaria sanfordii	Sanford's arrowhead	none/none/CNPS list 1B.2	This perennial species occurs in shallow, standing, fresh water and slow-moving waterways (e.g., marshes, ponds, vernal pools, lakes, reservoirs, sloughs, ditches, unlined canals, streams, and rivers). It blooms from late May to November and has been found in Butte, Del Norte, El Dorado, Fresno, Kings, Los Angeles, Madera, Marin, Mariposa, Merced, Napa, Orange, Sacramento, San Bernardino, San Joaquin, San Mateo, Santa Clara, Shasta,	**No Potential.** The species occasionally occurs in ditches – a feature which occurs onsite. However, the species is a large, obvious perennial and no individuals have been observed within the project site. Hence, there is no evidence that the species occurs on the project site.

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			Solano, Sutter, Tehama, Tulare, Ventura, and Yuba counties.	
Viburnum ellipticum	oval-leaved viburnum	none/none/CNPS list 2B.3	This deciduous shrub is found in chaparral, cismontane woodland, and lower montane coniferous forest. It blooms from May through June and is known from Alameda, Contra Costa, El Dorado, Fresno, Glenn, Humboldt, Lake, Marin, Mendocino, Napa, Placer, Shasta, Solano, Sonoma, and Tehama counties.	**No Potential.** The species occurs in chaparral, cismontane woodland, and lower montane coniferous forest. Therefore, given the absence of such habitats on the project site, it would not occur on the site.
Wyethia reticulata	El Dorado County mule ears	none/none/CNPS list 1B.2	This perennial rhizomatous herb occurs on clay or gabbroic soils in chaparral, cismontane woodland, and lower montane coniferous forest. It is known only from El Dorado County where it blooms from April to August.	**No Potential.** The species occurs in chaparral, cismontane woodland, and lower montane coniferous forest (usually on clay or gabbroic soils). Therefore, given the absence of such habitats on the project site, it would not occur on the site.
INVERTEBRATES				
Branchinecta lynchii	vernal pool fairy shrimp	FT/none/none	This species occurs primarily in vernal pools (sandstone depression, grass swale, earth slump, or basalt-flow depression	**No Potential**. No suitable habitat (i.e., vernal pools or other seasonal wetlands) occurs onsite for the species.

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			pools) in grassland and oak savannah of the Central Valley. However, the species also occurs at a small number of locations in the central Coast Ranges from Monterey County south to Santa Barbara County and in the South Coast Mountains in Riverside County.	Therefore, the species has no potential to occur on the project site or otherwise be adversely affected.
Linderiella occidentalis	California fairy shrimp	none/SA/none	This species occurs primarily in vernal pools and other seasonal wetlands in grassland and oak savannah of the Central Valley. However, the species has also been recorded at various locations in the Coast Ranges from Mendocino County south to Ventura County.	**No Potential**. No suitable habitat (i.e., vernal pools or other seasonal wetlands) occurs onsite for the species. Therefore, the species has no potential to occur on the project site or otherwise be adversely affected.
Lepidurus packardi	vernal pool tadpole shrimp	FE/none/none	This species inhabits clear to turbid vernal pools and swales in the Sacramento Valley and northern San Joaquin Valley.	**No Potential**. No suitable habitat (i.e., vernal pools or other seasonal wetlands) occurs onsite for the species. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
Ammonitella yatesii	tight coin (Yate's snail)	none/SA/none	Little is known about the ecology of this species. What is known is it is a cave endemic air breathing (pulmonate)	**No Potential**. No suitable habitat (i.e., caves) occurs onsite for the species. Therefore, it has no potential to occur

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			gastropod with occurrences that are localized to caves on the west side of the Sierra Nevada near Murphys and Cave City (Calaveras County) and some additional caves in El Dorado and Fresno counties (Pioneer Cave, Boyden Cave; Church Cave, etc.).	on the project site or otherwise be adversely affected.
Hydrochara rickseckeri	Ricksecker's water scavenger beetle	none/SA/none	This species occurs in vernal pools and other seasonal wetlands below approximately 300 feet elevation in valley and foothill grassland and oak savannah. The species has been recorded at locations in Alameda, Marin, San Mateo, Sonoma, Solano, Sacramento, San Joaquin, and Placer counties.	**No Potential**. No suitable habitat (i.e., vernal pools or other seasonal wetlands) occurs onsite for the species. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	FT/none/none	This subspecies occurs at scattered locations in the Central Valley and foothills of the Sierra Nevada and Coast Ranges from Shasta to Fresno counties. It is entirely dependent upon its host plant (elderberry spp.), typically in riparian vegetation associations, but also in single, isolated shrubs or stands of the plant.	**No Potential**. No suitable habitat (i.e., elderberry shrubs) occurs onsite or immediately adjacent to the site for the species (i.e., within 100 feet or less of the project boundary). Therefore, it has no potential to occur on the project site or otherwise be adversely affected.

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
Cosumnoperla hypocrena	Cosumnes stripetail (Cosumnes spring stonefly)	none/SA/none	This species is not well known but has only been found in intermittent streams associated with the Cosumnes River and American River drainages in El Dorado County.	**No Potential**. No suitable habitat (i.e., intermittent streams) occurs onsite for the species. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
Bombus morrisoni	Morrison bumble bee	none/SA/none	This species occurs mostly from the Sierra Nevada-Cascade crest east to throughout the intermountain west (only occurring at higher elevations west of the crest). It occurs at relatively dry sites in open scrub habitats. Colonies are annual and only the new, mated queens overwinter. Nests are often located underground in abandoned rodent nests, or above ground in tufts of grass, old bird nests, rock piles, or cavities in dead trees.	**No Potential**. No evidence of this species or any other bumble bee was found at the project site. Therefore, it is considered to be absent from the project site and would not be adversely affected by the project.
Bombus occidentalis	western bumble bee	none/SA/none	This species is broadly distributed in California (at least historically) along the coast, Coastal Ranges, Sierra Nevada, and Cascades. Central Valley occurrences are extremely rare. Populations north of central California and west of the Sierra Nevada-Cascade crest have declined	**No Potential**. No evidence of this species or any other bumble bee was found at the project site. Therefore, it is considered to be absent from the project site and would not be adversely affected by the project.

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			sharply since the late 1990s. Colonies are annual and only the new, mated queens overwinter. Nests are typically found in underground cavities or animal nests that open to west to southwest slopes bordered by trees. A few nests have been reported from above-ground locations such as logs.	
Andrena subapasta	andrenid bee	none/SA/none	This oligolectic species collects pollen primarily from *Arenaria californica*, (= *Minuartia californica*), but also utilizes *Orthocarpus erianthus* (=*Triphysaria eriantha*) and *Lasthenia* spp. Therefore, it is found in the immediate vicinity of these plant species. It has been recorded in Contra Costa, Lake, Sonoma, Yolo, Tehama, Solano, San Joaquin, Sacramento, El Dorado, and Placer counties, but may be more widespread since its preferred plants are more widely distributed.	**No Potential.** There is no vernal pool or similar habitat within or adjacent to the project for this species (i.e., within 250 feet). As such the plants that the species collects pollen from also do not occur on or near the project corridor. Therefore, there is no potential for the bee to occur within the project site or otherwise be adversely affected.
Andrena blennospermatis	Blennosperma vernal pool andrenid bee	none/SA/none	This oligolectic species specializes in collecting pollen from *Blennosperma* spp. Therefore, it is limited to the immediate vicinity of vernal pool flowers such as *B. nanus* and *B. bakeri*. It has been recorded	**No Potential.** There is no vernal pool or similar habitat within or adjacent to the project for this species (i.e., within 250 feet). As such the plants that the species collects pollen from also do not

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			in Contra Costa, Lake, Sonoma, Yolo, Tehama, Solano, San Joaquin, Sacramento, El Dorado, and Placer counties.	occur on or near the project corridor. Therefore, there is no potential for the bee to occur within the project site or otherwise be adversely affected.
Banksula californica	Alabaster Cave harvestman	none/SA/none	There is no published information on the life history or behavior of this species. In addition, Alabaster Cave in El Dorado County, the type locality of the species, has been partially destroyed by mining and the species may be extinct since the cave has been sealed by concrete and it is now impossible to survey for the species.	**No Potential**. No suitable habitat (i.e., limestone caves) occurs onsite for the species. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
Banksula galilei	Galile's Cave harvestman	none/SA/none	This species is not well known and has only been found at its type locality (i.e., Lime Rock Caves near the North Fork of the American River in Placer County) where it is associated with limestone.	**No Potential**. No suitable habitat (i.e., limestone caves) occurs onsite for the species. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
AMPHIBIANS				
Spea hammondii	western spadefoot	none/CSC/none	This species is found in dry habitats (e.g., valley and foothill grassland, oak savannah and woodland, and coastal sage scrub)	**No Potential**. No suitable aquatic breeding habitat (i.e., vernal pools or other seasonal wetlands) occurs onsite

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			adjacent to vernal pools, stock ponds, and overflow channels of low-gradient drainages (aquatic breeding sites) within the Central Valley and coastal California from Monterey County to San Diego County.	or nearby for the species. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
Rana boylii	foothill yellow-legged frog (Northeast/Northern Sierra Clade)	none/ST/none	This species was historically distributed throughout the foothill portions of the Sierra Nevada and Coast Ranges drainages from the Oregon border to the San Gabriel River (Los Angeles County). The species requires shallow, small to moderate-sized streams (typically with some cobble-sized substrate and riffle habitat).	**No Potential**. No suitable aquatic breeding habitat (i.e., shallow small to moderate-sized streams with some cobble-sized substrate and riffle habitat) occurs onsite or nearby for the species. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
Rana draytonii	California red-legged frog	FT/none/none	This species inhabits quiet pools of streams, marshes, and occasionally ponds. It requires permanent or nearly permanent pools for larval development. Most of the species' current distribution is coastal and extends from Sonoma to Los Angeles counties, but it also occurs in isolated locations in the Sierra Nevada in Butte, El Dorado, and Nevada counties and in the northern Transverse Ranges. The species	**No Potential**. No suitable habitat (i.e., perennial or near-perennial water features) occurs onsite for the species. There is a perennial pond located immediately west of and adjacent to the project site, but there is no evidence that the species occurs in this pond. Furthermore, the nearest known locations are at least 15 to 20 miles away and are small, isolated

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			is believed to be extirpated from the floor of the Central Valley, but two populations were recently discovered in the southern Transverse and Peninsular Ranges – so other isolated populations may still exist.	populations. Therefore, it has no potential to occur on the project site or otherwise be adversely affected.
REPTILES				
Emys marmorata	western pond turtle	none/CSC/none	This species historically occurred throughout most of the Pacific-slope drainages in California (below 4,000 feet). It now occurs at scattered locations throughout its former range (primarily in the central Sierra Nevada foothills, Central Valley, San Francisco Bay Area, and north-central coast and Coast Ranges. It occurs in and adjacent to ponds, reservoirs, or other slow-moving perennial aquatic habitats (e.g., rivers, sloughs, and streams).	**No Potential**. No suitable aquatic habitat for the species occurs onsite. The property west of the project site contains a small perennial pond, but no evidence of the species was observed at this pond during the reconnaissance-level survey. Furthermore, there are no reported occurrences within less than five miles of the project site. Therefore, it has no potential to occur on the project site or otherwise be adversely affected by the project.
BIRDS				
Nannopterum auritum	double-crested cormorant (nesting)	none/SA/none	This species is found as a colonial nester on coastal cliffs and offshore islands, and along lake and river margins in the interior	**No Potential.** No evidence of nesting by this species was found during the reconnaissance-level survey of the

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			portions of California. It nests on sequestered islets (usually on the ground) with a sloping surface or in tall trees along lake or river margins.	project site and adjacent lands. Therefore, there is no potential for the species to be adversely affected by the project.
Ardea herodias	great blue heron (rookery)	none/SA/none	This species is fairly common throughout most of California where there are shallow estuaries, or freshwater or saltwater emergent wetlands. However, it is less common along riverine and rocky coastal shores and above the foothills in the mountains. Rookeries are typically active from February to as late as July and occur in the tops of secluded large snags or live trees. Rookeries are sometime shared with great egret or other large wading birds.	**No Potential.** No evidence of nesting by this species was found during the reconnaissance-level survey of the project site and adjacent lands. Therefore, there is no potential for the species to be adversely affected by the project.
Ardea alba	great egret (nesting)	none/SA/none	This species is fairly common throughout most of California where there are shallow estuaries, or freshwater or saltwater emergent wetlands. However, it is less common above the foothills in the mountains and in desert regions. Rookeries are typically active from March to as late as July and occur in the tops of secluded large snags or live trees.	**No Potential.** No evidence of nesting by this species was found during the reconnaissance-level survey of the project site and adjacent lands. Therefore, there is no potential for the species to be adversely affected by the project.

TABLE 1

SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
Laterallus jamaicensis coturniculus	California black rail (nesting)	none/CFP/none	This subspecies is a resident of saline, brackish, and fresh emergent wetlands associated with the San Francisco Bay-Delta, coastal southern California (e.g., Morro Bay), Salton Sea, lower Colorado River area, and a small number of locations in the Sierra Nevada foothills. It occurs most commonly in tidal emergent wetlands dominated by pickleweed or in brackish marshes supporting bulrushes in association with pickleweed. In freshwater, it is usually found in bulrushes, cattails, or saltgrass. It typically occurs in the high wetland zones near the upper limit of tidal flooding.	**No Potential.** There is no suitable habitat for this subspecies (i.e., tidal emergent wetland, brackish marsh supporting bulrushes, or other freshwater wetland with sufficient vegetative cover) within or immediately adjacent to the project site. Therefore, there is no potential for the subspecies to occur onsite or otherwise be adversely affected by the project.
Buteo swainsoni	Swainson's hawk	none/ST/none	This species occurs in California as a breeding resident in the Central Valley (primarily in the southern Sacramento and northern San Joaquin valleys), Klamath Basin, and Modoc Plateau. However, nesting pairs are also occasionally found in the Mojave Desert, Lanfair Valley (San Bernardino County), Antelope Valley (Los Angeles County), and eastern San Luis Obispo County. In the Central Valley the	**No Potential.** Although potential nesting habitat occurs onsite for the species, the nearest documented nesting occurrences are well west of the project site at lower elevations (generally less than 200 feet). The project site is at roughly 360 feet. In addition, there are no eBird records to suggest that nesting by this species has occurred anywhere close to the project site. Therefore,

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			species typically nests in riparian woodland or forest stands, or oak savannah. Nest territories are located adjacent to suitable foraging habitat (e.g., grassland, suitable grain and row crop fields, alfalfa, and pastures).	there is no evidence to suggest that nesting would occur on the project site or the species would be otherwise adversely affected.
Accipiter cooperii	Cooper's hawk (nesting)	none/CSC/none	This species occurs as an uncommon breeding resident throughout most of the low to mid-elevation wooded portions of California where it inhabits open, interrupted, or marginal woodlands. It is seldom found in areas without dense tree stands and nest sites are typically found in riparian or deciduous trees in canyon bottoms or river flood plains.	**Low Potential.** Although potential nesting habitat occurs onsite for the species, the reconnaissance-level survey of the project site found no evidence of prior or current raptor nests. Nonetheless, the project site and surrounding lands support a substantial cover of woody species. In addition, the species is known to nest in areas of low density urban development when there is substantial tree cover. Therefore, the species is considered to have some potential, albeit low, to nest on or adjacent to the project site and be adversely affected by the project.
Elanus leucurus	white-tailed kite (nesting)	none/CFP/none	This species is found as a resident throughout the lower elevation portions of California in low rolling grasslands with	**No Potential.** No suitable foraging habitat occurs onsite or adjacent to the site that would support nesting by the

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			scattered oaks and river bottomlands or marshes adjacent to deciduous woodland. Requires grasslands, meadows, or marshes (for foraging) located near dense-topped trees (for nesting and roosting).	species. Furthermore, the nearest documented nesting occurrences are well west of the project site at lower elevations. In addition, there are no eBird records to suggest that nesting by this species has occurred anywhere close to the project site. Therefore, there is no evidence to suggest that nesting would occur on the project site or the species would be otherwise adversely affected.
Aquila chrysaetos	golden eagle (nesting and wintering)	none/CFP/none	This species is found as a breeding resident throughout most of California (other than the floor of the Central Valley). It is also found as a wintering species throughout most of California (other than the high Sierra Nevada). It requires open terrain for hunting (e.g., grassland, oak savannah, and early successional stages of shrub and woodland habitats) and typically nests on secluded cliffs, but may also use large, isolated trees.	**No Potential.** No suitable foraging habitat occurs on or adjacent to the site that would support nesting or wintering by the species (i.e., open terrain). Furthermore, there are no eBird records to suggest that nesting or wintering by this species has occurred anywhere close to the project site. Therefore, there is no evidence to suggest that the species would, in any way, be adversely affected by the project.

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
Haliaeetus leucocephalus	bald eagle (nesting and wintering)	none/SE/none	The species winters throughout much of California at lakes, reservoirs, rivers, and some rangelands and coastal wetlands. Nesting occurs mainly in mountain and foothill forests and woodlands near reservoirs, lakes, and rivers. Most current nest territories are in northern California, but the species also nests in scattered locations in the central and southern Sierra Nevada mountains and foothills, in several locations in the central Coast Ranges, inland southern California, and on Santa Catalina Island. In most of California, the nesting season lasts from January through July or August.	**No Potential.** No suitable foraging habitat occurs on or adjacent to the site that would support nesting or wintering by the species (i.e., open waters). Furthermore, there are no eBird records to suggest that nesting or wintering by this species has occurred anywhere close to the project site. Therefore, there is no evidence to suggest that the species would, in any way, be adversely affected by the project.
Pandion haliaetus	osprey (nesting)	none/SA/none	This species nests in northern California from the Cascade Ranges south through the Sierra Nevada, and along the coast south to Marin County. Nesting occurs from March to September with nests being sited at the top of large snags or dead-topped trees on cliffs, or on man-made structures (e.g., telephone or power poles).	**No Potential.** No suitable nesting habitat for the species occurs at the project site. Therefore, the species has no potential to nest within the project site or otherwise by adversely affected by the project.

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
Falco columbarius	merlin (wintering)	none/SA/none	This species winters in California from September to May. It occurs in a variety of low elevation, relatively flat habitats that include wooded areas, coastlines, open grasslands, savannah, and the periphery of lakes. It is less often found in open desert. It typically requires dense stands of trees for cover and roosting. It is most often found where there are substantial populations of small birds (the primary prey item).	**Low Potential.** The project site and adjacent lands provide potentially suitable wintering habitat for the species (i.e., a mix of open and densely wooded areas). However, the potential for the species to occur onsite is low – as is supported by the extremely small number of eBird records in the project vicinity. Furthermore, the species is not likely to be adversely affected by the project since individuals could easily move to other similar habitat in the project vicinity.
Falco peregrinus anatum	American peregrine falcon (nesting)	none/CFP/none	This subspecies nests from Alaska to Mexico (generally from early March to late August). Nests are almost always on protected ledges of high cliffs (primarily in woodland, forest, and coastal habitats), but may also be found on bridges and tall buildings. Nest sites usually provide a panoramic view of open country, are near water, and are associated with an abundance of avian prey (shorebirds or waterfowl).	**No Potential.** No suitable nesting habitat for the subspecies (i.e., cliffs, bridges, or tall buildings) occurs at the project site. Therefore, the subspecies has no potential to nest within the project site or otherwise by adversely affected by the project.

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
Athene cunicularia	burrowing owl (burrow sites)	none/CSC/none	This species is found throughout the Central Valley, in the San Francisco Bay Area, at scattered locations along the coast, and in portions of the desert regions. It is a year-round resident in annual and perennial grasslands or other vegetation communities that support sparse or non-existent tree or shrub canopies.	**No Potential.** No individuals of this species or sign of the species were observed during the reconnaissance-level survey of the project site. In addition, suitable habitat (i.e., large, open tracts of grassland) do not occur within or near the project. Therefore, there is no evidence to suggest that the species would, in any way, be adversely affected by the project.
Riparia riparia	bank swallow (nesting)	none/ST/none	This species was formerly found as a summer nesting species within a larger distribution within California along the coast and adjacent to larger streams and rivers. Its' range is now mostly concentrated along Central Valley streams and rivers. The species nests in vertical banks and cliffs with fine-textured sandy soils.	**No Potential.** There is no suitable nesting habitat for this species (i.e., vertical sandy banks or cliffs) within or immediately adjacent to the project site. Therefore, there is no potential for the species to occur at the project site.
Progne subis	purple martin (nesting)	none/CSC/none	This species occurs as a summer resident and migrant, primarily from mid-March to late September. However, most nesting occurs from May to mid-August. The	**No Potential.** No individuals of this species or sign of the species were observed during the reconnaissance-level survey of the project site. In

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SPECIAL-STATUS SPECIES RECORDED OR POTENTIALLY OCCURRING WITHIN THE VICINITY OF THE PROPOSED LOOMIS CAMPGROUND PROJECT, PLACER COUNTY

Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			species is widely, but locally distributed in forest and woodland areas at low to intermediate elevations throughout California. Populations are densest in central and northern coastal conifer forests and smaller and more localized in the Sierra Nevada, interior foothills, and southern California. Common to all nesting areas are an abundance of nesting cavities, relatively open air space above accessible nest sites, and abundant aerial insect prey.	addition, suitable nesting habitat (i.e., large, dead snags or other suitable cavities) do not occur within or near the project. Therefore, there is no evidence to suggest that the species would, in any way, be adversely affected by the project.
Melospiza melodia	song sparrow ("Modesto" population)	none/CSC/none	This population of song sparrow is endemic to California, residing only in the north-central portion of the Central Valley from Colusa County in the Sacramento Valley south through the Delta (exclusive of Suisun Marsh) to the northern San Joaquin Valley (Stanislaus County). The ecological requirements of the population are largely undescribed, but it has an affinity for emergent freshwater marshes dominated by tules and cattails as well as riparian willow thickets. It has also been found nesting in riparian forests of valley oak with a sufficient understory of	**Low Potential.** Potentially suitable habitat for this population (i.e., small, linear stand of Himalayan blackberry) occurs along the northwestern boundary of the project site. Though no evidence of the population was observed on or immediately adjacent to the project site, there are scattered eBird song sparrow occurrences from throughout the project vicinity. Therefore, there is some potential, albeit low, for the population to occur within the project site or be adversely affected by the project.

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			blackberry, along vegetated irrigation canals and levees, and in recently planted valley oak restoration sites.	
Ammodramus savannarum	grasshopper sparrow (nesting)	none/CSC/none	This species nests in dry, well-drained native and non-native grasslands, especially those with a variety of grasses and tall forbs for foraging and nesting and scattered shrubs for singing perches. Despite average territory sizes of less than 2.5 acres, grasshopper sparrows rarely (<30%) occur on otherwise suitable patches even ten times that size. Also, it appears that vegetation structure, rather than composition, is the more important criteria in breeding habitat selection with low to medium height grasses and open ground being preferred. Lastly, most occurrences in California are associated with hillsides and mesas.	**No Potential.** There is no suitable nesting habitat for this species (i.e., extensive grassland) within or immediately adjacent to the project site. Therefore, there is no potential for the species to occur at the project site or be adversely affected by the project.
Agelaius tricolor	tricolored blackbird (nesting)	none/ST/none	This species is found as a resident species in annual grassland, oak savannah and freshwater marsh within the Central Valley and coastal California from Sonoma to San Diego counties. Nesting habitat typically	**No Potential.** The project site does not provide suitable nesting or foraging habitat for the species. Therefore, there is no evidence to suggest that the species would, in any way, be adversely

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
			involves emergent freshwater marsh, but may also include dense stands of willow, blackberry, thistle, nettles, or grasses. Grassland or rangeland providing an abundant source of food (e.g., grasshoppers or butterfly larvae) often are within at least three miles of nest colonies.	affected by the project.
Erethizon dorsatum	North American porcupine	none/SA/none	This species is found throughout the Sierra Nevada and Cascades from Kern County north to the Oregon border, south in the Coast Ranges to Sonoma County, and from San Mateo County south to Los Angeles County. Scattered populations also occur in wooded habitats throughout the Central Valley, as well as Los Angeles and San Bernardino counties. It is common to fairly common throughout its range, but populations tend to be localized. It is most common in montane conifer, Douglas-fir, alpine dwarf-shrub, and wet meadow habitats. It is less common in other woody habitats.	**No Potential.** There is no suitable habitat for this species within the project vicinity. In addition, the nearest known occurrences from the project vicinity are from higher elevation woodland/forest habitats. Therefore, the species is considered to have no potential to occur within or near the project or otherwise be adversely affected by the project.

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Genus/Species	Common Name	Status Federal/CA/Other	Habitats and Seasonal Distribution in California	Likelihood of Occurrence on Project Site
Taxidea taxus	American badger	none/CSC/none	This species is found as a resident species at scattered localities throughout California (except in the coastal redwood region). Generally, it occurs in extensive, open habitats in the vicinity of abundant rodent populations.	**No Potential.** There is no suitable habitat for this species (i.e., extensive open vegetation communities) within or immediately adjacent to the project site. Therefore, there is no potential for the species to occur at the project site or be adversely affected by the project.
Antrozous pallidus	pallid bat	none/CSC/none	This species is found as a resident in desert, grassland, shrub, woodland, and forest habitats from sea level to approximately 6,000 feet. Day roosts are typically found in buildings, bridges, rocky outcrops, mines, caves, and trees. Night roosts are generally provided by bridges, mines, and caves.	**No Potential.** There are "out-buildings" within the project site to which this species has access. However, the reconnaissance-level survey of the site found no evidence of use by bats (e.g., guano, urine stains, or roosting individuals). Therefore, the species is considered to be absent from the project site and have no potential to be adversely affected by the project.
Corynorhinus townsendii	Townsend's big-eared bat	none/CSC/none	This species is distributed throughout much of California in a wide variety of habitats from sea level to the high mountains. It appears to be constrained mainly by availability of suitable roost sites and degree of human disturbance at roosts.	**No Potential.** There are "out-buildings" within the project site to which this species has access. However, the reconnaissance-level survey of the site found no evidence of use by bats (e.g., guano, urine stains, or

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			Roosting habitat is limited to caves, mines, tunnels, and other features that mimic caves, such as large tree hollows, abandoned buildings with cave-like attics, water diversion tunnels, and internal spaces in bridges.	roosting individuals). Therefore, the species is considered to be absent from the project site and have no potential to be adversely affected by the project.
Lasionycteris noctivagans	silver-haired bat	none/SA/none	This species occurs in coastal and montane forests from the Oregon border south along the coast to San Francisco Bay, and along the Sierra Nevada and Great Basin to Inyo County. It also occurs in southern California from Ventura and San Bernardino counties south to Mexico and on some of the Channel Islands. It roosts in hollow trees beneath exfoliating bark, in abandoned woodpecker holes, or under rocks near water.	**No Potential.** There are "out-buildings" within the project site to which this species has access. However, the reconnaissance-level survey of the site found no evidence of use by bats (e.g., guano, urine stains, or roosting individuals). Therefore, the species is considered to be absent from the project site and have no potential to be adversely affected by the project.

FEDERAL		
	FE	Federally listed as Endangered
	FT	Federally listed as Threatened
	FPE	Federally proposed as Endangered
	FPT	Federally proposed as Threatened
	FPD	Federally proposed for Delisting
	FC	Federal Candidate Species (former Category 1 candidates)
	FSC	U.S. Fish and Wildlife Service designated “Species of Concern” (former Category 2 Candidates for listing)
	MNBMC	U.S. Fish and Wildlife Service designated “Migratory Non-game Bird of Management Concern”
STATE		
	SE	State listed as Endangered
	ST	State listed as Threatened
	SR	State designated as Rare
	CFP	California Department of Fish and Game designated “Fully Protected”
	CSC	California Department of Fish and Game designated “Species of Special Concern”
OTHER		
	WBWG	Western Bat Working Group designated “High Priority” species
	CNPS List 1a	Plants presumed extinct in California
	CNPS List 1b	Plants that are rare, threatened, or endangered in California and elsewhere
	CNPS List 2	Plants that are rare, threatened, or endangered in California, but are more common elsewhere
	CNPS List 3	Plants about which we need more information – a review list
	CNPS List 4	Plants of limited distribution – a watch list

Appendix C: General Plan Consistency

Town of Loomis
Planning Application Compliance Form

Loomis Campground
General Plan Consistency Checklist

10-Jun-22

Type:	Design Review, Master Development Plan and Minor Use Permit
Location:	5847 Brace Road, 044-150-047-000
Applicant:	Jared Taylor
Agent:	0
Action:	ew, Master Development Plan and Minor Use Permit for 34 campsites (RV Park is minor use permit in CT)

√ Compliance
X Required
NA Not Applicable

	GENERAL PLAN CONSISTENCY	Compliance	Required	Discussion
Land Use D.1	Loomis shall allow property owners the "right-to-farm" their parcels through the protection and operation of agricultural land uses	√		NA
D.2	Equestrian activities shall be protected by considering the effect that future density and design of residential development has in enhancing or inhibiting these activities.	√		NA
D.3	Loomis shall use zoning designations to protect properties used for agricultural operations from encroachment by urban development.	√		appropriately zoned for proposed use
D.4	Loomis shall provide for the use of the Williamson Act agricultural preserve program to allow land owners the property tax advantages of a long-term commitment to agricultural use.	√		NA
Land Use E.1	Loomis shall maintain a balance between residential building density and the capacity of the circulation system, schools, fire and police services, and other public servicefacilities.	√		NA
E.2	New residential development shall be required to bear the full financial burden for new public service capital improvements required to serve the residents of the developmeht, through impact fees, environmental mitigation fees, and other appropriate measures	√		NA

E.3	New development should not create undue demand on schools, roads, or adversely affect the quality of life in adjoining neighborhood	√		No impact to schools, some increase in traffic, but not a change in LOS. Site is enclosed.
E.4	Loomis shall encourage the revitalization and rehabilitation of deteriorating residential areas throughout the Town	√		NA
E.5	Loomis shall require the design of future residential projects to emphasize character, quality, livability, and the provision of all necessary services and facilities to insure their permanent	√		NA
E.6	The Town may approve the clustering of development, with no increase in net density, on sites where clustering is feasible, and necessaty to protect sensitive natural features (such as creeks, native trees, rock outcrops) and avoid potentially hazardous areas (such as steep slopes, flood zones, and unstable soils). The Zoning Ordinance shall provide a Planned Development (PD) procedure that may be used in these cases. The option of clustering is offered by the Town as a means of preserving environmental and scenic resources, and shall not be used as a method for achieving the maximum density allowed by the General Plan. The priority for rural residential subdivision design must be the preservation of environmental resources and rural character.	√		NA
E.7	When subdivision is proposed within an existing residential neighborhood, and the General Plan and/or Zoning Ordinance allow new parcels smaller than those existing around the parcel(s) to be divided, the proposed parcels should be increased in size	√		NA
E.8	Town approval of parcels proposed in any new subdivision will be based on all appropriate environmental and compatibility factors, and all applicable Town policies and regulations. Therefore, the maximum densities provided by the General Plan and the minimum parcel sizes of the Zoning Ordinance may be decreased (in the case of density) or increased (in the case of parcel size) through the subdivision review and approval process as determined by the Town to be necessary. The Town does not guarantee that any individual project will be able to achieve the maximum densities as designated in the General Plan, or the minimum parcel sizes provided by the Zoning Ordinance.	√		NA
E.8(2)	Loomis shall promote the full utilization of land already committed to urban development before utilities and public services are extended to areas without existing urbaninfrastructure	√		Utilities serve the area. Will serve letters provided
E.9	Outside of the core area, Loomis shall promote a rural residential environment consisting primarily of single family homes	√		CT zone

E.10	Loomis shall encourage the provision of adequate housing oppmtunities for people on fixed or limited incomes, with emphasis on senior citizen housing.	√		NA
E.11	Multi-family residential areas shall be designed to be compatible with nearby single family residential neighborhoods in terms of height and massing, and overall design. Multi-family residential development shall not be permitted on arterials serving as entryways to the Town unless substantial setbacks and landscaping are provided	√		NA
E.12	Proposed development shall be planned and designed to preserve and enhance significant natural features (e.g. creeks, wetlands, native trees, rock outcrops, wildlife habitat), and retain the existing topography, to the greatest extent practical.	√		Trees retained at the perimeter and new trees planted. Drainage to be retained. No significant habitat.
E.13	Loomis shall evaluate all new residential subdivisions and other significant development proposals for consistency with the Town's design standards, with the objectives of maintaining a small, neighborly, rural community, reflective of the Town's heritage. Proposed projects that are inconsistent with the Town's design guidelines shall be denied, or be revised to be consistent.	√		NA
E.14	Loomis shall encourage the retention and enhancement of natural vegetation along major roadways in new developments as a tool for mitigating noise impacts and providing scenic open spaces	√		Trees at frontage retained with new trees, shrubs and groundcover proposed.
E.15	New residential development near the freeway shall consider alternative noise mitigation measures and avoid the construction of artificial freeway sound walls	√		NA
E.16	Loomis shall prohibit the development of gated residential communities	√		NA
E.17	Loomis will monitor the rate and type of residential development within the Town in relation to commercial and industrial revenue-producing development,and may enact measures to ensure balance between residential and non-residential development so that excessive residential growth does not adversely affect Town finances.	√		NA
E.18	All new development in Loomis shall conform to the land use map, land use categories and development intensities set forth in this General Plan	√		Conforms

Second units	Ordinance, subject to the following standards. a. Minimum site area. Outside of the Downtown area identified in Figure 3-3 (page 42) second units may be placed only on parcels of 20,000 square feet or larger. Within the Downtown, second units may be allowed as provided by the Zoning Ordinance. b. Floor area limitations. Second units shall not exceed thefollowing maximum floor area requirements, except as provided by (1) and (2) after the table. SITE AREA MAXIMUM FLOOR AREA 20,000 SF TO 40,000 SF 640 SF 40,001 TO 9.2 ACRES 1200 SF 9.2 ACRES OR LARGER. NO MAXIMUM (1) A parcel that qualifies for a second unit and is of sufficient size to be subdivided in compliance with the applicable land use category may have a second unit with no floor area limitation, provided that both units are located to meet the setback requirements that would apply to primary dwellings on the future parcels: (2) A site that would qualify for a second unit, with an existing dwelling of 1,400 square feet or less (not including a garage) as of the effective date of this General Plan, may be developed with one additional dwelling, with no restriction on the floor area of the new unit.	√		NA
F.1	Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.	√		TOT revenue generated
F.2	Downtown Loomis shall be developed and maintained as a focal point for personal shopping and services within the community, through continued implementation of the policies and regulations originally developed in the *Town Center Master Plan,* which are now in various portions of this General Plan and the Zoning Ordinance	√		NA
F.3	Loomis shall promote the redevelopment of the railroad right-of-way areas to celebrate and enhance the heritage of the Town	√		NA
F.4	Commercial development ·shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised	√		Existing 1930s residence retained as manager unit, no other structures other than utilities and playground.

F.5	New commercial development shall preserve and integrate existing natural features (e.g. creeks, native trees, rock outcrops) and topography into project landscaping	√		trees retained and drainage area = storm basin
F.6	Loomis shall require landscaping throughout -off-street parking lots to mitigate the adverse visual impact of large paved areas and provide shading to assist in energy conservation within adjacent buildings.	√		One tree added per RV site, plus landscaped areas and berms.
F.7	Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible	√		Site access via Brace Road. Traffic directed to enter via SCB to avoid bridge.
F.8	New industrial development shall be allowed only if impacts associated with noise, odor and visual intrusion into surrounding uses can be mitigated to acceptable levels.	√		NA
F.9	Loomis shall not allow new industrial uses that will adversely impact either the environment or surrounding land uses	√		NA
F.10	Commercial land uses shall be discouraged away from the Town's core area, except when property is demonstrably unsuitable for residential use because of proximity to noise sources, such as major arterials or railroad lines.	√		CT /TD area. Site is between I-80 and Brace. High noise levels generated by I-80 to about midpoint of site
G.1	**Business Park designation along the railroad, northeast of Sierra College Boulevard and Taylor Road.** This site shall be developed as a business park, subject to the following policies: a. Business park development shall require access from Sierra College Boulevard, with no access to the site through the residentially-designated areas to the north and west. b. The site shall be planned to provide a self-contained, campus-like character. (i.e., buildings of similar or compatible architecture with shared circulation and parking, with substantial setbacks from streets and other prope1ty boundaries) with extensive landscaping throughout. c. Proposed development shall be separated from the north and west property lines by a. buffer of dense landscaping at least 50 feet in width. Development adjacent to the buffer shall be limited to low-profile, one-sto1y structures. Parking areas shall be separated from the buffer by buildings. No outdoor storage or business activity areas shall be allowed, except for outdoor sitting, eating and recreation areas for employees.	√		NA

G.2	**General Commercial and Office/Professional designations north of the Raley's Center, and at I-80 and King Road**. The planning of proposed development on these currently vacant properties should be carefully coordinated and integrated to ensure adequate access and circulation between Horseshoe Bar Road and King Road. Proposed development shall comply with the following standards. a. The riparian corridors extending through this area shall be protected consistent with the policies in the Conservation of Resources chapter of this General Plan. b. Proposed development shall be planned to provide a gradual transition of intensity between development adjacent to I-80 and existing commercial, and the neighboring residential areas, to minimize the potential for land use conflicts with residential uses, and problems for residents. The west General Commercial site should be developed with a mixture of land uses consisting of three tiers: general commercial and/or office uses should be located adjacent to the Raley's center; low profile office structures should be placed in a second tier after the commercial uses; and medium- to medium-high density residential should be located adjacent to the existing residential areas to the noth of this site. Any residential uses on the Office/Professional site (the parcel at I-80 and King Road) should be developed with shared driveways to minimize access points on the new extension of Boyington Road. (See the Circulation Element regarding the Boyington Road extension (page 81), and Figure 4-3 (page 85). The location/alignment of this extension will be determined at the time subdivision or other development of the presently vacant properties is proposed.).	√		NA
G.3	**Residential Estate designation northwest of Rocklin and Barton Roads.** The planning of proposed subdivision and development in this Residential Estate designation is encouraged to be coordinated among the different property ownerships. Proposed subdivisions shall be designed to provide parcels with a minimum of 4.6 acres along the Barton and Rocklin Road frontages, and a minimum of 2.3 acres when located away from Barton and Rocklin Roads. To the extent feasible, building sites should be setback from Rocklin Road and Barton Road to retain native vegetation and terrain features, and preserve the present appearance as a rural road corridor. Access to new parcels is to be provided by new roads from Barton Road and Rocklin Road, with no individual driveway access to Rocklin Road.	√		NA
G.4	**General Commercial Designation on Taylor Road northeast of Sierra College Boulevard.** These parcels should be developed with commercial uses along the Taylor Road frontage, with office uses or multi-family residential behind the commercial, to buffer the adjacent single-family residential uses from the noise, glare, and activities associated with commercial uses.	√		NA

G.5	**Commercial Development south of Interstate 80.** The area on the land use diagram designated Tourist/Destination Commercial along the southerly side of Interstate 80 presents the community with significant opportunities in terms of potential revenue-producing commercial development. It also presents significant concerns relative to the sensitive environmental resources of Secret Ravine, the Town's image along I-80, and potential impacts on adjacent residential areas. Property owners seeking to develop within this designation shall obtain Town approval of a conditional use permit, development agreement, development and design standards, or some combination thereof, as determined by the Town Council depending upon the size, type, and complexity of the proposed development. The following issues shall be addressed: details of proposed land uses, densities and building intensities, site planning and other general development standards, design guidelines, site access, internal and external circulation, infrastructure and utilities, and project and parcel phasing, to the extent that phasing is known by the property owner, or owners in the case of multiple properties participating in a project proposal. The Town's goals for the Tourist/Destination Commercial land use designation are for proposed development to: a. Create an identity, appearance, and mix of land uses that provide for the integrated development of all parcels and that will be attractive to both travelers and Town residents. The arrangement of uses on the overall site should be allowed to emphasize the creation of a destination or significant stopover for travelers, provide enhanced shopping and entertainment opportunities for Town residents, and tie into the historic downtown area to support the economic viability of the downtown. b. Provide traveler-oriented commercial uses that are accessed primarily by automobiles and concentrated near the Horseshoe Bar Road interchange. Uses on the site shall then transition to more locally-oriented commercial and office uses, laid out to provide a pedestrian orientation.	√		Provided: land use, density, access and circulation, utility infrastructure, landscaping, (no phasing, no structure design as these are individual RV pads and existing residence to remain). A. Development of a single parcel with a campground at I-80 = tourist commercial B. Traveler-oriented commercial use between Horseshoe Bar Rd and Sierra College Blvd. Not locally oriented, but allows for access for heavier vehicles from Sierra Collge Blvd.

	c. Provide primary access to commercial development from Horseshoe Bar Road, with limited, secondary access on Brace Road. Commercial uses shall not front on Brace Road and shall be set back and/or buffered from Brace Road to maintain the rural residential character of the roadway corridor. d. Provide a design and appearance that will reinforce the rural character of Loomis by: integrating existing natural features, including significant trees and rock outcrops; · building design that emphasizes low-profile structures, local native materials, and the local historic architectural vernacular, and site development incorporating appropriate vegetation, preferably native, that can act as a buffer and screen, as well as add to the ambiance of the development. e. Provide for the long-term protection, preservation, and sustainability of the Secret Ravine riparian corridor, and its aquatic and terrestrial habitats.			C. All RV traffic directed to use Sierra College Blvd. to protect less improved portions of Brace and the bridge. 25' setback from Brace with a childrens playground, dog park and landscaping. D. Existing trees maintained at perimeter, no buildings other than existing residence in local style. Native and screening vegetation proposed around perimeter and in interior landscaping. e. 600 feet east of and not at Secret Ravine, no impact on Secret Ravine.
G.6	**Residential Medium-Density site on the west side of Humphrey Road immediately south of the H Clark Powers School.** The allowable density of two to six dwelling units per acre shall be distributed on the site with lower density on the edges of the parcel. An application for the proposed subdivision of the property shall demonstrate special attention to potential flooding and drainage issues, and any proposed project shall be designed to create no greater volume of storm water runoff to downstream properties after development.	√		NA
H	The boundaries of proposed land use designations should be coincident with existing property boundaries, to the extent possible. One possible exception may be when the frontage of a large lot along a major a1terial would be inappropriate for residential uses, while much of the remainder could be suited for residential use.	√		Complies

Design 1	The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and ·architecturally important structures. Proposed project designs should indemnify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands	√		Oaks around the perimeter to be retained. Drainage area to be retained as storm drainage basin.
Design 2	Loomis shall require the design of future residential projects to emphasize character, quality, livability, and the provision of all necessary services and facilities to insure their permanent attractiveness	√		NA
Design 3	Each development project should be designed to be consistent with the unique local context of Loomis. a. Design projects that fit their context in terms of building form, siting and massing. b. Design projects to be consistent with a site's natural features and surroundings.	√		The only building is the existing residence to be reused as manager unit. Perimeter trees retained and drainage basin becomes the storm drainage basin
Design 4	Design each project at a human scale consistent with surrounding natural and built features. a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing. b. Project design should follow the rules of good proportion, where the mass of the building is balanced. and the parts relate well to one another.	√		No buildings other than the existing residence. Minimal grading to level pads and internal road.
Design 5	Design projects to minimize the need to use automobiles for transportation. a. Emphasize pedestrian and bicycle circulation in all projects. b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile. c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources.	√		Internal site circulation. Limited sidewalks and bike lanes in the area. Front setback may allow for future road improvements.
Design 6	Encourage an active, varied, and concentrated urban life within commercial areas. a. Create and maintain pedestrian oriented centers of development within commercial areas that contain mixtures of retail, other employment, and other uses. b. Create clustered and mixed use projects within the Downtown Core centers that combine residential, retail, office and other uses.	√		Provides for tourist commercial.

Design 7	Respect and preserve natural resources within rural areas. a. Design buildings to blend into the landscape. b. Emphasize native vegetation and natural forms in site design and project landscaping	√		No buildings other than the existing residence. Landscaping to screen
Design 8	Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	√		Existing 1930s home to be reused for managers unit.
Design 9	New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.	√		**Lighting shown at 20', include COA to ensure compliance**
Parks 4	New residential developments shall provide for the recreational open space needs of their residents	√		NA, Project includes a childrens play area and an encolosed dog park and unenclosed leashed dog walk.
Parks 5	Loomis shall encourage the compatible recreational use of riparian and stream corridors, where feasible.	√		No riparian or stream corridor.
Parks 7	Open space areas within proposed developments shall be designed as part of an integrated Town-wide network, in conjunction with bicycle, pedestrian and equestrian trails	√		Childrens and dog parks included onsite
Circulation	**Level of Service Policy:** In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and 1-80, Sierra College and Brace Road, and Webb and Taylor, when: 1. The deficiency is substantially caused by "through" traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or 2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.	√		No impact per traffic study. RV traffic limited to Sierra College Blvd and Brace Road to access site.

Roadway Improvement Policy: Roadway improvements within the Town of Loomis shall conform to the roadway classification system and improvement standards specified in the current version of the Town of Loomis Design & Improvement Standards after their adoption.	√		Roadway tapers included at driveway. Driveway relocated to align with Dias per previous master development plan and engineer requirement.
Policy on Character of Roadway Improvements: The design of Downtown roadway and streetscape improvements will continue to maintain the "small town downtown" character.	√		NA
Exception to Standards Policy: In infill areas, where existing rights of way may not conform to the roadway standards set forth in the General Plan, but where improvements are necessary, reasonable deviations from roadway standards may be allowed by the Town Engineer.	√		NA
Safe and Efficient Roadways Guiding Policy: Promote a safe and efficient roadway system for the movement of both people and goods, motorized and non-motorized	√		Engineering confirmed driveway placement. Although the General plan indicates commercial access via Horseshoe Bar Road, the two existing commercial uses access via Brace and the site has an existing driveway and is not adjacent to Horseshoe Bar Road. Not legal to allow a parcel
Circulation System Enhancements Guiding Policy: Maintain projected level of service where possible, and ensure that future development and the circulation system are in balance. Improve the circulation system as necessary, in accordance with spacing/access standards, to support multi-modal means of transportation of all users and goods.	√		Traffic study indicates LOS maintained
Policy on Reducing Vehicle Miles Traveled: Through layout of land uses, improved alternate modes, and provision of more direct routes, strive to reduce the total vehicle miles traveled.	√		See VMT study. No impact.
Roundabouts Policy: Roundabouts may be used in place of signalized intersections on any roadway facility or intersection type. Roundabouts are particularly encouraged at the intersection of two collector streets.	√		NA

	Complete Streets Policy: Maintain and update street standards that provide for the design, construction, and maintenance of "Complete Streets". Complete Streets enable safe, comfortable, and attractive access for all users: motorists, transit riders, pedestrians, and bicyclists of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.	√		applies to Town improvements.
Bicycle & Pedestrian	1. The Town shall promote bicycle travel, as appropriate, and shall pursue all available sources of funding for the development and improvement of bicycle facilities.	√		Traffic fees can be used toward this effort.
	2.Bicycle facilities shall be provided in compliance with the 2010 Bicycle Transportation Plan and the 2010 Trails Master Plan or subsequent amended versions of such documents, as well as on other appropriate routes at the discretion of the Town Council	√		If lanes on Brace are proposed under CIP, traffic fees from this project can support that effort
	3. Bicycle and pedestrian connections shall be continuous and convenient to the nearest neighborhood center, school, or park.	√		Town action
	4. Orient development to encourage pedestrian and transit accessibility. Strategies include locating buildings and primary entrances adjacent to public streets, and providing clear and direct pedestrian paths across parking areas and intersections.	√		Caretaker unit and parking proposed fronting Brace behind landscape setback
	5. Provide pedestrian facilities that are accessible to persons with disabilities, compliant with Americans with Disabilities Act (ADA) 2010 standards for Accessible Design, and ensure roadway improvement projects address accessibility and use universal design concepts.	√		ADA accessible parking, ramps, and RV sites are proposed
	6. Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists.	√		Trees along Brace retained and new trees proposed
	7. Use the Town of Loomis 2010 Trails Master Plan and the 2010 Bikeway Master Plan to identify, schedule, and implement pedestrian and bicycle facility improvements.	√		Town action
Transit	1. The Town will promote and support a safe, efficient, and coordinated public transit system that meets residents' needs, reduces congestion, improves the environment, and helps provide a viable non-automotive means of transportation in and through the Town of Loomis.	√		NA

Neighbor-hood Environment	1. The Town shall create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic, while providing for logical traffic circulation.	√		COA: The applicant shall note on their reservation website, in reservation confirmation materials, and on check-in materials that RVs may only access the property through Sierra College Boulevard and Brace Road. Drectional signage included for RVs exiting site
	2. The Town shall design streets and approve development in such a manner as to prevent and eliminate high traffic flows and parking problems within residential neighborhoods.	√		Parking interior to the site. Traffic to use Brace Road to Sierra College Blvd. Not a significant increase in traffic per study
	3. The Town shall promote the development of a circulation system that preserves the historic nature and character of neighborhoods and districts, and reinforces neighborhood identity and integrity.	√		Traffic to use Brace Road to Sierra College Blvd. Not a significant increase in traffic per study
	4. New local streets shall be designed to promote the interconnection of residential neighborhoods while simultaneously discouraging through-traffic within residential neighborhoods.	√		Traffic limited to arterials.
	5. The Town of Loomis shall establish and maintain a procedure through which local residents can receive assistance in managing and reducing traffic flows through their residential neighborhoods. Such assistance could be technical, the provision of equipment (such as signs} and the labor needed to install such equipment, or the provision of enhanced police traffic enforcement in neighborhoods. The Town could also participate in modifying the existing street system to reduce or eliminate through traffic intrusion into residential neighborhoods. Such modifications could include installation of speed humps, traffic diverters, traffic circles, or a variety of other techniques. Based on the identified need and available financing, priorities will be established and an appropriate level of resources (including staff time, equipment, and physical improvements) will be committed by the Town.	√		NA - Town assistance program

	6. If recommended by the Town Engineer after review, and if determined to be feasible, the Town should pursue the construction of a pedestrian bridge over Sierra College Boulevard to address safety impacts. The precise location of the crossing would be determined after further review.	√		NA
Roadway Funding	2. The Town shall require proposed new development projects to analyze their contribution to increased vehicle, pedestrian, and bicycle traffic and to implement the roadway improvements necessary to address their impact.	√		Traffic impact study provided
	3.The Town shall assess fees on new development sufficient to cover the fair share portion of development's cumulative impacts on the local and regional transportation system. The cost of all on-site roadways within new development projects is the responsibility of the developer.	√		COA - Applicant to pay if approved
	4. Prior to acceptance of new local streets by the Town, provisions shall be made for the ongoing maintenance of those facilities. Such provisions could include the establishment of a maintenance district covering the specific roadways identified, or assumption of all maintenance responsibilities by the pertinent homeowners association or other approved organization.	√		NA
Roadway Maintenance	1. The Town shall assure that the transportation system continues to provide safe, efficient, and convenient access to its residents.	√		RV access to use Sierra College Boulevard to Brace Rd.
Housing	A.4The Town shall give development projects that include a lower income residential component the highest priority for permit processing.	√		NA
	A.5 The Town shall promote the mixed use polices of the *General Plan* and encourage "mixed-use" projects where housing is provided in conjunction with compatible non- residential uses.	√		NA
	A.8 The Town should continue to collect the Low Income Fee on all developments over five units in size and shall disperse funds collected towards furthering Housing Element goals.	√		NA
	A.10 Housing for low-income households that is part of a market-rate project shall not be concentrated into a single building or portion of the site but shall be dispersed throughout the project, to the extent practical, given the size of the project and other site constraints.	√		NA
	A.11 The Town shall encourage low-income housing units in density bonus projects to be available at the same time as the market-rate units.	√		NA

	A.12The Town will encourage the development of multi-family dwellings in locations where adequate facilities are available, such as the Town Center, and where such development would be consistent with neighborhood character.	√		NA
	A.13 The Town will allow dwellings to be rehabilitated that do not meet current lot size, setback, yard requirement, and other current zoning standards, so long as the non- conformity is not increased and there is no threat to public health or safety.	√		NA
	A.14 The Town will continue to encourage the appropriate development of second residential units to expand the housing supply and unit mix.	√		NA
	A.15 The Town of Loomis will explore and encourage innovative housing alternatives such as well-designed manufactured units or sweat equity units as a means to diversify the housing stock and affordability.	√		NA
	B.1 The Town will continue to encourage residential development of high architectural and physical quality, compatible with neighboring land uses.	√		NA
	C.3 The Town shall discourage the conversion of mobile home parks to other types of housing except where the conversion results in the replacement of such affordable housing or the living conditions within the mobile home park are such that an alternative land use will better serve the community or the residents of the mobile home park.	√		NA
	D.1 The Town shall encourage the development of housing for seniors, including congregate care facilities.	√		NA
	D.3 The Town will reduce the parking requirements for special needs housing if a proponent can demonstrate a reduced parking need and not affect public health and safety.	√		NA
	D.4 The Town shall encourage housing development that meets the special needs of disabled persons, including developmentally disabled individuals, and ensure that all new multiple family developments comply with the handicapped provisions of the California Building Code and Americans with Disabilities Act (ADA).	√		NA
	F.1 All new dwelling units shall be required to meet current state requirements for energy efficiency. The retrofitting of existing units shall be encouraged.	√		NA
	F.2 New land use patterns should encourage energy efficiency, to the extent feasible.	√		NA
	F29. The Town will continue to implement provisions of the Subdivision Map Act that require subdivisions to be oriented for solar access, to the extent practical, and encourage the use of trees for shading and cooling.	√		NA

	F30. The Town will encourage developers to be innovative in designing energy efficient homes and improve the energy efficiency of new construction.	√		NA
	F33. The Town will encourage water-efficient landscaping, xeriscaping, and/or energy efficient irrigation systems in residential developments. Additionally, the Town will have material available to residents regarding the PCWA's Water-Wise House Call Program.	√		Landsaping includes native species. Raw irrigation water onsite.
Public Services	2. Non-residential and higher density residential development shall not be expanded into areas lacking public services infrastructure until existing vacant land with these services within the Town limits is utilized, or proposed development ensures the extension of necessary infrastructure through actual construction or payment of fees.	√		Services available. Main lines in Brace Road and. via overhead utility lines.
	4. Proposed development shall be connected to public water supply and sewage disposal systems as follows: a. Any dwelling unit proposed within 300 feet of existing community water supply or sewage disposal service shall be connected to that service prior to occupancy, except where the Town Manager determines that connection is infeasible because of elevation difference or insufficient line capacity. The 300-foot distance shall be measured from the property line of the subject parcel that is nearest to the existing water supply or sewage disposal service. b. All development proposed in nonresidential land use designations shall be connected to the community water supply and sewage disposal systems prior to occupancy. c. Residential subdivisions proposing parcels of 2.2 acres or less shall be connected to the community water supply and sewage disposal systems prior to occupancy.	√		Water and SPMUD connections proposed. Will serve letters included.
	7. If in the future adequate landfill space cannot be found to meet the Town's needs, no new development shall be approved until such time as adequate landfill space is identified.	√		Adequate space
	8. New construction and reconstruction/restoration shall consider energy conservation in the selection of building materials, building orientation, and landscaping.	√		No new buildings. Landscaping is proposed to provide a shade tree at each space.
Finance	1. New development shall be required to contribute toward the maintenance of existing levels of public services and facilities--through fees, dedications, or other appropriate means.	√		Fees to be required - COA
	2. A fiscal impact analysis shall be required for proposed General Plan amendments.	√		NA

	4. Loomis shall support the development of new commercial and industrial activities to increase the Town' s. discretionary revenues (which provides funds for capital projects and improved municipal services), provided that the new land uses are consistent with the Town's distinct, rural character.	√		RV campground in Tourist Destination. Transit occupancy tax revenues generated.
Conservation of Resources	1.a. Site preparation and development activities shall incorporate effective measures to minimize dust emissions and the emissions of pollutants by motorized construction equipment and vehicles.	√		PCAPCD dust reduction measures to be applied
	1.b. During the review of development plans, the Town should require that project proponents conduct their own air quality analysis to determine air quality impacts and potential mitigation measures.	√		Air model shows no impact
	1.d. Recognizing that trees and other vegetation can provide a biological means of reducing air contaminants, existing trees should be retained and incorporated into project design wherever feasible. The additional planting of a large number of trees along roadways and in parking areas shall be encouraged.	√		trees planted on each site and at landscape areas
	1.e The Town shall require carbon monoxide modeling for development projects that, in-combination with regionally cumulative traffic increases, would result in a total of 800 or more trips at an affected intersection or cause the level of service to drop to D or lower at the intersection.	√		NA
	1.g The Town shall encourage that large residential projects be phased or timed to be coordinated with development that provides primary wage-earner jobs.	√		NA
	1.h If an initial air quality screening indicates that emissions of any pollutant could exceed 10 pounds per day, the Town shall require such development projects to submit an air quality analysis to Placer County APCD for review. Based on the analysis, the Town may require appropriate mitigation measures consistent with the latest version of the AQAP or other regional thresholds of significance adopted for the air basin.	√		Model shows no thresholds exceeded. ISMND provided to PCAPCD
	1.i. New development shall pay its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and bus stop facilities.	√		COA
	1.j The Town shall require that new developments dedicate land sufficient for park-and-ride lots, when the location is appropriate for such facilities.	√		NA

	2. Biotic resources evaluation. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, the Town shall require, as part of the environmental review process, a biotic resources evaluation by a qualified biologist. The biologist shall follow accepted protocols for surveys (if needed) and subsequent procedures that may be necessary to complete the evaluation. "Significant Ecological Areas" shall include, but not be limited to: •Wetland areas; •Stream environment zones; •Suitable habitat for rare, threatened or endangered species, and species of concern; •Large areas of non-fragmented habitat, including oak woodlands and riparian habitat; •Potential wildlife movement corridors; and •Important spawning areas for anadramous fish.	√		No wetland, SEZ, habitat, or fish spawning. There is a drainage ditch for PCWA irrigation water that would be retained. Irrigation water is not wetland as it is created and can be shut off. Construction timing avoids impacts to migratory bird species.
	3. Grading. The Town shall discourage grading activities during the rainy season, unless adequately mitigated, to avoid sedimentation of creeks and damage to riparian areas; a. Prior to approval of discretionary development permits involving parcels near significant ecological resource areas, project applicants shall demonstrate that upland grading activities will not contribute to the direct cumulative degradation of stream quality. b. The Town will limit development on slopes with a gradient in excess of 30 percent or in areas of sensitive or highly utilized habitat, through appropriate zoning standards and individual development project review	√		Minimal grading needed and is scheduled prior to the rainy season.
	4. Hazardous materials. The Town shall require that industrial and commercial uses that store or use hazardous materials provide a buffer zone sufficient to protect public safety, including the safety of nearby wildlife.	√		NA
	5. Native tree protection. Individual heritage trees and significant stands of heritage trees shall be preserved. Healthy heritage trees shall be removed or significantly trimmed only when necessary because of safety concerns, conflicts with utility lines and other infrastructure, the need for thinning to maintain a healthy stand of trees, or where there is no feasible alternative to removal. Proposed development shall be designed, constructed, and maintained to preserve individual heritage trees and significant stands of heritage trees, and provide for the protection of root zones and the continuing health of the trees. When trees are removed, they shall be replaced in sufficient numbers to maintain the volume of the Town's overall tree canopy over a 20-year period. Tree removal within stream corridors is also subject to the above policy on stream corridor protection.	√		Many existing trees kept and native species to be planted. Arborist report provided. Dead or diseased trees to be removed.

	6. Stream corridor protection. The streams of Loomis are among the most significant and valuable of the Town's natural resources. Development adjacent to streams shall be designed, constructed, and maintained to avoid adverse impacts on riparian vegetation, stream bank stability, and stream water quality to the maximum extent feasible. These policies shall apply to all watercourses shown as blue lines on the most recent United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps applicable to the Town. See also the policies for wetland protection below.	√		No streams
	a. Proposed structures and grading shall be set back the greater of: 100 feet from the outermost extent of riparian vegetation as defined in the Zoning Ordinance, or outside of the 100-year flood plain. Lesser setbacks may be approved where site-specific studies of biology and hydrology, prepared by qualified professionals approved by the Town, demonstrate that a lesser setback will provide equal protection for stream resources. Development shall be set back from ephemeral or intermittent streams a minimum of 50 feet, to the extent of riparian vegetation, or to the 100-year floodplain, whichever is greatest.	√		NA
	b. Land uses and development within the setback areas required by this policy shall be limited to: .the grazing of livestock at half or less of the animal densities allowed by the Zoning Ordinance; open wire fencing to confine livestock; bridges; public utilities and infrastructure; and other uses allowed by the applicable zoning district as permitted or conditional uses, with conditional use permit approval.	√		NA
	c. The following activities are prohibited within stream corridor setbacks: filling or dumping; the disposal of agricultural wastes; channelization or dams; the use of pesticides that may be carried into stream waters; grading, or the removal of natural vegetation within the required setback area, except with grading permit approval. This is not intended to prevent the. reasonable maintenance of natural vegetation to improve plant health and habitat value.	√		NA
	d. The Town shall require that development projects proposing to encroach into a creek corridor or creek/wetland setback to do one or more of the following, in descending order of desirability: •Avoid the disturbance of riparian vegetation; •Replace riparian vegetation (on-site, in-kind); •Restore another section of creek (in-kind); and/or •Pay a mitigation fee for restoration elsewhere (e.g., wetland mitigation banking program).	√		NA

	e. The Town shall require that newly-created parcels include adequate space outside of wetland and riparian setback areas to ensure that property owners will not place improvements within areas that require protection.	√		NA
	f. Proposed development shall include surface water drainage facilities that are designed; constructed, and maintained to ensure that the increased runoff caused by development does not contribute to the erosion of stream banks, or introduce pollutants into watercourses.	√		Roadway drainage and perimeter swale system proposed. Detention basin proposed. **COA: Stormwater detention shall be provided to the satisfaction of the Town Engineer.**
	g. The Town shall encourage the use of natural stormwater drainage systems to preserve and enhance existing natural features. The Town shall promote flood control efforts that maintain natural conditions within riparian areas.	√		Roadway drainage and perimeter swale system proposed. Detention basin proposed.
	h. Where creek or wetland protection is required or proposed, the Town shall require public and private development to: • Preserve creek corridors and setbacks through easements or dedications. Parcel lines or easements shall be located to optimize resource protection; •Designate easement or dedication areas as open space; • Protect creek corridors and their habitat value by: 1) providing adequate setbacks; 2) maintaining creek corridors in their natural state; 3) employing restoration techniques, where necessary and appropriate; 4) using riparian vegetation within creek corridors; 5) prohibit the planting of invasive, non-native plants within creek setbacks; and 6) avoiding tree removal within creek corridors. • Use techniques that ensure development will not cause or worsen natural hazards near creeks, and will include erosion and sediment control practices such as: 1) turbidity screens (to minimize erosion and siltation); and 2) temporary vegetation sufficient to stabilize disturbed areas.	√		NA

	7. Water quality. The Town will contribute toward the maintenance of high quality in the local surface and groundwater resources through the following, and other feasible measures. a. Proposed development shall incorporate measures to minimize soil erosion, and stream and drainage way sedimentation during construction, and over the life of each project. c. Proposed development shall be designed, constructed, and maintained to prevent the discharge of untreated effluent into local streams to the maximum extent feasible, including the introduction of contaminants such as pesticides, fertilizers, and petroleum products and other contaminants carried by urban runoff.	√		detention basin and created swales would collect runoff
	8.a. The environmental review of development on sites with wetlands shall include a wetlands delineation, and the formulation of appropriate mitigation measures. The Town shall support the "no net loss" policy for wetland areas regulated by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. Coordination with these agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed.	√		Delineation verified by the Corps. No wetlands present
	8.b. The Town shall require new development to mitigate wetland loss in both regulated and non-regulated wetlands to achieve "no net loss" through any combination of the following, in descending order of desirability: (1) Avoidance of riparian habitat; (2) Where avoidance is not feasible, minimization of impacts on the resource; (3) Compensation, including use of a mitigation banking program that provides the opportunity to mitigate impacts to rare, threatened, and endangered species and/or the habitat which supports these species in wetland and riparian areas, that are encouraged to be located within the Town; or (4) Replacement of a degraded or destroyed wetland at a ratio of from 1:1 to 4:1, based on the biotic value of the wetland, as determined by the required environmental analysis. The review authority may reduce the replacement ratio as an incentive, where replacement wetlands are proposed to be located within or in close proximity to the Town.	√		NA
	8.c. The Town will require project-by-project review of sites where vernal pools exist, to assess threatened and endangered pool plant species and identify appropriate mitigation measures.	√		NA
	8.d. The Town will require the preservation of native riparian and wetland areas as open space to the maximum extent feasible, using fee title or conservation easement acquisition, land conservancy participation, and/or other measures as appropriate.	√		NA

Cultural	1. Loomis shall encourage the reuse and revitalization of historic buildings. Whenever possible, flexibility in development standards allowed by the Historic Building Code shall be offered to developers working with historic properties.	√		None present
	2. The demolition of buildings deemed by the Town to be historically or aesthetically valuable shall be prohibited in cases where alternatives for reuse are found to be feasible.	√		NA - 1930s residence serves as caretaker unit.
	5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas.	√		No resources but mitigation includes handling for inadvertent discovery.
Health and Safety	1. Loomis shall enforce building codes and other Town ordinances having an effect upon fire hazards and fire protection. The Town shall maintain adequate street widths and turning radii to accommodate fire protection equipment. New development shall ensure adequate water pressure and volume for fire fighting.	√		Two hydrants - one at entrance and one at rear. Turning radii studied for engine accessibility. South Placer Fire reviewed.
	2. Engineering analysis of new development proposals shall be required in areas with possible soil instability, flooding, earthquake faults, or other hazards, and prohibit development in high danger areas.	√		Phase I Site assessment and soil report show no hazard
	4. No new structures or additions to existing structures shall be permitted in areas identified by the federal Flood Insurance Rate Maps (FIRMs) or the Town Engineer as being subject to innundation in a 100-year or more frequent flood event. Exceptions may be granted for public facilities and utilities. New development shall also be prohibited in the future 100-year flood zone, based on buildout conditions as determined by FEMA and FIRM maps. Development will be required to adhere to Placer County Flood Control District policies and the Dry Creek Watershed Control Plan.	√		Outside flood zone
	5. New development near stream channels shall be designed so that reduced stream capacity, stream bank erosion, or adverse impacts on habitat values are avoided.	√		NA
	6. Further channelization and/or banking of creeks or streams within the planning area shall be discouraged, unless no other alternative is available to minimize flood risk. Setbacks from flood sources shall be the preferred method of avoiding impacts.	√		NA

	7. Site-specific recommendations of the Town's Drainage Master Plan, upon completion, shall be applied to individual development projects as appropriate.	√		Drainage provided via swales and a stormwater basin.
	9. Loomis shall encourage compliance with State requirements for unreinforced masonry buildings and seismic safety.	√		No masonry building
	12. Application materials for residential subdivisions proposed within or near oak woodlands shall include Wildland fire protection plans showing how vegetation clearance will be maintained around structures while preserving oak trees.	√		NA
	13. Town policies concerning the use, storage and transportation of hazardous materials, and regarding underground or above ground storage tanks, should reflect the Placer County Environmental Health Division and the State Regional Water Quality Control Board policies and requirements.	√		NA
	14. As individual developments are proposed, the Environmental Health specialist responsible for the project will review lists of hazardous materials provided by the applicant as part of the project description to determine consistency with the State Health and Safety Code. A site visit may be necessary to determine compatibility to surrounding areas. Whether the hazardous material impacts of a project are significant shall be decided on a case-by-case basis and depends on: •Individual or cumulative physical hazard of material or materials. •Amounts of materials onsite, either in use or storage. • Proximity of hazardous materials to populated areas and compatibility of materials with neighboring facilities. • Federal, State, and local laws, and ordinances, governing storage and use of hazardous materials. •Potential for spill or release. • Proximity of hazardous materials to receiving waters or other significant environmental resource.	√		Phase I Site assessment and shallow soils report prepared and found no hazards. Application and reports referred to Placer County Health for review.
	15. The storage, handling and disposal of potentially hazardous waste must be in conformance with the requirements set forth in California Administrative Code, Title 22, Division 4, Ch. 30, and California Health and Safety Code, Division 20, Chapter 6.5.	√		NA

Noise	1. New commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses.	√		Soundwall proposed as well as solid wood fencing with adjacent commercial uses.
	2. Loomis shall encourage the mitigation of noise impacts in all new developments as necessary to maintain the quiet, rural ambiance of the Town.	√		No generators allowed, Quiet hours enforced. Noise study indicates no significant noise generation.
	3. An acoustical analysis shall be required for new residential structures located within the projected noise contour of 65 dBA Ldn, showing that the structures have been designed to limit intruding noise in interior rooms to an annual level of 45 dBA Ldn.	√		Soundwall/berm proposed to address I-80 noise and meet noise standards. There is no other feasible option given the existing freeway noise levels.
	4. Individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are met. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels.	√		Noise mitigation via a soundwall/berm is required to address existing I-80 noise levels.
	5. Loomis shall discourage the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. New sensitive noise receptors shall not be permitted if the only feasible mitigation for noise impacts is a sound wall.	√		Soundwall/berm proposed to address noise and meet noise standards. There is no other feasible option given the type of use and freeway noise level. Since this is considered transient occupancy, it is not a sensitive receptor.

	6. Where noise mitigation is necessary, the following order of preference among options shall be considered: distance from the noise source; muffling of the noise source; design and orientation of the receptor; landscaped berms; landscaped berms in combination with walls.	√		Soundwall/berm proposed to address noise and meet noise standards. There is no other feasible option for freeway noise reduction.
	7. Use the land use/noise compatibility matrix shown on Figure 8-4 to determine the appropriateness of land uses relative to roadway noise.	√		Noise study
	9. Provide for alternative transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips.	√		Traffic fees can be used for Brace CIP.
	15. Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.	√		RV access to use Sierra College Boulevard to Brace Rd.
	16. Require that when no other feasible location for industrial or commercial use parking exists other than adjacent to residential uses, the parking shall be buffered from the residential uses by barriers.	√		Solid fencing proposed at rear and sides, adjacent uses are commercial.
	18. Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by' scheduling deliveries at night.	√		NA. Dumpster to be emptied during daytime hours.
	19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts.	√		Minimal construction, primarily trenching and grading.
	20. Future industrial or commercial development in areas determined to be near noise-sensitive land uses shall be subject to an acoustical analysis to determine the potential for stationary source noise impacts to neighboring land uses.	√		Noise study reveals no significant impact.

Implementa-tion Measures	3.For new development within the generalized 65 dBA Ldn noise contour as shown in Figure 8-5 of this Element, project applicants shall fund site-specific noise studies to mitigate project impacts. The determination of whether a project site is within the· 65 dBA Ldn contour is the responsibility of the Planning Department. The required noise analysis shall: a. Include field measurements by a qualified environmental scientist/acoustical engineer to determine a more precise location of existing and projected future noise levels (based on traffic projections included in the Circulation Element or as accepted by the Town); and b. Identify and commit to measures to mitigate noise impacts (by siting of structure outside of high noise levels, insulation, attenuation, walls or buffers, landscape, or other acceptable techniques) if within the 65 dBA contour	√		Noise study conducted and a combination berm and sound wall is proposed, which wraps around the site to reduce the Ldn level.
	4. When development is subject to high noise levels requiring mitigation, the following measures shall be considered, and preference shall·be given where feasible in the following order: a.Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses. b.Acoustical treatment of buildings. c.Structural measures: construction of earthen berms and/or wood or concrete barriers.	√		Berms/ Sound wall proposed.
	9. The Town shall review the street layout of proposed residential subdivisions with the objective of reducing traffic volumes and through trips as a means to reduce noise levels. The use of road dips, diagonal parking, one-way streets, and other traffic controls and traffic calming devices shall be considered to reduce vehicular travel and speed, provided that engineering and safety standards are met. If determined to be feasible, rubberized asphalt paving material may be required for new roads	√		NA
	11. The Town shall evaluate the noise impacts of vehicles on adjacent residential properties as a part of the development and environmental review process for all commercial and manufacturing uses. Where vehicles would have the potential to create noise exceeding 60 dBA Ldn at an adjacent noise sensitive use, the inclusion of noise mitigation techniques such as the use of sound wall or enclosure of delivery areas shall be required.	√		Noise study indicates no significant impact

	17. Future industrial or commercial development in areas determined to be near noise-sensitive land uses, as shown in Figure 8-4, shall be subject to an acoustical analysis at the discretion of the Planning Director to determine the potential for stationary source noise impacts to neighboring land uses	√		Although the adjacent daycare is noise-sensitive, the campground would not generate significant noise as no generators are allowed. No significant impact per noise study
	18. Where noise-sensitive land uses are proposed in areas exposed to existing or projected noise levels in excessive of the standards contained in Tables 8-3 and 8-4. The Town shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design. At the discretion of the Planning Director, the requirement for an acoustical analysis may be waived if all of the following conditions are satisfied:	√		Noise study completed and a soundwall/berm is receommended mitigation. The use is not considered noise sensitive due to temporary stays.
	a. The development is for less than five single-family dwellings or less than 10,000 square feet of total gross floor area for office buildings, churches, or meeting halls;	√		Noise study completed.
	b. The noise source in question consists of a single roadway or railroad for which up-to-date noise exposure information is available. An acoustical analysis will be required if the noise source is a stationary noise source, or if there are multiple noise sources that could affect the project;	√		Noise study completed.
	c. The projected future noise exposure at the exterior of proposed buildings or outdoor activity areas does not exceed 65 dBA Ldn;	√		Noise study completed. Berm and soundwall proposed to address existing I-80 noise
	d. The topography of the area is essentially flat; and	√		Noise study completed.
	e. Effective noise mitigation, as determined by the Planning Director, is incorporated into the project design. Such measures can include, but are not limited to, the use of building setbacks, building orientation, noise barriers. If closed windows are required for compliance with interior noise level standards, air conditioning or a mechanical ventilation system will be required.	√		Noise study completed. Berm and soundwall proposed to address existing I-80 noise

Town of Loomis
Planning Application Compliance Form

Loomis Campground
Zoning Code Checklist

0-Jan-00

Type:	Design Review, Master Development Plan and Minor Use Permit
Location:	5847 Brace Road, 044-150-047-000
Applicant:	Jared Taylor
Agent:	0
Action:	w, Master Development Plan and Minor Use Permit for 34 campsites (RV Park is minor use permit in CT)

√ Compliance
X Required
NA Not Applicable

	ZONING CODE CT 13.26.070	Compliance	Required	Discussion
A.2.a	**Allowed Land Uses, Densities and Building Intensities**. The land uses proposed and/or authorized as part of a master development plan may include any listed as "P," "MUP," "UP," and/or "S," within the CT zoning district in Section 13.26.030, Table 2-6.	√		RV Campground=MUP
b	A detailed overall site plan that complies with the design standards in subsection (B), and shows: all proposed land uses, structures, landscape areas, conservation areas for natural features; buffers; provisions for site access, internal and external circulation and parking; and all other details of site design.	√		Provided
c	Provisions for internal access to adjoining properties by means of proposed public and/or private roads or drives other than Horseshoe Bar and Brace Roads.	√		NA. Does not access adjacent properties
d	Architectural and other building design requirements and guidelines, to clearly define the appearance of approved structures;	√		Only one structure - existing home to remain
e	Standards and guidelines for proposed signs, consistent with the requirements of Chapter 13.38.	√		No signage other than interior directional signage proposed
f	Plans showing the approximate location and layout of proposed infrastructure and utilities, including any proposed or required extensions of existing lines for water, sewer, etc.	√		Connections provided including trench detail
g	Project and parcel phasing, to the extent that phasing is known by the property owner, or owners in the case of multiple properties participating in a project proposal.	√		No phasing

h	Any other information, requirements, and/or conditions of approval determined by the review authority to be appropriate.	√		Provided
B	**Design Standards**. Each master development plan and any subsequent proposals for replacement land uses or redevelopment after initial site development shall incorporate site planning and building design measures to accomplish all of the following, as required by the general plan.			
B.1	Create an identity, appearance, and mix of land uses that provide for the integrated development of all parcels and that will be attractive to both travelers and town residents. The arrangement of uses on the overall site should be allowed to emphasize the creation of a destination or significant stopover for travelers, provide enhanced shopping and entertainment opportunities for town residents, and tie into the historic downtown area to support the economic viability of the downtown.	√		RV campground to serve travelers with each site equipped with hookups, parking pad, picnic table and tree. Playground and dog park areas included.
2	Provide traveler-oriented commercial uses that are accessed primarily by automobiles and concentrated near the Horseshoe Bar Road interchange. Uses on the site shall then transition to more locally-oriented commercial and office uses, laid out to provide a pedestrian orientation.	√		Further out from Horseshoe Bar Road so the site should technically be more locally oriented; however, the use captures freeway travel appropriately as well as short-term residents.

3	Provide primary access to commercial development from Horseshoe Bar Road, with limited, secondary access on Brace Road. Commercial uses shall not front on Brace Road and shall be set back and/or buffered from Brace Road to maintain the rural residential character of the roadway corridor.	√		COA: website and check in materials must indicate that Class A RVs must access the site via Sierra College Boulevard and Brace Road due to weight limitations on the bridge east of the site, as proposed in teh application. A directional sign will indicate turn right only on Brace. The use does not front on Brace as the sites and manager unit face into the site
4	Provide a design and appearance that will reinforce the rural character of Loomis by: integrating existing natural features, including significant trees and rock outcrops; building design that emphasizes low-profile structures, local native materials, and the local historic architectural vernacular, and site development incorporating appropriate vegetation, preferably native, that can act as a buffer and screen, as well as add to the ambiance of the development.	√		Trees to be retained and new trees proposed. Landscaping all along the perimeter. Existing 1930s residence to remain as caretaker unit.
5	Provide for the long-term protection, preservation, and sustainability of the Secret Ravine riparian corridor, and its aquatic and terrestrial habitats.	√		Not at Secret Ravine
6	Provide for adequate and appropriate access between separately owned parcels within the CT zoning district as determined by the review authority to be necessary to avoid unnecessary access points to public roads, traffic congestion and hazards on public roads.	√		Driveway is less than 40' from the Teeny Tots Therapy driveway per Land Development Manual, but aligns with Dias Lane per Britt's direction and other section of Land Dev. Manual. Alignment allows for improved safety and circulation.

	ZONING CODE 13.30 General Property Development and Use Standards	Compliance	Required	Discussion
13.30.040	Fences and Walls	√		Soundwall and berm exceed the height limits. Walls are not to exceed 6 feet whereas this proposes 10 feet , hidden with a 5-foot berm which totals 10 feet of wall. Since it is necessary for sound reduction from the freeway, wall height. is exempt as a safety feature. (13.30.040. A. 2) Also if placed outside the setback, then the height limit is not applicable.
13.30.045	Entry structures and adjoining walls	√		Existing 1930s residence to remain, no other structures other than dumpster enclosure and lighting
13.30.050	Height limits and exceptions	√		No height limit exceeded
13.30.060	Mechanical Equipment Placement	√		Each site has utility connection box, residence has existing mechanical equipment
13.30.070	Noise Standards	√		Noise study reveals no significant noise generated by the project, but existing levels are excessive from I-80. Sound wall/berm and wood fencing further reduce noise.

13.30.080	Outdoor lighting	√		Fixtures limited to 20' in height
13.30.090	Performance Standards	√		COA: Standards shall be met during construction and operation.
13.30.100	Screening	√		Trees and shrubs proposed along all sides. Noise wall/bern proposed on I-80 and down the sides to keep privacy for adjacent children's facilities, as well as wood fence. Improvements are setback from Brace with vegetative screening. Trash enclosure proposed.
13.30.110	Setback regulations and exceptions	√		25'+ from Brace and 10' from I-80 and side yards. These are setbacks established specifically for RV park per 13.42.220
13.30.120	Solid waste/recyclable materials storage	√		Dumpster screened in an enclosure
13.30.130	Undergrounding of utilities	√		Utility trench cross section provided
	ZONING CODE 13.34 Landscaping Standards	**Compliance**	**Required**	**Discussion**
13.34.030	Landscape and irrigation plans	√		Irrigation via existing PCWA raw water irrigation line onsite
13.34.040	Landscape location requirements	√		Trees every 30', interior tree standards met,
13.34.050	Landscape standards	√		met

13.34.060	Maintenance of landscape areas	√		COA to maintain the landscaping
	ZONING CODE 13.36 Parking and Loading Standards	**Compliance**	**Required**	**Discussion**
13.36.030	General parking regulations	√		Parking met.
13.36.040	Number of parking spaces required	√		Determined by permit. Propose 5 spaces. Entire use has parking areas. 5 spaces is appropriate for managing site.
13.36.050	Disabled/handicapped parking requirements	√		1 ADA space, plus 2 ADA campsites with parking
13.36.060	Bicycle parking	√		Accommodated at sites
13.36.070	Motorcycle parking	√		Accommodated at sites
13.36.080	Reduction of parking requirements	√		NA
13.36.090	Parking design and development standards	√		10x20 stalls
13.36.100	Driveways and site access	√		13.36.100.C.2 N/A as the driveways don't serve both uses, and the Town Engineer is allowed to grant an exception. Engineer Brit Snypes required access to align with Dias Lane for improved safety.
13.36.110	Loading space requirements	√		NA
	ZONING CODE 13.38 Signs	**Compliance**	**Required**	**Discussion**
13.38.030	Sign permit requirements	√		No signs other than directional and addressing proposed at this time.
13.38.040	Prohibited signs	√		No prohibited signs proposed

13.38.050	General requirements for all signs	√		See 13.42.220.H. RV parks are allowed separate signage standards. Freeway sign = 25' in height, with 40 sf face. Brace Rd sign = 8' with 40 SF face. Signage to be determined.
13.38.060	Zoning district sign standards	√		RV parks are allowed different sign standards. Freestanding signs may be up to 25' in height.
13.38.070	Standards for specific types of signs	√		RV parks are allowed different sign standards. Freestanding signs may be up to 25' in height.
	ZONING CODE 13.42.220 RV Parks	**Compliance**	**Required**	**Discussion**
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.	√		3.4 acres
B	**Maximum Density**. The number of RV spaces in a park shall not exceed fifteen units per acre of site area.	√		34 units on 3.4 acres or 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.	√		All are at least 1,800 SF, with 30' frontage except site 11 has only 24 feet frontage width at the driveway into Site 11. It expands to over 30'
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.	√		10' setback on sides and rear.
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.	√		10' landscaped setback on sides and rear and 25' front landscaped setback from Brace Rd.

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.	√		Parking spurs are the entire site and are spaced 40' on center.
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.	√		24' drive aisles, all sites front a drive aisle
H.1	**Sign Program**. An overall sign program shall be prepared for each RV park, including any proposed free-standing signs and signs on structures. The plan may also provide for internal signs (those not visible from off-site roadways or adjoining property) that are strictly directional in nature.	√		No signage program. If signs are proposed later, they will be subject to Town standards.
H.2	**Type and Area of Signs Allowed**. An RV park shall be allowed up to eighty square feet of sign area visible from external roadways and adjoining property, consisting of up to two free-standing signs and one wall sign. A) A single sign shall not exceed forty square feet in total area. B) The maximum height of a free-standing sign shall be twenty-five feet.	√		No signage program. If signs are proposed later, they will be subject to Town standards. Only directional signage proposed.
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.	√		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. (Ord. 205 § 1 (Exh. A), 2003)	√		Existing residence
	ZONING CODE 13.54.120 Tree Conservation	**Compliance**	**Required**	**Discussion**

	An application for a development project shall be accompanied by a tree plan, prepared by a certified arborist, containing the following information:	√		Arborist report provided. Tree removal permit needed prior to construction. See arborist report. 21 protected trees to be removed, of which 9 are dead/dying and don't require replacement 6 Valley oak and 6 Live oak require replacement/fee payment
A	Contour map showing the extent of grading within any part of the CRZ, plus existing and proposed grades and the location, size, species and condition of all existing trees which are located upon the property proposed for development.	√		Arborist report
B	Identification of those trees which the applicant proposes to preserve and those trees which are proposed to be removed and the reason for such removal, including identification of all on-site protected trees.	√		Arborist report
C	A description of measures to be followed to insure survival of protected trees during construction.	√		Arborist report
D	A program for the preservation of protected trees and other trees not proposed for removal during and after completion of the project, which shall include the following: 1. Each tree or group of trees to be preserved shall be enclosed with a fence prior to any grading, movement of heavy equipment, approval of improvement plans or the issuance of any permits and such fence shall be removed following construction, but prior to installation of landscaping material; 2. Fencing shall be located at the CRZ of the tree or trees and shall be a minimum of four feet in height; 3. Signs shall be posted on all sides of fences surrounding each tree stating that each tree is to be preserved; 4. Any and all exposed roots shall be covered with a protective material during construction.	√		See tree location plan in arborist report. Includes tree protection that are project implementation conditions.

E	A program for the replacement of any protected trees proposed to be removed.	√		16 interior live oak 15 gallon to be planted onsite around perimeter/frontage. No Valley oak proposed. Tree permit in-lieu fees needed for Valley Oak and balance, if any of Interior Live oak.
F	All of the tree preservation measures required by the conditions of a discretionary project approval (the arborist's report and the tree permit, as applicable) shall be completed and certified by staff or the developer's arborist prior to issuance of a certificate of occupancy.	√		Include COA reminder
G	The property owner will be required to submit a utility and/or irrigation trenching-pathway plan on the site plan:	√		Utility line locations shown
	l. The trenching pathway plan shall depict all of the following: easements, storm drains, sewers, water mains, area drains, and irrigation and underground utilities. Except in lot sale subdivisions, the trenching-pathway plan must show all lateral lines serving buildings. The plan must also include an accurate plotting of the CRZ of each protected tree within fifty feet of the soil disturbance activity.	√		Provided
	2. The trenching pathway plan must be developed to avoid going into the CRZ of any protected tree on its path from the street to the building.	√		Avoids trees to remain, trenches centered on pads
	3. If the encroachment into the CRZ is unavoidable, a certified arborist must assess the impact to determine the type of preservation device required. Boring under the root system of a protected tree may be required. Encroachments and mitigation measures must be addressed in a Supplemental Arborist Report. If no preservation device is implemented, mitigation shall be required for that protected tree.	√		See arborist report Appendix A
	4. In order to minimize or avoid injury to the root system, trenching within the CRZ of a protected tree, when permitted, may only be conducted with hand tools, air spades, or other acceptable measures. Acceptable measures and said work shall be determined by and conducted under the supervision of a certified arborist. Boring machinery, boring pits, and spoils shall be set outside of the CRZ fencing.	√		See arborist report Appendix A
	5. Utility corridors shall be under or adjacent to driveways where feasible, if needed for tree protection.	√		Complies

H	Tree permits for development projects will be granted for trees impacted by the construction of streets, utility installation, grading and other infrastructure improvements. A tree permit shall only be issued in conjunction with a grading or building permit.	√		To be obtained with other pre-construction permits
	ZONING CODE 13.56.040 Waterway and Riparian Habitat Protection	**Compliance**	**Required**	**Discussion**
	The provisions of this chapter apply to proposed development, other than public works or infrastructure, on any site adjacent to or crossed by a watercourse that is shown as a blue line on the most recent United States Geological Survey (USGS) 7.5-minute topographic quadrangle map. The project land use permit application shall include a site-specific streambed analysis prepared by a hydrologist, civil engineer, or other qualified professional approved by the town to identify the precise boundary/top of bank of the waterway. The director may waive this requirement if it is determined that the project, because of its size, location, or design will not have a significant impact on the waterway, or that sufficient information already exists and further analysis is not necessary. A required streambed analysis shall include all information and materials required by the department.	√		Wetland delineation verified by the Army Corps of Engineers. No wetlands - only non-regulated drainage ditch to channel PCWA irrigation water flows when in use.
A	**Waterway Setback Requirement**. Proposed structures shall be set back a distance of 2.5 times the height of the stream bank plus thirty feet, or thirty feet outward from the stream bank, whichever distance is greater, as measured from the toe of the stream bank outward. Additional setbacks may be required to preserve existing vegetation or other significant environmental resources along any waterway. Setbacks adjacent to creekside paths or open spaces shall be measured from the outside boundary of the path or open space.	√		NA
B	**Use of Required Setback**. Paths or trails may be located within a creekside setback; however, no structure, road, parking access, parking spaces, paved areas, or swimming pool shall be constructed within a creek or creekside setback area.	√		NA
C	**Alteration of Natural Features**. No grading or filling, planting of exotic/non-native or non-riparian plant species, or removal of native vegetation shall occur within a creek or creekside setback area, except where authorized for flood control purposes by the proper permits issued by the California State Department of Fish and Game, all other applicable state and federal agencies having authority over the creek.	√		NA
D	**Design of Drainage Improvements.** Where drainage improvements are required, they shall be placed in the least visible locations and naturalized through the use of river rock, earthtone concrete, and landscaping with native plant materials.	√		Drainage basin to be vegetated and in the location of the existing irrigation water draiange. Vegetated collection swales also proposed.

E	**Use of Permeable Surfaces**. The proposed development should incorporate permeable surfaces (for example, wood decks, sand-joined bricks, and stone walkways) where feasible, to minimize off-site flows and facilitate the absorption of water into the ground.	√		Non-pavemennt areas use permeable gravel and landscaping
F	**Creek Bank Stabilization**. Development or land use changes that increase impervious surfaces or sedimentation may result in channel erosion. This may require measures to stabilize creek banks. 1. Creek rehabilitation is the preferred method of stabilization, with the objective of maintaining the natural character of the creek and riparian area. Rehabilitation may include enlarging the channel at points of obstruction, clearing obstructions at points of constriction, limiting uses in areas of excessive erosion, and restoring riparian vegetation. 2. Concrete channels and other mechanical stabilization measures shall not be allowed unless no other alternative exists. 3. If bank stabilization requires other than rehabilitation or vegetative methods, hand-placed stone or rock rip-rap are the preferred methods.	√		NA
G	**Physical and Visual Access**.			
	1. Public access and visibility to creeks should be provided through the use of single-loaded frontage roads adjacent to creeks, but outside of the creek setback. Structures or lots that back-up to creeks or creek frontage roads are discouraged.	√		NA
	2. The provision of multipurpose creekside trails and public open space is encouraged. Open space areas should include planting for riparian enhancement with native shrubs and trees, paths and trails, lighting, benches, play and exercise equipment, and trash receptacles outside of the riparian habitat area, where appropriate.	√		NA
	3. Where streets are not used, frequent access to creekside trails and public open space should be provided at least every three hundred feet, and may occur at the end of cul-de-sacs.	√		NA
	ZONING CODE 13.58 Wetland Protection and Restoration	**Compliance**	**Required**	**Discussion**
13.58.020	The standards of this chapter apply to all lands within the town that support wetlands as identified through site- and project-specific environmental documents (i.e., in compliance with CEQA or NEPA), and/or delineated by the U.S. Army Corps of Engineers (Corps) under provisions of the Clean Water Act. The delineation of wetlands is subject to the procedures specified in the "Federal Manual for Identifying and Delineating Jurisdictional Wetlands." The standards of this chapter do not apply to treatment wetlands or drainage ways considered "other waters" under the Clean Water Act.	√		Wetland delineation verified by the Army Corps of Engineers. No wetlands - only non-regulated drainage ditch to channel PCWA irrigation water flows when in use.

13.58.030	A. A project proposed on a site with wetland resources shall comply with all applicable requirements of the U.S. Army Corps of Engineers, including but not limited to the preparation and filing with the Corps of any required Wetlands Management Plan.	√		NA
	B. The delineation of wetland resources in compliance with federal requirements shall occur prior to the filing of a land use, building, or grading permit application with the town. The wetlands delineation shall be used by the town in the environmental review of the proposed project in compliance with CEQA.	√		NA
	C. The town supports, and the review authority shall require "no net loss" for wetland areas regulated by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. Coordination with these agencies at all levels of project review shall occur to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed.	√		NA
13.58.040	The town shall require new development to mitigate wetland loss in both regulated and non-regulated wetlands to achieve "no net loss" through any combination of the following, in order of desirability.	√		NA
	A. Avoidance of riparian habitat.	√		NA
	B. Where avoidance is not feasible, minimization of impacts on the resource.	√		NA
	C. Compensation, including use of a mitigation banking program that provides the opportunity to mitigate impacts to rare, threatened, and endangered species and/or the habitat which supports these species in wetland and riparian areas. The area for mitigation banking is encouraged to be located within the town.	√		NA
	D. Any permitted development, grading, fill, excavation, or shading within a wetland shall provide for the mitigation of wetland loss at a replacement ratio of from 1:1 to 4:1, as determined by the review authority based on the biotic value of the wetland established by the required environmental analysis, and shall ensure that there is no net loss of wetland functions and values. The review authority may allow a replacement ratio of less than 4:1 as an incentive, where replacement wetlands are proposed to be located within or in close proximity to the town.	√		NA
	E. Off-site mitigation of impacted wetlands may be considered where on-site mitigation is not possible. Off-site mitigation should be within the town, as close to the project site as possible, and provide for continuous wildlife corridors connecting habitat areas.	√		NA

Appendix D: Noise Assessment

Environmental Noise Assessment

Loomis Campground 5847 Brace Road

Town of Loomis, California

May 20, 2022

Project #210403

Prepared for:

Golden Property Development LLC

Attn: Jared Taylor

Prepared by:

Saxelby Acoustics LLC

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Table of Contents

List of Figures

List of Tables

Appendices

INTRODUCTION

The Loomis Campground project consists of the development of a commercial project on a vacant parcel in Loomis, California. The project includes the construction of a campground containing 34 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

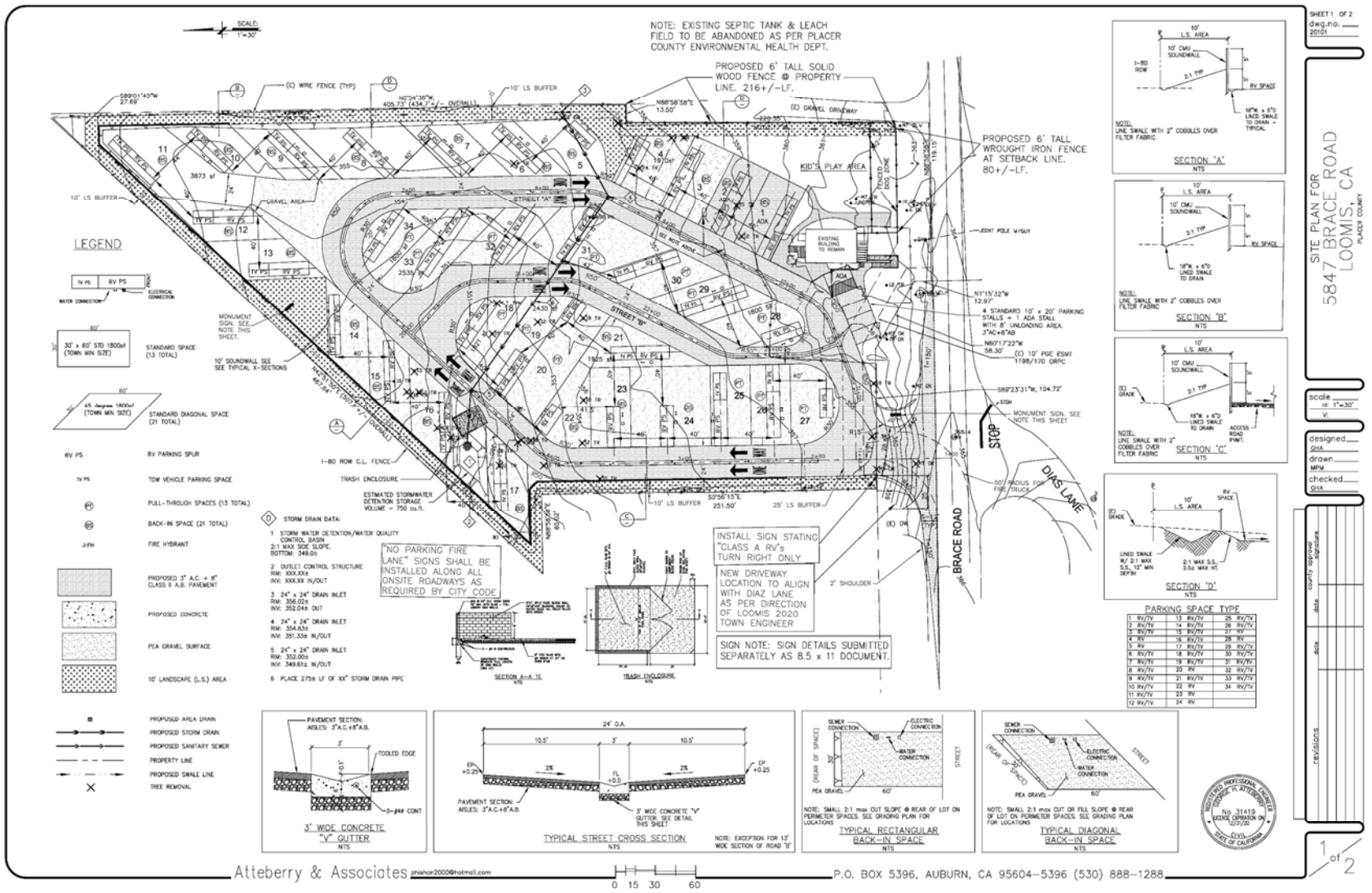
Fundamentals of Acoustics

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
Town of Loomis, California

Figure 1
Project Site Plan

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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

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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

Notes:

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *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

Loomis General Plan

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.

Loomis Municipal Code

Section 13.30.070 of the Loomis Municipal Code establishes acceptable noise level standards. The relevant noise level standards are reproduced below:

13.30.070 - Noise standards.

C. Noise Source Standards.

1. Noise Level Limitations. No use, activity or process within the town shall generate noise in excess of the levels identified by Tables 3-2 and 3-3, as the noise is measured at the property line of a sensitive noise source identified in Tables 3-2 and 3-3.
    a. If the measured ambient noise level exceeds the applicable noise level standard in any category shown in Table 3-2, the applicable standards shall be adjusted to equal the ambient noise level.
    b. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped to allow measurement of the ambient noise level, the noise level measured while the source is in operation shall be compared directly to the applicable noise level standards identified in Table 3-2.

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

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

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

Notes:

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

TABLE 4: NOISE STANDARDS FOR SHORT-DURATION EVENTS NEAR RESIDENTIAL AREAS (TABLE 3-3)

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

Notes:

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

Summary of Noise Level Standards

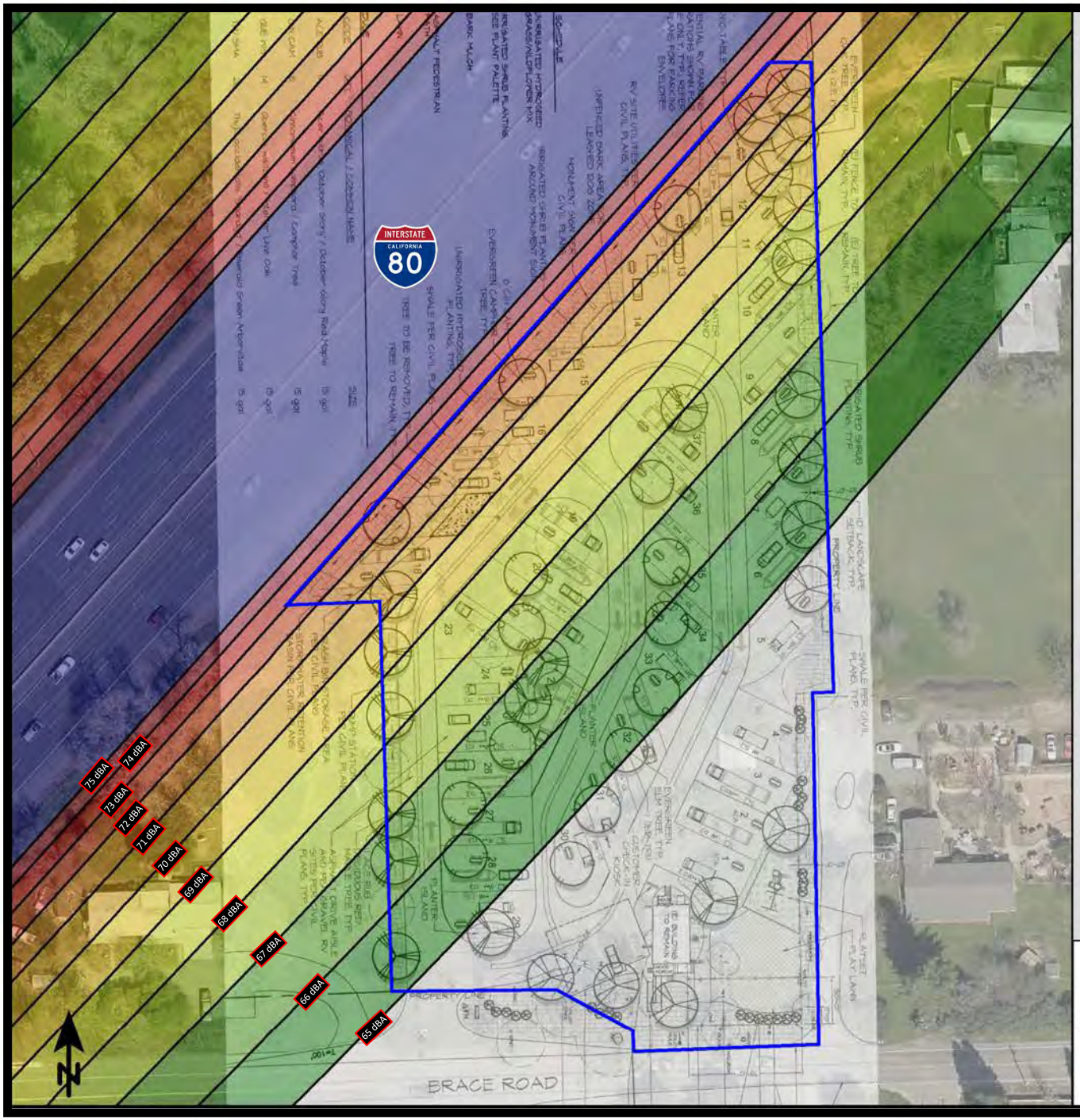
The Town of Loomis applies a 65 dBA L_{dn} exterior noise standard to noise-sensitive uses (residential, transient lodging, hospitals, nursing homes, etc.), as well as an interior noise standard of 45 dBA L_{dn}.

Table 4 shows the acceptable noise level standards that may be generated by stationary noise sources. The project may not generate noise levels greater than 50 dBA L_{50} during daytime (7:00 a.m. to 10:00 p.m.) hours and 40 dBA L_{50} during nighttime (10:00 p.m. to 7:00 a.m.) hours at the property line of the adjacent residential uses. The Noise Ordinance also establishes maximum noise level standards of 70 dBA

L_{max} during daytime and 60 dBA L_{max} during nighttime. It should be noted that the Town of Loomis allows the noise level standards to be increased if the ambient noise level at existing sensitive uses exceeds these limits.

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)

<= 65
65 - 66
66 - 67
67 - 68
68 - 69
69 - 70
70 - 71
71 - 72
72 - 73
73 - 74
74 - 75
> 75

1 : 1100

0 5 10 20 30 40 m

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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)

- <= 65
- 65 - 66
- 66 - 67
- 67 - 68
- 68 - 69
- 69 - 70
- 70 - 71
- 71 - 72
- 72 - 73
- 73 - 74
- 74 - 75
- > 75

1 : 1100

0 5 10 20 30 40 m

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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.

EVALUATION OF PROJECT OPERATIONAL NOISE

The primary noise generating component of the proposed project will be traffic circulation on the project site. The project is projected to generate 92 daily trips with 9 trips in the PM peak hour (KD Anderson & Associates). Saxelby Acoustics assumed that all trips could be diesel pickup trucks. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for automobiles and 85 dBA SEL at 50 feet for heavy trucks. Saxelby Acoustics conservatively applied the SEL data for heavy trucks to the proposed project. Saxelby Acoustics assumed that all peak hour trips could occur during nighttime (10:00 p.m. to 7:00 a.m.) hours. The results of this analysis are shown graphically on **Figure 5**.

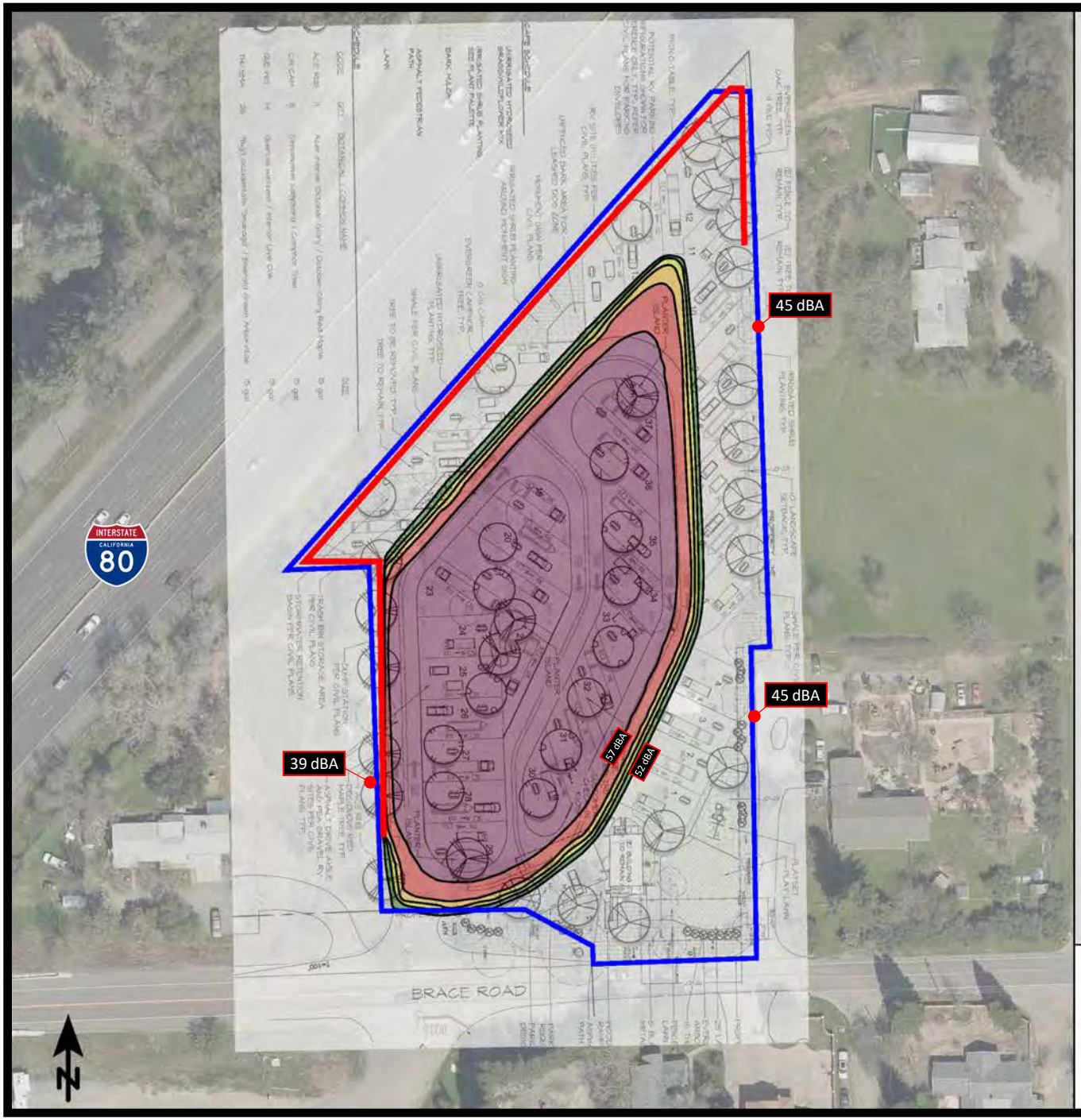
Saxelby Acoustics also analyzed a potential mobile home trip generation of 242 daily trips, with a PM peak hour of 20 trips. These were all assumed to be passenger vehicles. **Figure 6** shows the results of this analysis.

The Town of Loomis establishes a nighttime noise level standard of 40 dBA L_{50}. However, the Town also allows for the correction of noise level standards based on the ambient noise level at existing sensitive receptors. Saxelby Acoustics measured noise levels ranging from 51-56 dBA L_{50} during nighttime hours at the southern boundary of the project site. The median of the measured nighttime L_{50} noise levels is 53 dBA. Therefore, the adjusted noise level standard shall be 53 dBA L_{50}. Similarly, the nighttime maximum noise levels recorded on site exceed the Town's 60 dBA L_{max} standard by 9 dBA. Therefore, the adjusted maximum noise level standard shall be 69 dBA L_{max}.

It should be noted that the maximum noise levels generated by the proposed uses are expected to be no more than 15 dBA higher than the median (L_{50}) noise levels. The adjusted maximum (L_{max}) noise level standard of 69 dBA L_{max} is 17 dBA higher than the adjusted 52 dBA L_{50} noise level standard. Therefore, where the project complies with the adjusted L_{50} noise level standard, the project will also comply with the adjusted L_{max} standard.

As shown on **Figure 5**, the proposed project is expected to generate noise levels of up to 39 dBA L_{50} at the western project boundary and 45 dBA L_{50} at the eastern project boundary. These levels comply with the adjusted noise level standard of 53 dBA L_{50}. Therefore, no additional measures would be required to control project-generated noise.

As shown on **Figure 6**, the mobile home alternative project is expected to generate noise levels of up to 28 dBA L_{50} at the western project boundary and 34 dBA L_{50} at the eastern project boundary. These levels comply with the adjusted noise level standard of 53 dBA L_{50}. Therefore, no additional measures would be required to control project-generated noise.



Loomis Campground

Town of Loomis, California

Figure 5

Project Generated Noise Level Contours (dBA, L_{50})

Signs and symbols

Property Line

10' Berm/Wall Combo

Levels in dB(A)

<= 53
53 - 54
54 - 55
55 - 56
56 - 57
57 - 58
> 58

1 : 1250

0 5 10 20 30 40 m

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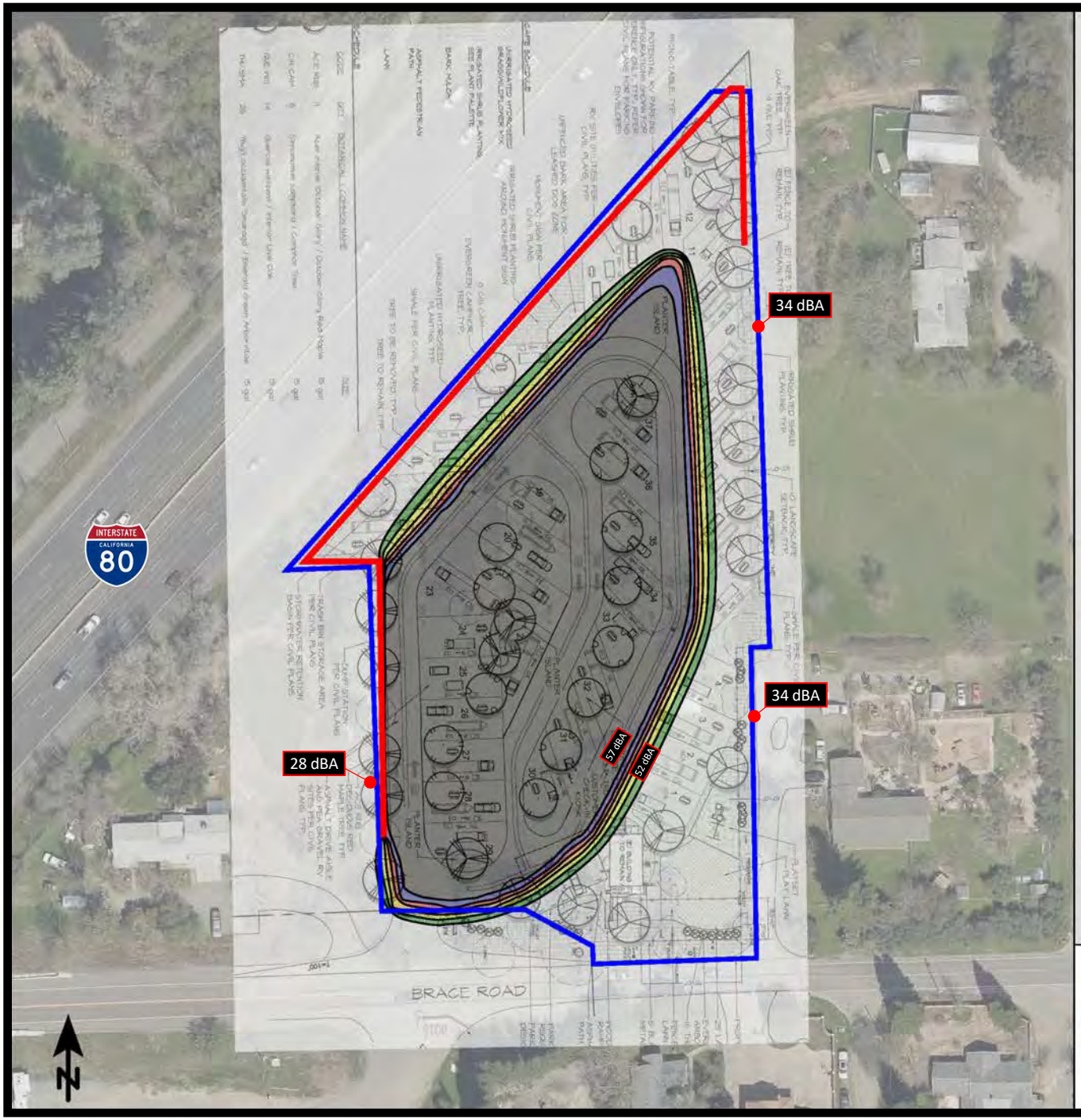

Loomis Campground

Town of Loomis, California

Figure 6

Project Generated Noise Level Contours (dBA, L_{50}) - Mobile Home Alternative

Signs and symbols

- Property Line
- 10' Berm/Wall Combo

Levels in dB(A)

- <= 40
- 40 - 41
- 41 - 42
- 42 - 43
- 43 - 44
- 44 - 45
- > 45

1 : 1250

0 5 10 20 30 40 m

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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.

The proposed project will generate maximum noise levels of up to 45 dBA L_{50} at the property line of the nearest sensitive receptor. This complies with the ambient adjusted noise level standard of 53 dBA L_{50} with no additional noise control measures.

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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.

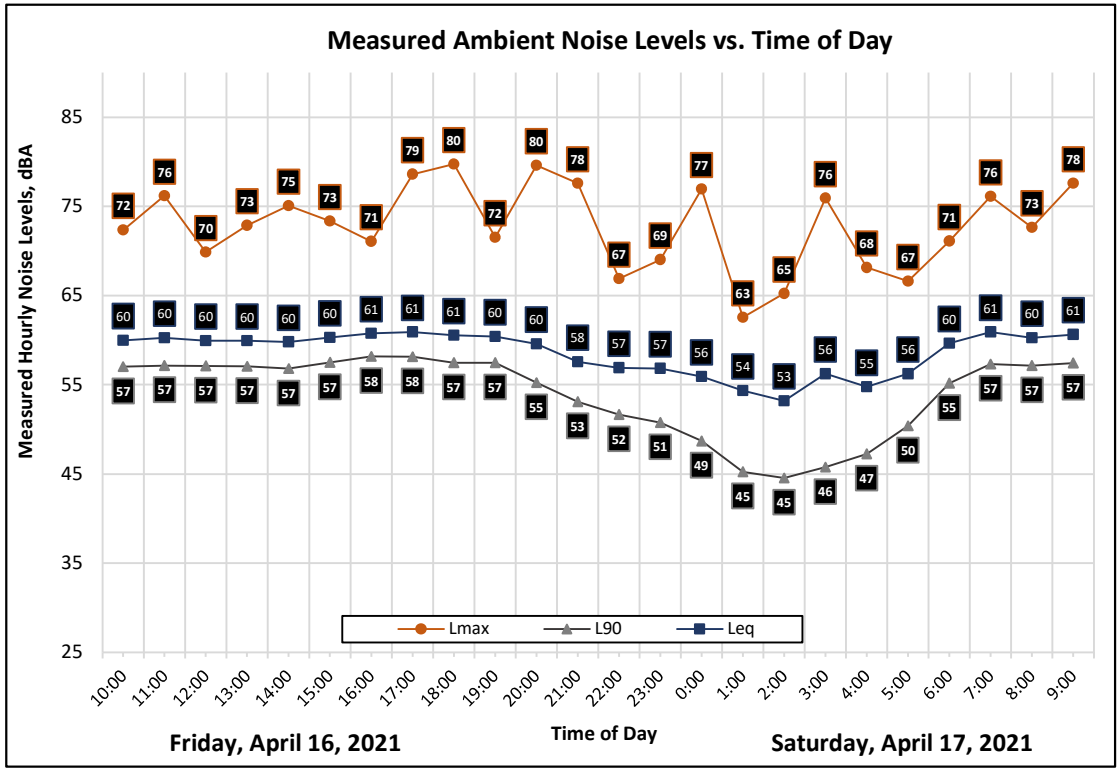
Appendix B: Continuous Ambient Noise Measurement Results

Appendix B1: Continuous Noise Monitoring Results

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

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

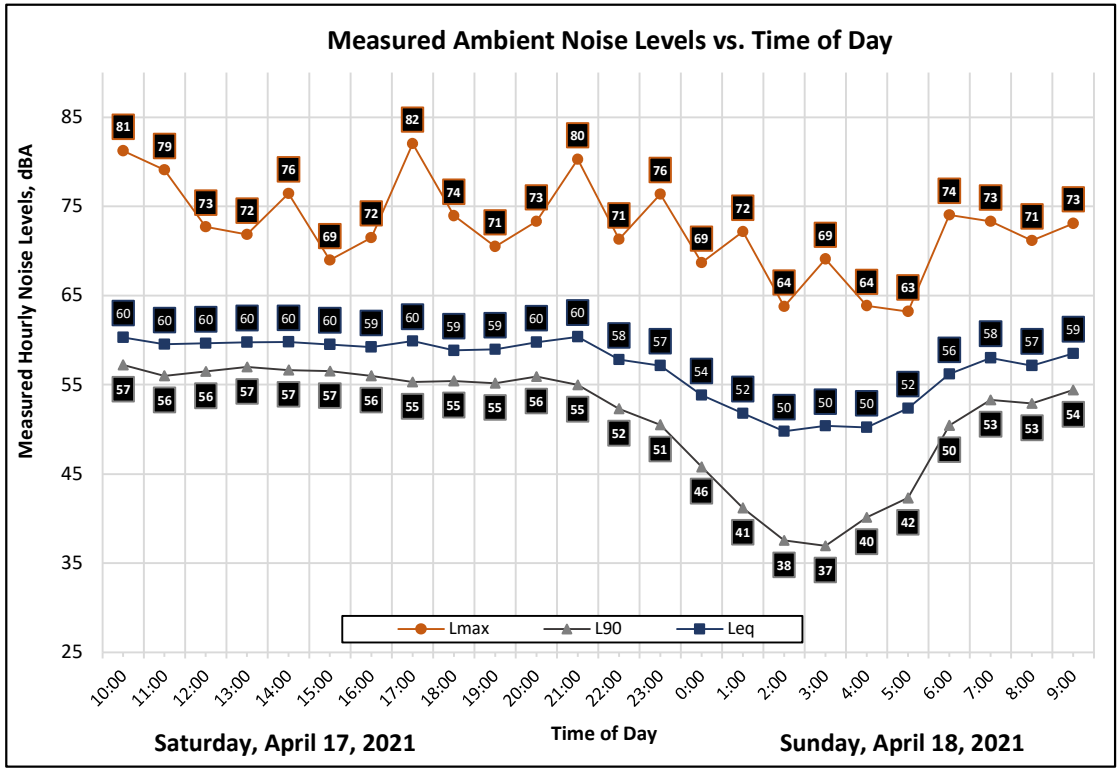


Appendix B2: Continuous Noise Monitoring Results

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

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Saturday, April 17, 2021	10:00	60	81	59	57
Saturday, April 17, 2021	11:00	60	79	59	56
Saturday, April 17, 2021	12:00	60	73	59	56
Saturday, April 17, 2021	13:00	60	72	59	57
Saturday, April 17, 2021	14:00	60	76	59	57
Saturday, April 17, 2021	15:00	60	69	59	57
Saturday, April 17, 2021	16:00	59	72	58	56
Saturday, April 17, 2021	17:00	60	82	58	55
Saturday, April 17, 2021	18:00	59	74	58	55
Saturday, April 17, 2021	19:00	59	71	58	55
Saturday, April 17, 2021	20:00	60	73	59	56
Saturday, April 17, 2021	21:00	60	80	59	55
Saturday, April 17, 2021	22:00	58	71	57	52
Saturday, April 17, 2021	23:00	57	76	55	51
Sunday, April 18, 2021	0:00	54	69	52	46
Sunday, April 18, 2021	1:00	52	72	48	41
Sunday, April 18, 2021	2:00	50	64	46	38
Sunday, April 18, 2021	3:00	50	69	46	37
Sunday, April 18, 2021	4:00	50	64	47	40
Sunday, April 18, 2021	5:00	52	63	50	42
Sunday, April 18, 2021	6:00	56	74	55	50
Sunday, April 18, 2021	7:00	58	73	57	53
Sunday, April 18, 2021	8:00	57	71	56	53
Sunday, April 18, 2021	9:00	59	73	58	54

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

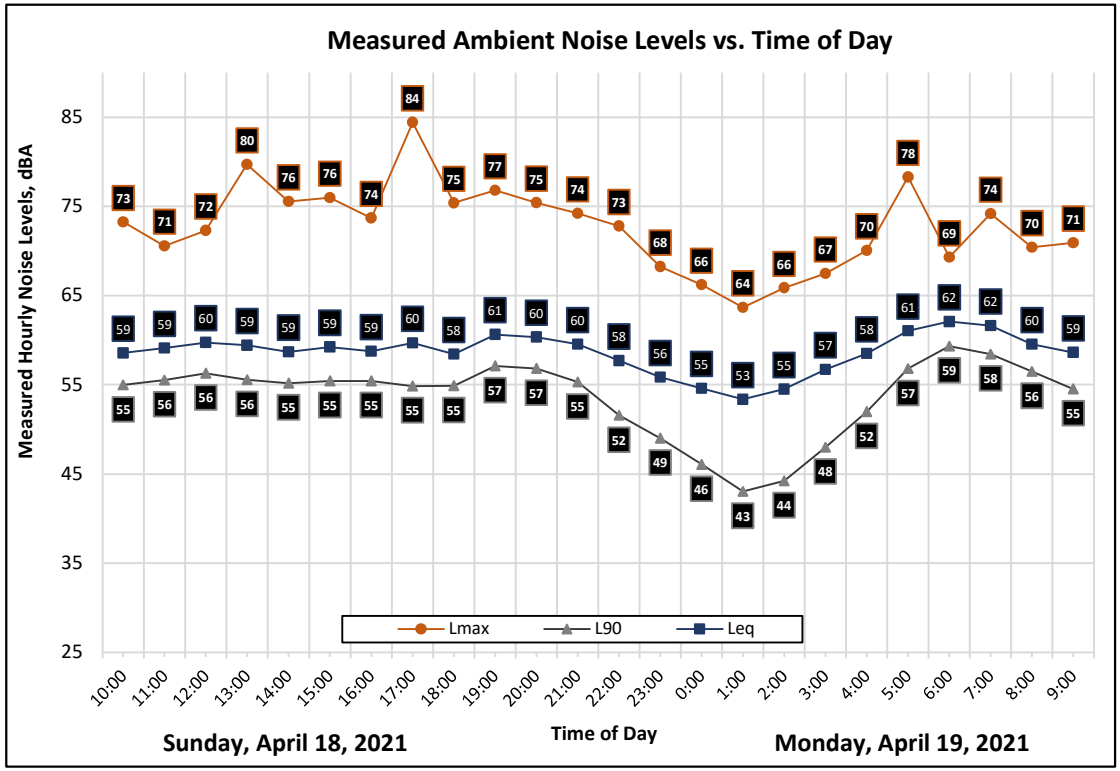


Appendix B3: Continuous Noise Monitoring Results

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

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Sunday, April 18, 2021	10:00	59	73	58	55
Sunday, April 18, 2021	11:00	59	71	58	56
Sunday, April 18, 2021	12:00	60	72	59	56
Sunday, April 18, 2021	13:00	59	80	58	56
Sunday, April 18, 2021	14:00	59	76	58	55
Sunday, April 18, 2021	15:00	59	76	58	55
Sunday, April 18, 2021	16:00	59	74	58	55
Sunday, April 18, 2021	17:00	60	84	58	55
Sunday, April 18, 2021	18:00	58	75	57	55
Sunday, April 18, 2021	19:00	61	77	60	57
Sunday, April 18, 2021	20:00	60	75	59	57
Sunday, April 18, 2021	21:00	60	74	59	55
Sunday, April 18, 2021	22:00	58	73	56	52
Sunday, April 18, 2021	23:00	56	68	54	49
Monday, April 19, 2021	0:00	55	66	53	46
Monday, April 19, 2021	1:00	53	64	51	43
Monday, April 19, 2021	2:00	55	66	52	44
Monday, April 19, 2021	3:00	57	67	55	48
Monday, April 19, 2021	4:00	58	70	57	52
Monday, April 19, 2021	5:00	61	78	60	57
Monday, April 19, 2021	6:00	62	69	62	59
Monday, April 19, 2021	7:00	62	74	61	58
Monday, April 19, 2021	8:00	60	70	59	56
Monday, April 19, 2021	9:00	59	71	58	55

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

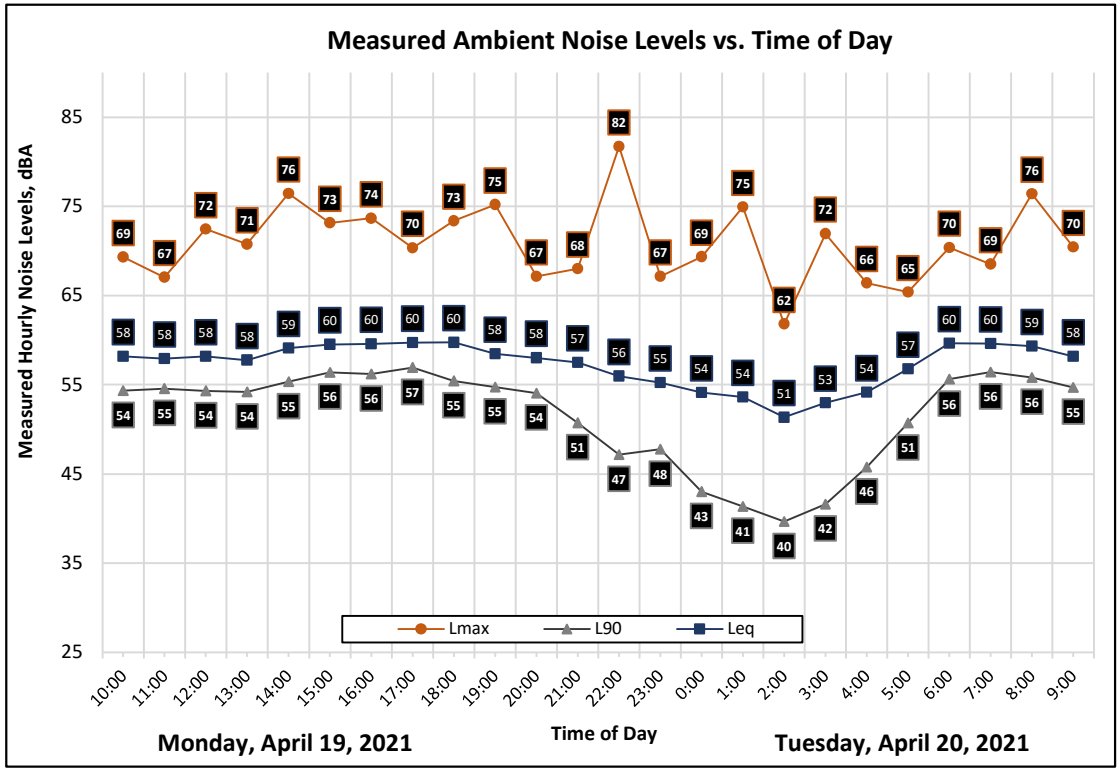


Appendix B4: Continuous Noise Monitoring Results

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

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Monday, April 19, 2021	10:00	58	69	57	54
Monday, April 19, 2021	11:00	58	67	57	55
Monday, April 19, 2021	12:00	58	72	57	54
Monday, April 19, 2021	13:00	58	71	57	54
Monday, April 19, 2021	14:00	59	76	58	55
Monday, April 19, 2021	15:00	60	73	59	56
Monday, April 19, 2021	16:00	60	74	59	56
Monday, April 19, 2021	17:00	60	70	59	57
Monday, April 19, 2021	18:00	60	73	58	55
Monday, April 19, 2021	19:00	58	75	58	55
Monday, April 19, 2021	20:00	58	67	57	54
Monday, April 19, 2021	21:00	57	68	56	51
Monday, April 19, 2021	22:00	56	82	52	47
Monday, April 19, 2021	23:00	55	67	53	48
Tuesday, April 20, 2021	0:00	54	69	51	43
Tuesday, April 20, 2021	1:00	54	75	49	41
Tuesday, April 20, 2021	2:00	51	62	48	40
Tuesday, April 20, 2021	3:00	53	72	50	42
Tuesday, April 20, 2021	4:00	54	66	52	46
Tuesday, April 20, 2021	5:00	57	65	56	51
Tuesday, April 20, 2021	6:00	60	70	59	56
Tuesday, April 20, 2021	7:00	60	69	59	56
Tuesday, April 20, 2021	8:00	59	76	58	56
Tuesday, April 20, 2021	9:00	58	70	58	55

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

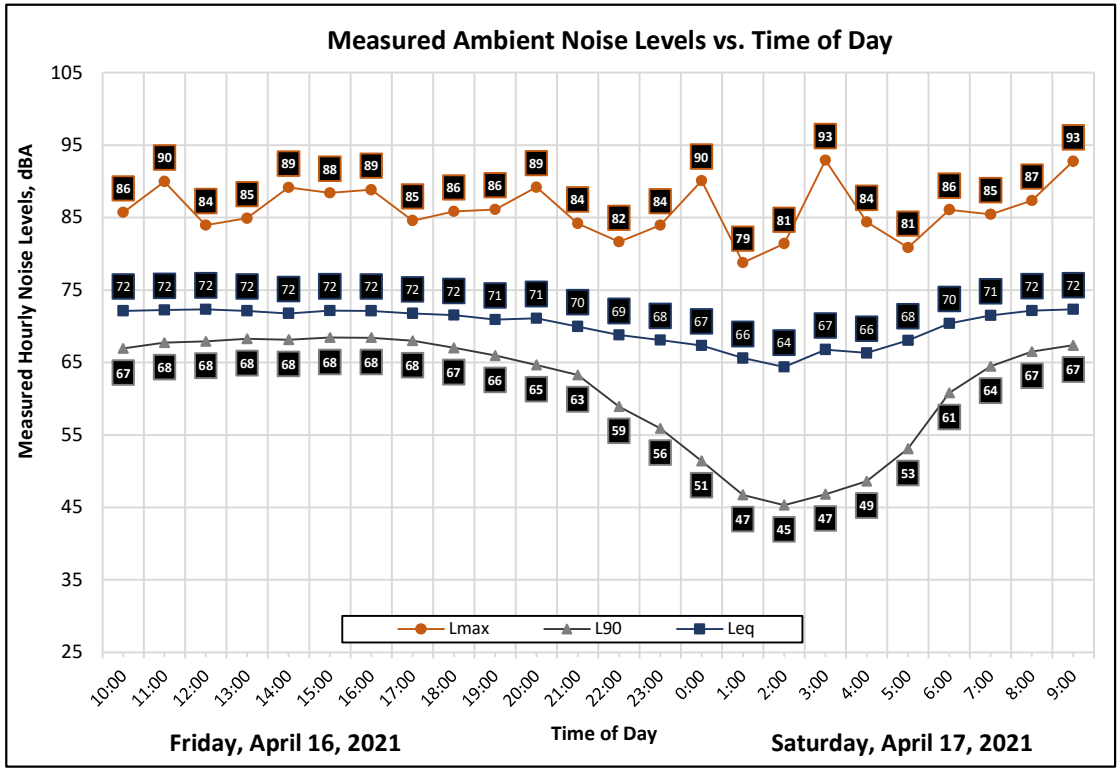


Appendix B5: Continuous Noise Monitoring Results

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

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

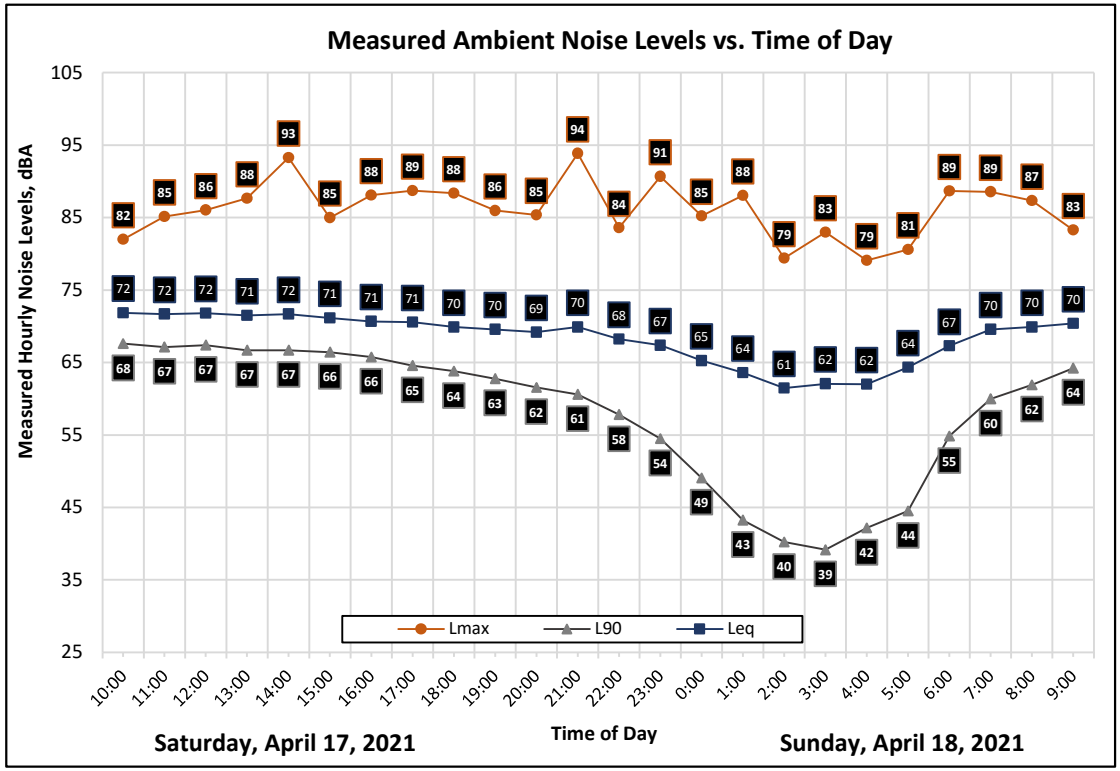


Appendix B6: Continuous Noise Monitoring Results

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

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

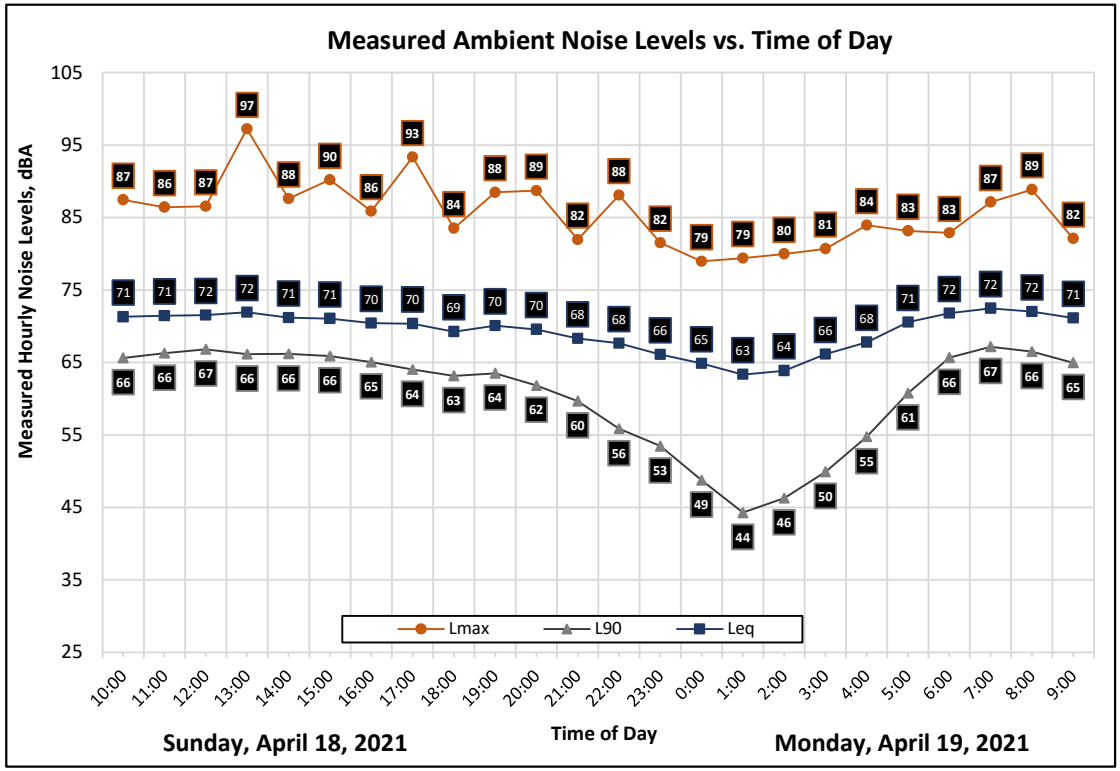


Appendix B7: Continuous Noise Monitoring Results

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

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

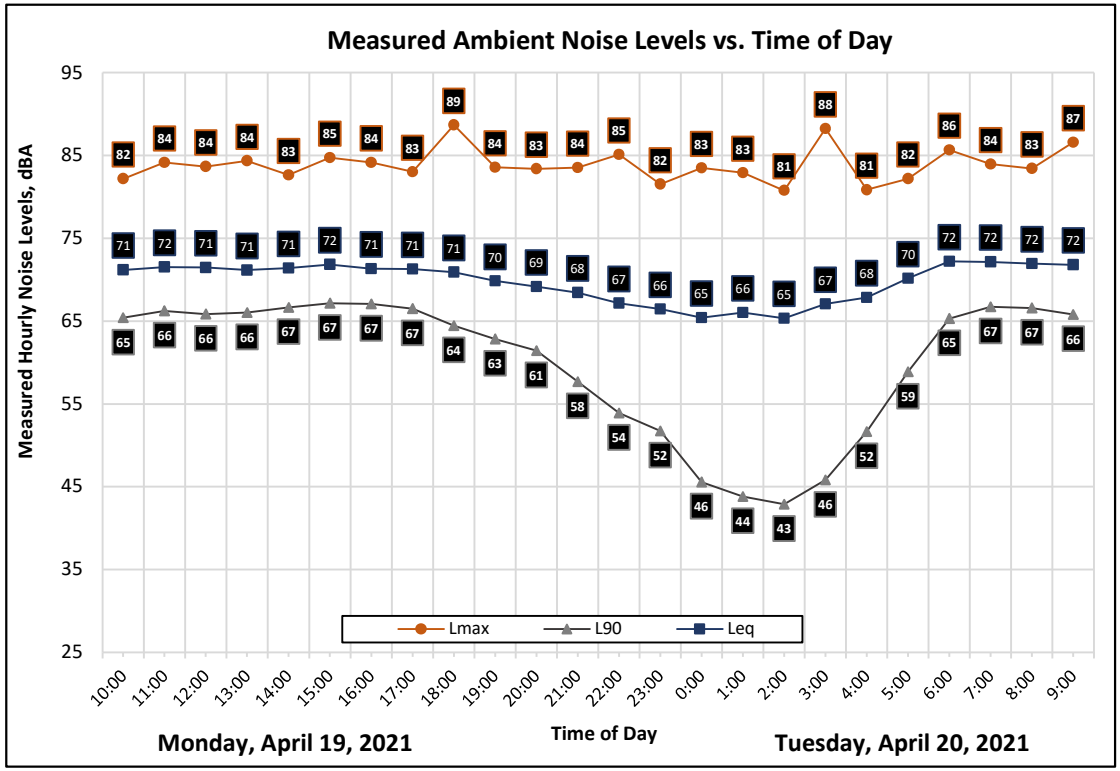


Appendix B8: Continuous Noise Monitoring Results

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

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



Appendix E: Traffic Assessment

KD Anderson & Associates, Inc.
Transportation Engineers

May 18, 2022

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

RE: REVISED TRANSPORTATION IMPACT ASSESSMENT FOR RV CAMPGROUND AT 5847 BRACE RD, LOOMIS, CA

Dear Mr. Taylor:

Thank you for contacting our firm regarding the RV campground you propose in Loomis, CA. As we understand, the project would provide 34 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 guidance for transportation impact 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). The VMT analysis addressed the effects of the project's short-term (i.e., less than 30 days) stay and long-term (more than 30 days) stay elements. 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 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 40 foot corner returns that are preceded or followed

by 150 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.

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, a Campground / RV Park of this size would be expected to generate 7 trips in the a.m. peak hour and 9 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.

In addition, we obtained a recent weekday 24 hr traffic count at an existing RV campground in California that included both short-term and long-term stay components. That site generated 630 daily trips on a day when 246 spaces were occupied and 8% of the spaces were occupied by long-term guests. The equivalent trip generation rate was 2.56 daily trips per occupied space.

Based on the higher rate (i.e., 2.7 daily trips per occupied unit) the proposed project could generate 92 daily trips (i.e., ½ inbound and ½ outbound).

TABLE 1
PROJECT TRIP GENERATION FORECAST

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		34	92	2	5	7	6	3	9
Yosemite Under Canvas DEIR, ESA, June 2020 indicated an average 2.60 daily trips per occupied unit									

The long term stay element of the project might be expected to have trip generation characteristics that differ from those created at locations which had exclusively short-term guests. As a comparison, trip generation forecasts have been made by applying the ITE rate for Mobile Home Parks to the project. As shown in Table 2, the peak hour trip generation forecasts under this alternative are only slightly greater than those made previously, with 6 additional trips in the a.m. peak hour and 11 additional trips in the p.m. peak hour, and 150 more daily trips than the estimate for RV campgrounds. In our opinion this difference would be too small to change the project's effects on the study area circulation system.

TABLE 2
ALTERNATIVE PROJECT TRIP GENERATION FORECAST
ASSUMING MOBILE HOMES TRIP GENERATION RATES

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		34	92	2	5	7	6	3	9
Mobile Home Park	Dwelling unit	1	7.12	21%	79%	0.39	62%	38%	0.58
5847 Brace Road		34	242	3	10	13	12	8	20
Difference			**150**	**1**	**5**	**6**	**6**	**5**	**11**

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/

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). While the Town of Loomis has not yet adopted methods for evaluating VMT nor significance criteria for VMT impacts the Town is working to develop guidelines as a part of its pending General Plan Update.

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.

OPR guideline suggest that it is possible to 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 provisions for affordable housing. This analysis makes use of applicable OPR screening thresholds for this project, as noted below.

Screening Criteria. Projects meeting at least one of the criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

- ***Small Projects:*** Defined as a project that generates 110 or fewer average daily vehicle trips.
- ***Affordable Housing:*** Defined as a project consisting of deed-restricted affordable housing.
- ***Local Serving Retail***: Defined as retail uses of 50,000 square feet or less can be presumed to have a less than significant impact.
- ***Projects in Low VMT-Generating Area:*** Defined as a residential or office project that is in a VMT efficient area (i.e., VMT 15% less than average) based on an available VMT Estimation Tool. The project must be consistent in size and land use type (i.e., density, mix of uses, transit accessibility, etc.) as the surrounding built environment.
- ***Proximity to High Quality Transit.*** The directive notes that employment and residential development located within ½ mile of a high-quality transit corridor can be presumed to have a less than significant impact.

The number of trips generated by the project is one 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 day [1] generally may be assumed to cause a less-than-significant transportation impact.

[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

Because the RV campground project as proposed 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.

Project as Residential Use. The issue of long-term stay has also been considered from a VMT perspective. If the project's spaces are assumed to behave more like typical Mobile Homes, then a different screening criterion under the OPR guidance for a residential use becomes applicable.

The Sacramento Area Council of Governments (SACOG) has identified ***Low VMT generating locations*** within this region, including the Loomis area. The project's location within SACOG region was determined, and the VMT characteristics of the existing residences in this area were identified, as noted in Table 3. The OPR recommended goal is a 15% reduction from the existing average, or 19.67.

TABLE 3
VMT CHARACTERISTICS

SACOG Regional Average	*Town of Loomis Average*	*15% reduction from Loomis Average*	*5347 Brace Road area*		*Reduction Greater than 15%?*
			Reported	*Adjusted for Mobile Home Park*	
20.82	***23.14***	***19.67***	***25.36***	***19.15***	***Yes***

https://sacog.maps.arcgis.com/apps/Compare/index.html?appid=ec67f920461b461f8e32c6a5c3dd85cf
adjustment for Mobile Home Park based on daily trip generation is (7.12/9.43=0.755)

The Loomis RV Campground project is within a VMT "hexagon" in SACOG's mapping, and Table 3 notes the average VMT characteristics for this particular area. The alternative use (i.e., Mobile Home Park) generates fewer daily trips than conventional homes, and as directed by Town staff, it is appropriate to adjust the average VMT rate to account for this difference. The resulting project average is 19.15 VMT. This estimate is below OPR's 15% reduction goal for the Town of Loomis. Thus, the VMT impacts of site use with the characteristics of a Mobile Home Park would not be significant if the entire project was occupied by long term stay guests.

Pedestrian and Bicycle Impacts. It is likely that some persons staying at the RV campground 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.

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.

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 Travel 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.

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 of westbound traffic approaching the intersection and the view for eastbound drivers looking at west bound traffic is not restricted by the horizontal alignment.

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 contest 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:

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 4 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., 6 to 12 vph) turned left this would represent around 1% of 640 advancing vehicles.

TABLE 4 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 40 foot curb return radii and 150 foot long tapers in advance of and following 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. The design satisfies 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 criterion 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 as anticipated could add less than 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 suggest in the Circulation Element for Brace Road west of I-80 in the future. As noted earlier, under the alternative that assumes Mobile Home Park rates for long term stays the estimate would be 242 daily trips. Because conditions with and without the project would be LOS F in the future, 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 Towns permits an increase of up to 5% of the roadway capacity. In this case the daily traffic volume added by the project would be roughly 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 contest 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 peak hour 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 campground of this size would be expected to generate 92 daily trips (½ in and ½ out) with 7 trips in the a.m. peak hour and 9 trips in the p.m. peak hour.
2. If long term stay guests are assumed to generate trips at rates that are similar to a Mobile Home park, then a site with all long term stays would be 242 daily trips, with 13 trips in the a.m. peak hour and 20 trips in the p.m. peak hour.
3. The impacts of the proposed project are not significant under CEQA based on SR 743 requirements for evaluation based on Vehicle Miles Traveled (VMT).
4. The effects of the project on traffic operations are consistent with the goals and policies of the Town of Loomis General Plan.
5. 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.
6. 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.
7. 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 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.
8. The project plan includes entrance curb returns with 40 ft radii and 150-foot approach tapers. These features satisfy Town standard plan Sheet H-15 for 40 mph design.
9. 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

5847 Brace Road RV Campground Assessment.ltr

KDA

VICINITY MAP

KD Anderson & Associates, Inc.
Transportation Engineers

3468-001 RA 12/14/2020

attachment 1

CONTEXTUAL MAP FOR – APN: 044–150–047
5847 BRACE ROAD
LOOMIS, CA
PLACER COUNTY

OWNER/DEVELOPER:
JARED TAYLOR
GOLDEN PROPERTY DEVELOPMENT LLC

ENGINEER:
GEORGE ATTEBERRY, P.E.
ATTEBERRY & ASSOCIATES
PO BOX 5396 AUBURN CA 95604

SERVICE PROVIDERS:
ELECTRIC – PGE
GAS – PGE
WATER – PCWA
SEWER – ONSITE DISPOSAL
PHONE – ATT
CATV – WAVE BROADBAND
GARBAGE– RECOLOGY AUBURN
FIRE – SOUTH PLACER FIRE
POLICE – PLACER COUNTY SHERIFF

LAND USE/ZONING (EXISTING/PROPOSED):
TD/CT = TOURIST/DESTINATION COMMERCIAL

LAND AREA: 3.2+/– ACRES

SITE COVERAGE/BUILDING AREA: N/A

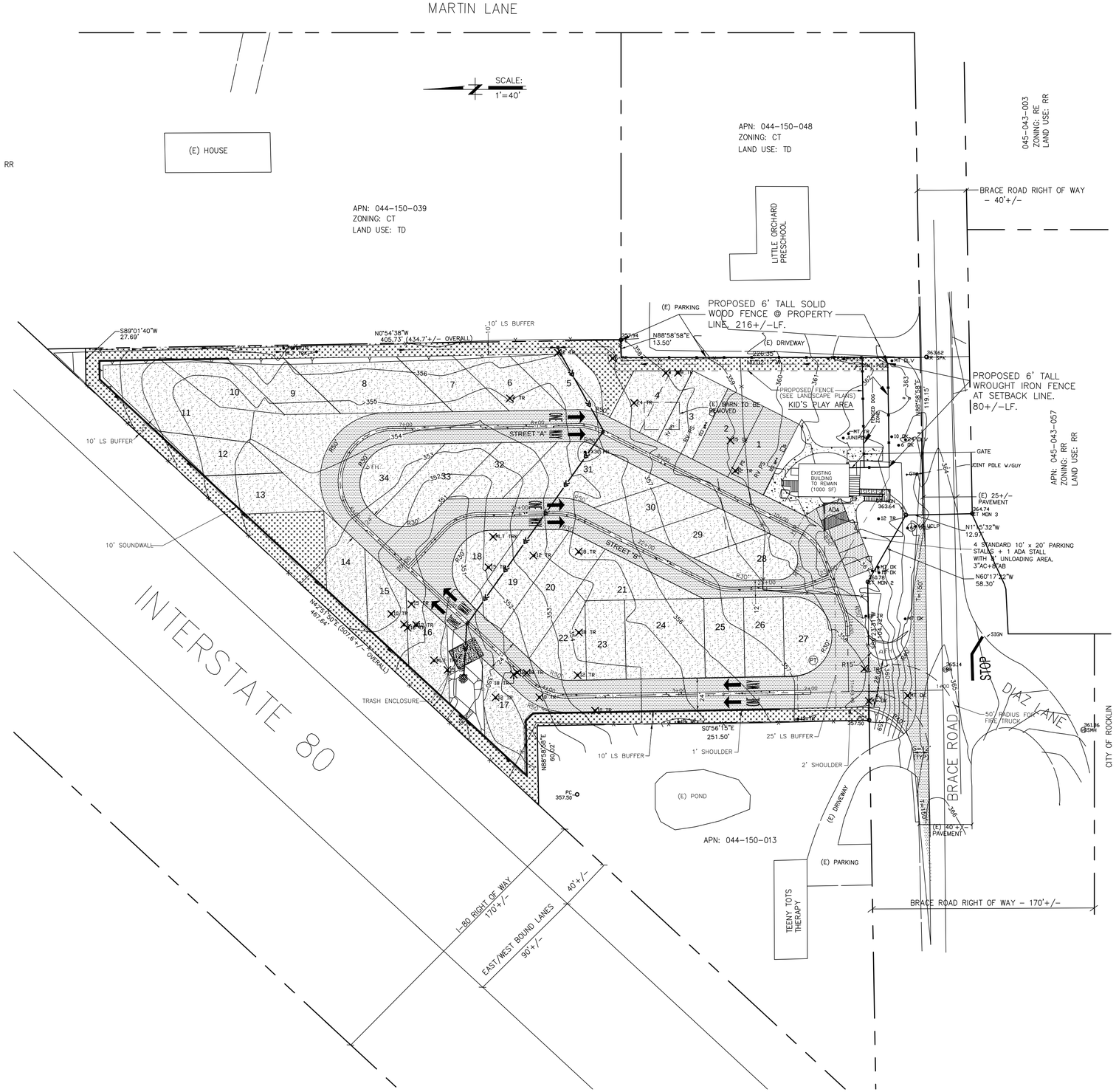
NUMBER OF UNITS: 34 RV SPACES (1800SF min.)

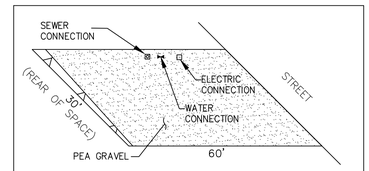
PARKING: FOUR STANDARD STALLS + ONE VAN ACCESSIBLE ADA STALL

LEGEND

- 30' x 60' STD 1800sf (TOWN MIN SIZE) — STANDARD SPACE (13 TOTAL)
- 45 degree 1800sf (TOWN MIN SIZE) — STANDARD DIAGONAL SPACE (21 TOTAL)

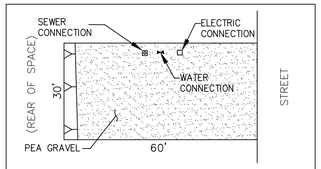
CT	TOURIST/ DESTINATION COMMERCIAL
RE	RESIDENTIAL ESTATE
RR	RURAL RESIDENTIAL
TD	TOURIST/ DESTINATION COMMERCIAL
FH	FIRE HYDRANT
	PROPOSED 3" A.C. + 8" CLASS II A.B. PAVEMENT
	PROPOSED CONCRETE
	PEA GRAVEL SURFACE
	LANDSCAPE (L.S.) AREA
	PROPOSED AREA DRAIN
	PROPOSED STORM DRAIN
	PROPOSED SANITARY SEWER
	PROPERTY LINE
	PROPOSED SWALE LINE
X	TREE TO BE REMOVED





NOTE: SMALL 2:1 max CUT OR FILL SLOPE @ REAR OF LOT ON PERIMETER SPACES. SEE GRADING PLAN FOR LOCATIONS

TYPICAL DIAGONAL BACK–IN SPACE
NTS



NOTE: SMALL 2:1 max CUT SLOPE @ REAR OF LOT ON PERIMETER SPACES. SEE GRADING PLAN FOR LOCATIONS

TYPICAL RECTANGULAR BACK–IN SPACE
NTS

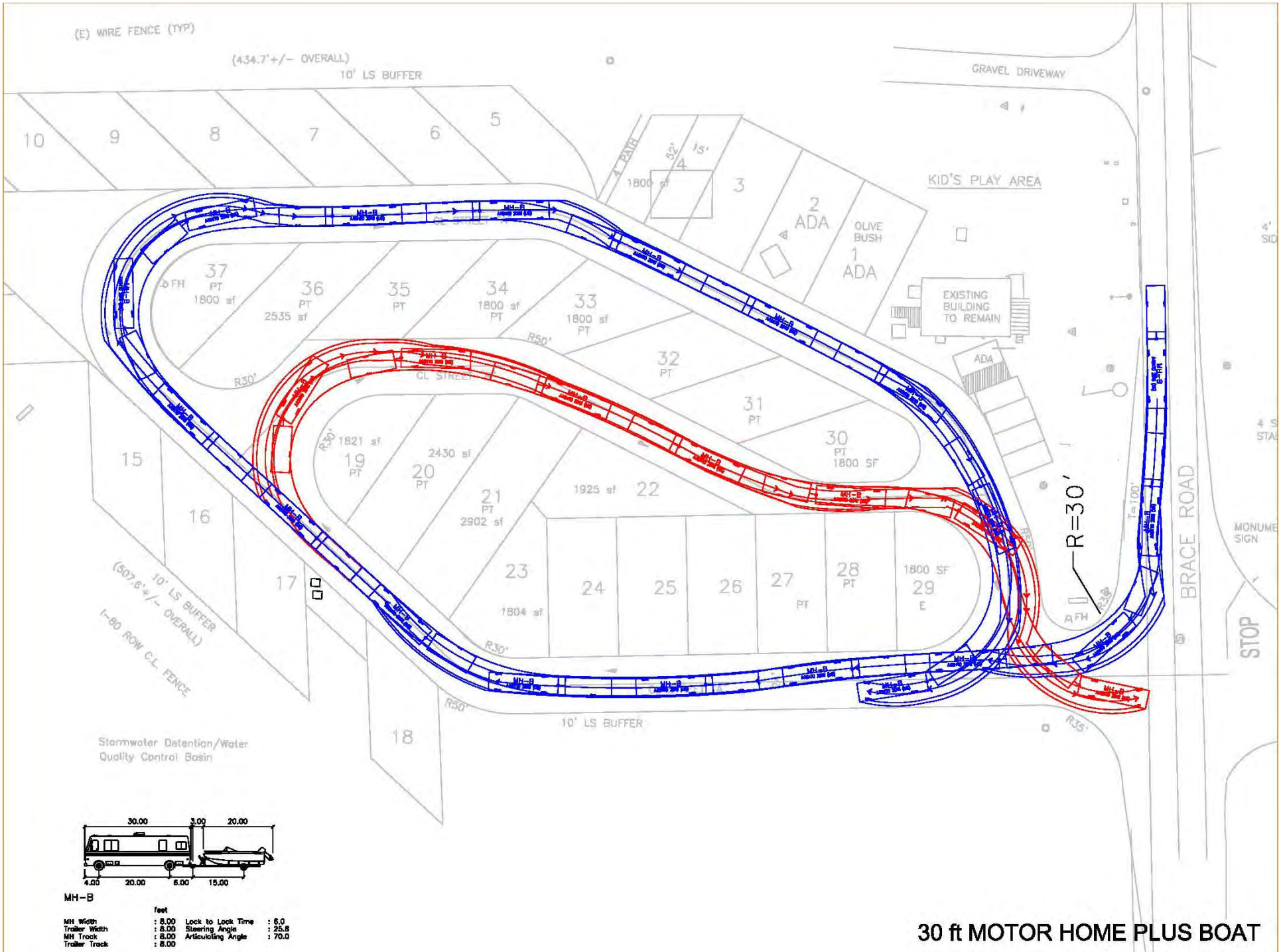
scale
H: 1"=40'
V:

designed GHA
drawn MPM
checked GHA

county approval signature
date
date
revisions

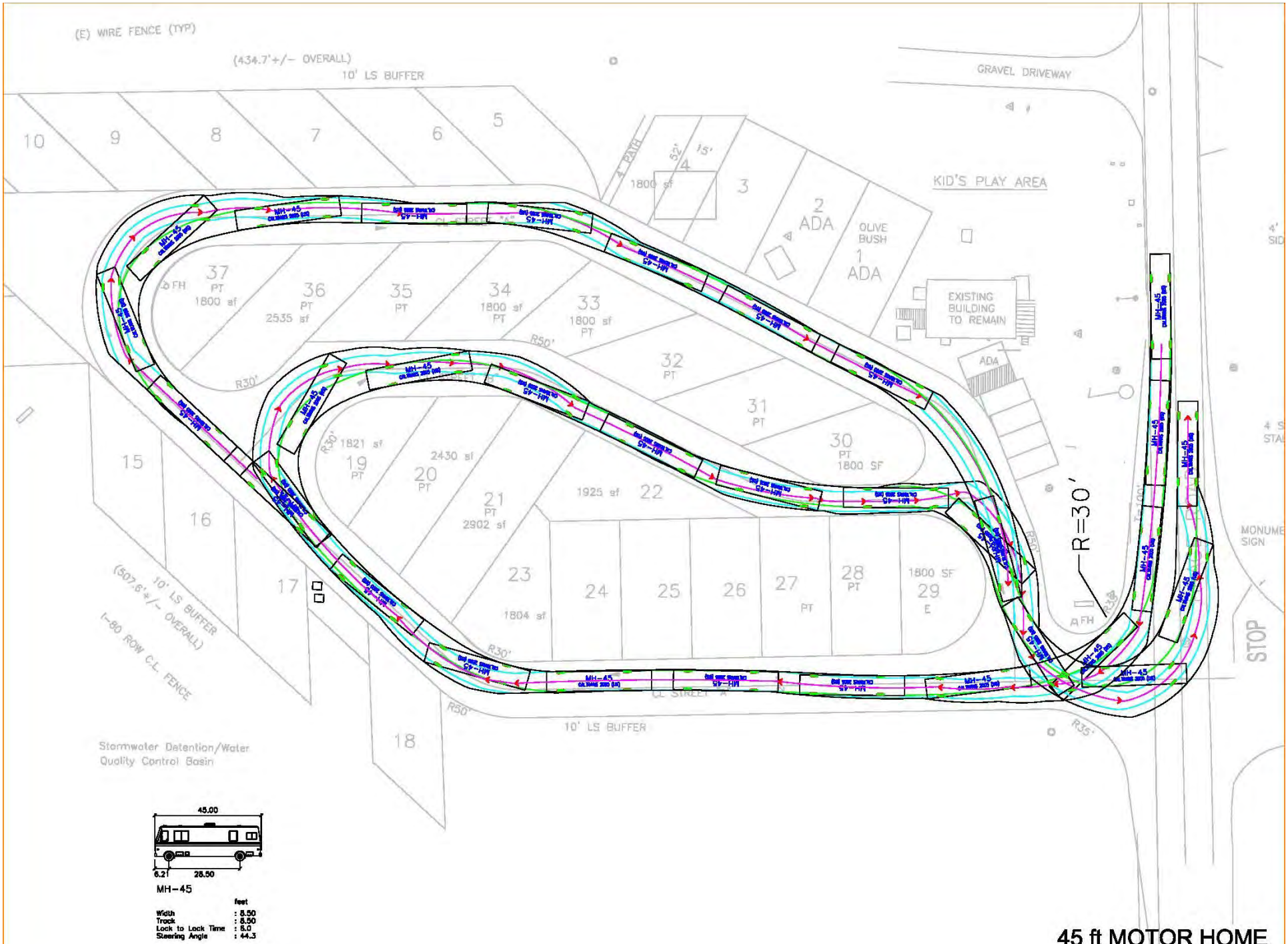
REGISTERED PROFESSIONAL ENGINEER
GEORGE H. ATTEBERRY
No 31419
LICENSE EXPIRATION ON 12/31/22
CIVIL
STATE OF CALIFORNIA

Context Map 2

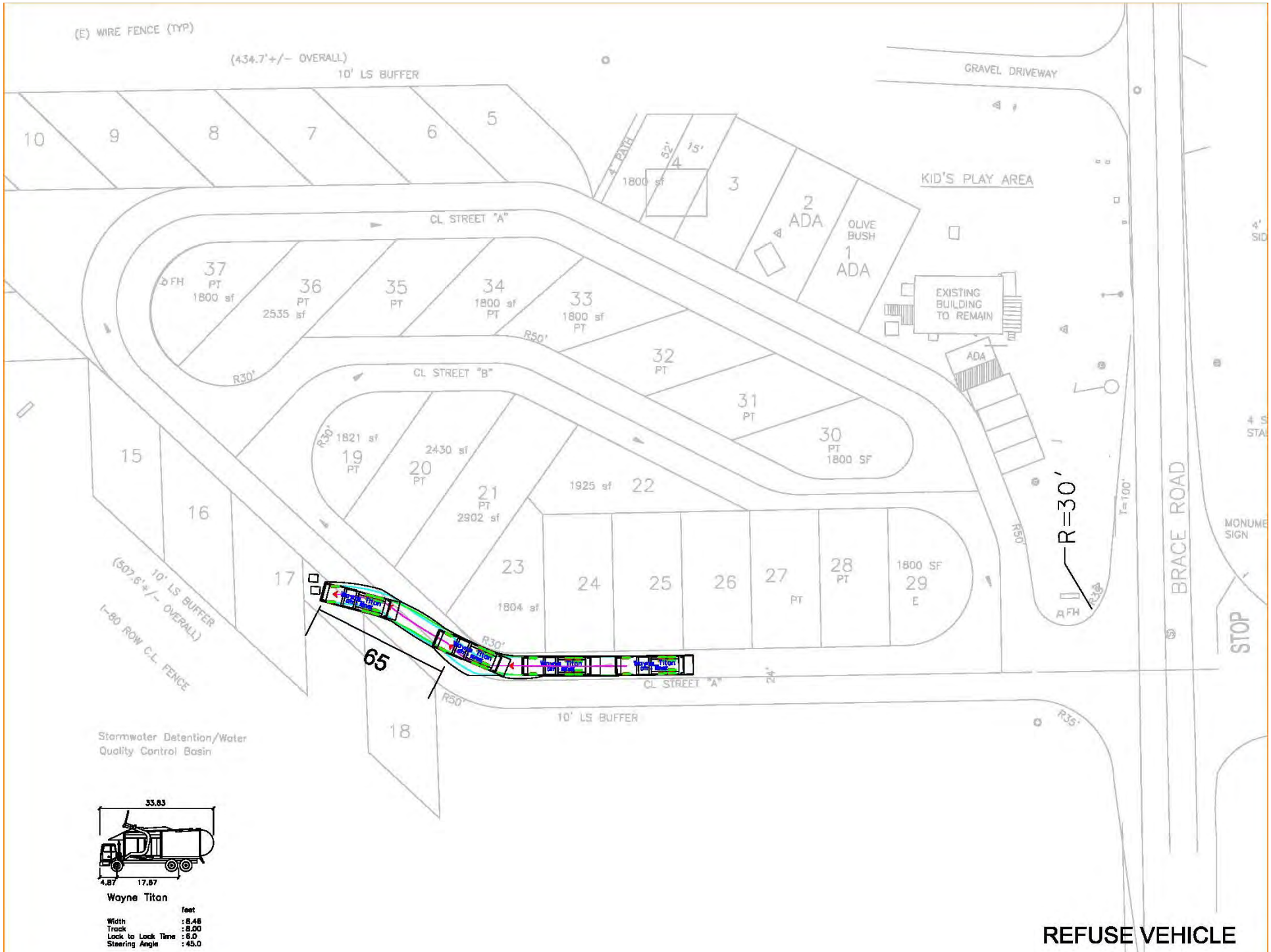


30 ft MOTOR HOME PLUS BOAT

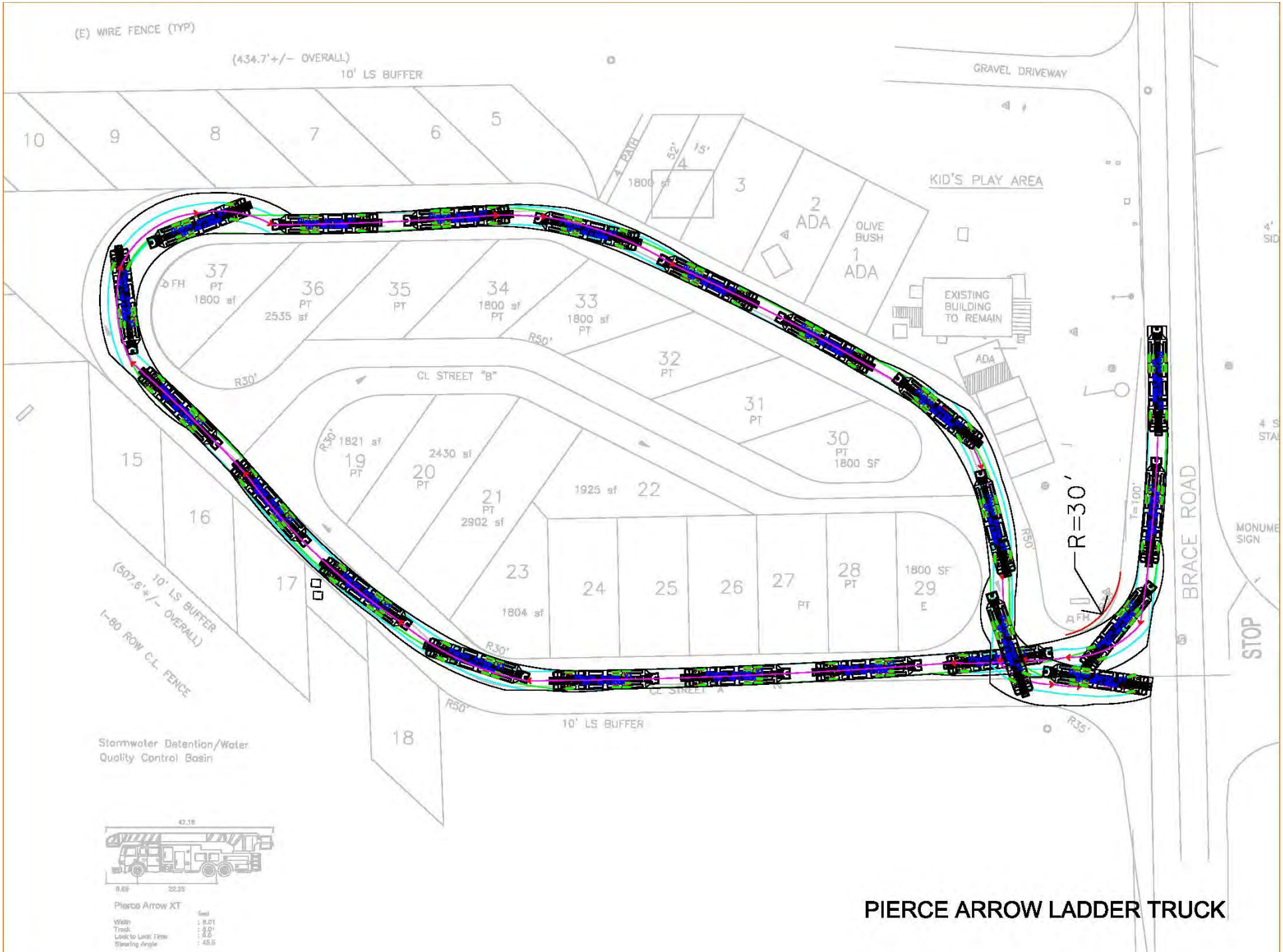
attachment 3



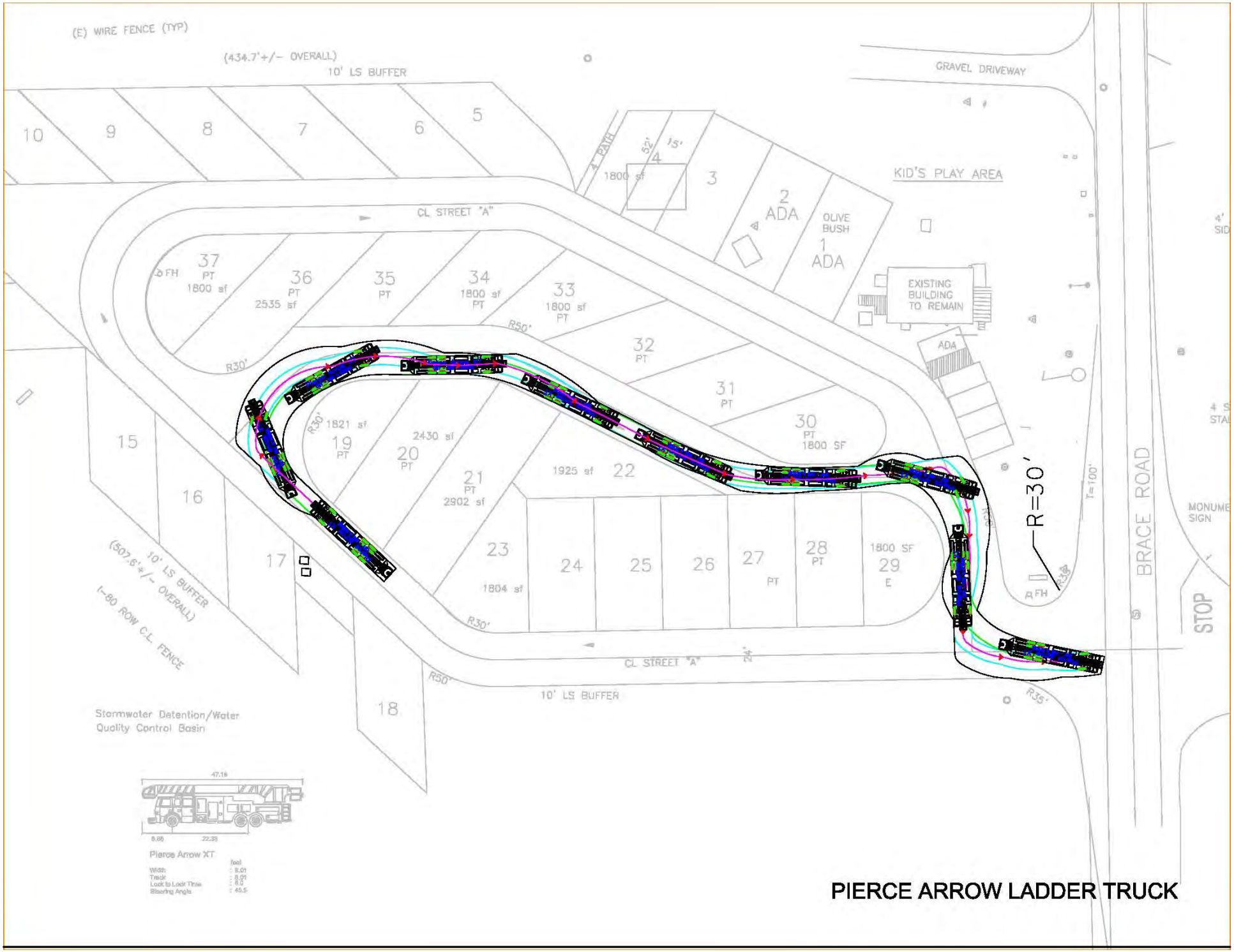
attachment 4



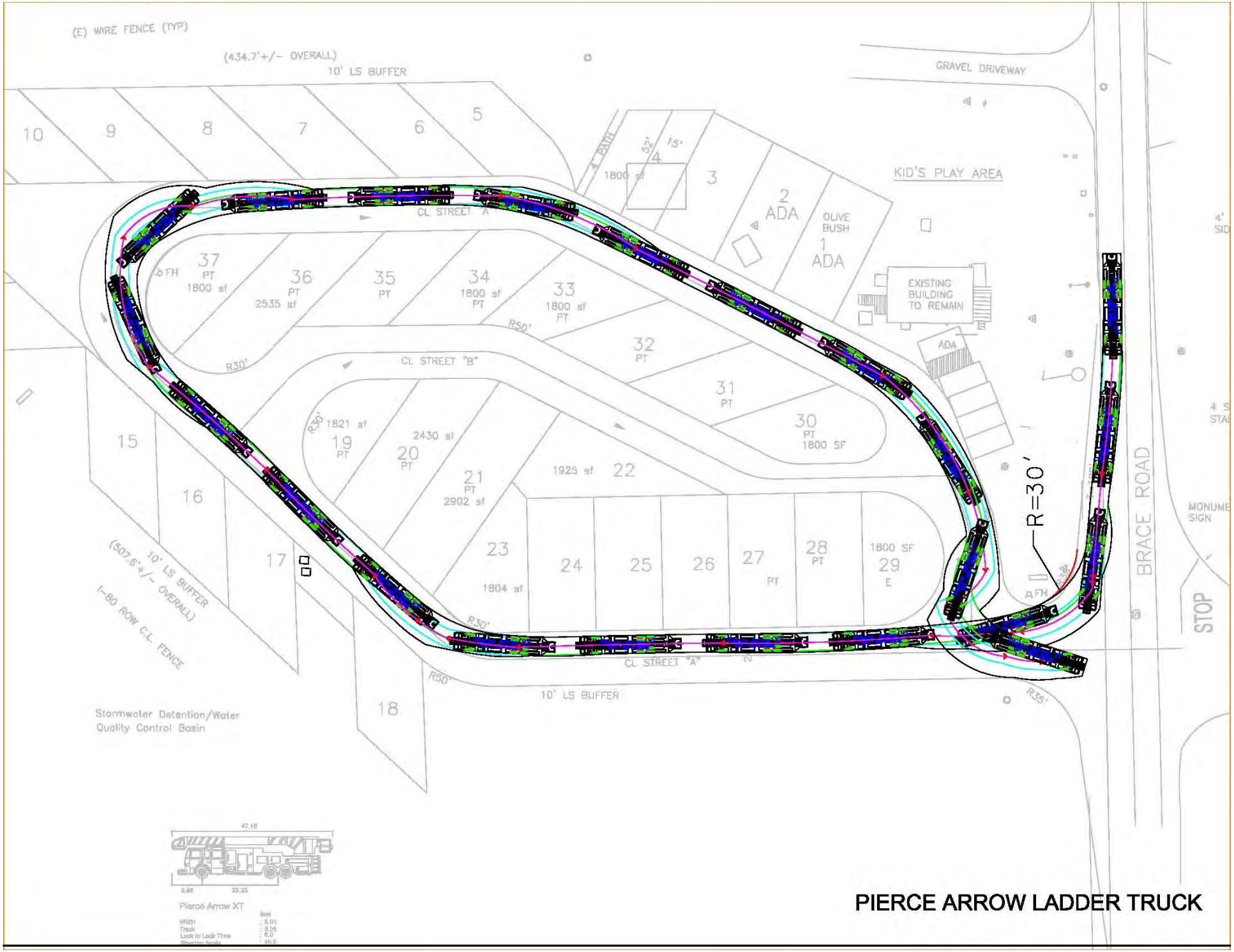
attachment 5



attachment 6



attachment 7



attachment 8

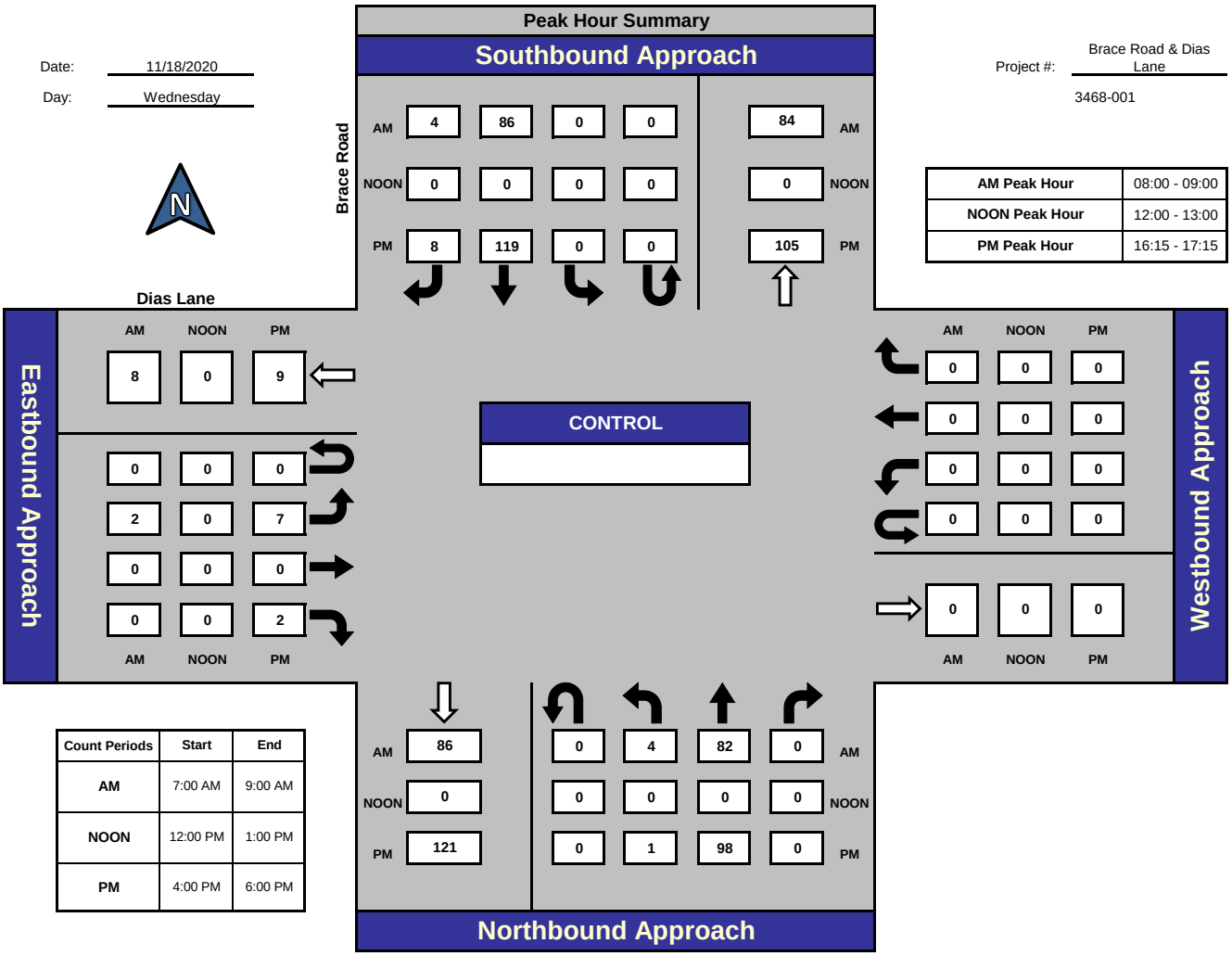
Brace Road & Dias Lane

Date: 11/18/2020

Day: Wednesday

Project #: Brace Road & Dias Lane

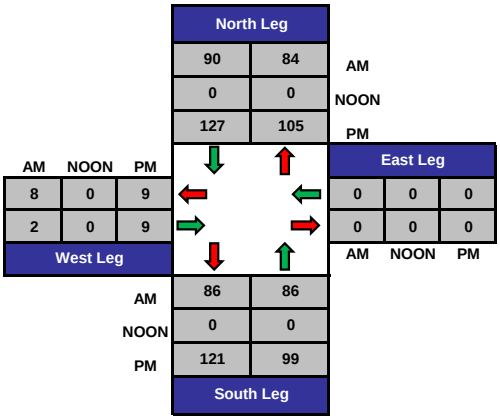
3468-001



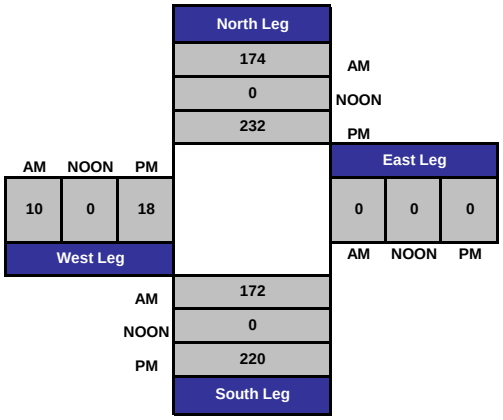
AM Peak Hour	08:00 - 09:00
NOON Peak Hour	12:00 - 13:00
PM Peak Hour	16:15 - 17:15

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.

3468-001

Placer County
(916) 660-1555
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

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

Unshifted Count = All Vehicles & Uturns

	Brace Road Southbound					Dias Lane Westbound					Brace Road Northbound					Dias Lane Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	10	1	0	11	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	14	0
7:15	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24	0
7:30	0	17	1	0	18	0	0	0	0	0	2	21	0	0	23	1	0	2	0	3	44	0
7:45	0	19	1	0	20	0	0	0	0	0	1	22	0	0	23	1	0	1	0	2	45	0
Total	0	59	3	0	62	0	0	0	0	0	3	56	0	0	59	3	0	3	0	6	127	0
8:00	0	19	1	0	20	0	0	0	0	0	2	19	0	0	21	0	0	0	0	0	41	0
8:15	0	24	1	0	25	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	44	0
8:30	0	17	1	0	18	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	38	0
8:45	0	26	1	0	27	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	55	0
Total	0	86	4	0	90	0	0	0	0	0	4	82	0	0	86	2	0	0	0	2	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
12:15	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
12:45	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
16:00	0	29	0	0	29	0	0	0	0	0	1	22	0	0	23	2	0	1	0	3	55	0
16:15	0	26	2	0	28	0	0	0	0	0	0	28	0	0	28	1	0	1	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	2	56	0
16:45	0	27	5	0	32	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	56	0
Total	0	113	7	0	120	0	0	0	0	0	1	96	0	0	97	6	0	2	0	8	225	0
17:00	0	35	1	0	36	0	0	0	0	0	1	24	0	0	25	3	0	1	0	4	65	0
17:15	0	21	1	0	22	0	0	0	0	0	1	27	0	0	28	3	0	1	0	4	54	0
17:30	0	17	0	0	17	0	0	0	0	0	0	26	0	0	26	1	0	1	0	2	45	0
17:45	0	27	7	0	34	0	0	0	0	0	1	22	0	0	23	1	0	1	0	2	59	0
Total	0	100	9	0	109	0	0	0	0	0	3	99	0	0	102	8	0	4	0	12	223	0
Grand Total	0	358	23	0	381	0	0	0	0	0	11	333	0	0	344	19	0	9	0	28	753	0
Apprch %	0.0%	94.0%	6.0%	0.0%		0.0%	0.0%	0.0%	0.0%		3.2%	96.8%	0.0%	0.0%		67.9%	0.0%	32.1%	0.0%			
Total %	0.0%	47.5%	3.1%	0.0%	50.6%	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%	3.7%	100.0%	

AM PEAK HOUR	Brace Road Southbound					Dias Lane Westbound					Brace Road Northbound					Dias Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	19	1	0	20	0	0	0	0	0	2	19	0	0	21	0	0	0	0	0	41
8:15	0	24	1	0	25	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	44
8:30	0	17	1	0	18	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	38
8:45	0	26	1	0	27	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	55
Total Volume	0	86	4	0	90	0	0	0	0	0	4	82	0	0	86	2	0	0	0	2	178
% App Total	0.0%	95.6%	4.4%	0.0%		0.0%	0.0%	0.0%	0.0%		4.7%	95.3%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		
PHF	.000	.827	1.000	.000	.833	.000	.000	.000	.000	.000	.500	.759	.000	.000	.768	.250	.000	.000	.000	.250	.809

NOON PEAK	Brace Road Southbound					Dias Lane Westbound					Brace Road Northbound					Dias Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 12:00 to 13:00																					
Peak Hour For Entire Intersection Begins at 12:00																					
12:00 PM	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
12:30	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
Total Volume	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%		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

PM PEAK HOUR	Brace Road Southbound					Dias Lane Westbound					Brace Road Northbound					Dias Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	26	2	0	28	0	0	0	0	0	0	28	0	0	28	1	0	1	0	2	58
16:30	0	31	0	0	31	0	0	0	0	0	0	23	0	0	23	2	0	0	0	2	56
16:45	0	27	5	0	32	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	56
17:00	0	35	1	0	36	0	0	0	0	0	1	24	0	0	25	3	0	1	0	4	65
Total Volume	0	119	8	0	127	0	0	0	0	0	1	98	0	0	99	7	0	2	0	9	235
% App Total	0.0%	93.7%	6.3%	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%		
PHF	.000	.850	.400	.000	.882	.000	.000	.000	.000	.000	.250	.875	.000	.000	.884	.583	.000	.500	.000	.563	.904