
2. Staff-Recommended Project Description

2.1 Introduction

The Town of Loomis directed preparation of a Draft Environmental Impact Report (2018 DEIR), which was circulated for the proposed Loomis Costco project in June 2018 (SCH#20170052077). In response to comments on the 2018 DEIR related to transportation, the Town prepared a Recirculated DEIR (2019 RDEIR) to analyze a revised site plan that provided three options for access to the project site. Based on the detailed analysis in the 2018 DEIR and 2019 RDEIR and comments on the 2019 RDEIR, the Town has prepared a staff-recommended Project Description for consideration by the Town Council as a part of this Final EIR (FEIR).

2.2 Project Site Location

The proposed project site is located southeast of the intersection of Sierra College Boulevard and Brace Road in the Town of Loomis, in Placer County. The project site consists of seven parcels, identified as Assessor's Parcel Numbers 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037.

2.3 Proposed Project

The staff-recommended Project Description was analyzed as a part of the Town's environmental review, including the proposed uses, as well as the proposed site access, which would include the following.

2.3.1 Warehouse and Fueling Station

The project (Figure 2-1) includes a warehouse retail store and an associated fueling station. The warehouse structure would provide up to approximately 155,000 square feet of floor space, including a 5,478-square-foot tire center. The warehouse would be located near the northern boundary of the project site, while the fueling station would be located in the southwestern corner of the site. The 2018 DEIR included analysis of a 152,101 square-foot warehouse, but the 2019 RDEIR includes analysis of the up-to-155,000-square-foot warehouse facility that is considered in this FEIR. The tire center would include tire sales and a tire installation facility with five bays that face east to allow Costco employees to drive cars into the installation facility. The loading dock for the Costco warehouse would be located on the southwest side of the warehouse, away from residential uses located north and east of the project site.

The fueling station would be located in the southwest corner of the project site, adjacent to Sierra College Boulevard. The station would include a 7,560-square-foot canopy and a 106-square-foot controller enclosure that would be located on the southern portion of the station's landscape planter.

The fueling station would contain five covered fueling bays, each with up to three, two-sided fuel dispensers for a total fueling capacity for 30 dispensers. The fueling dispensers would be fully automated and self-service for Costco members only, with a Costco attendant present to oversee operations and assist members with problems. Fuel would be stored in three underground tanks installed along the perimeter of the station. The 2018 DEIR included 24 fuel positions and this FEIR includes the 30 fueling dispensers that were analyzed as a part of the 2019 RDEIR. Fuel would be stored in three underground tanks installed along the perimeter of the station.

The warehouse building would be set back approximately 66 feet from Sierra College Boulevard, the western perimeter of the project site. This setback area would include a 20-foot landscaped parkway and drive aisle for delivery trucks. Along Brace Road, the northern perimeter, the project plan proposes a 60-foot building setback, including a 30-foot drive aisle and a 20-foot landscape buffer/drainage bioswale. Based in part on a February 10th, 2020 letter from Placer County, a 50-foot setback has been included in the Final EIR Project Description from an existing public water well serving the adjacent Sierra Meadows Apartments. The project will be conditioned to fulfill requirements outlined in California's Water Well Standards, Bulletin 74-81 and 74-90 to maintain a minimum separation distance between the well and any potentially contaminating activities associated with the project in consultation with the Placer County Environmental Health Department.

The eastern and southern portions of the project site would contain surface parking, landscaping and a bioswale, which would provide setbacks of 33 feet and 20 feet, respectively, from the adjacent property line.

2.3.2 Site Access

As noted, after reviewing comments on the 2018 DEIR requesting additional site access points, the Town provided a set of responsive site access options, which were analyzed in the 2019 RDEIR, and included:

- **Project Driveway Access Option 1A**
 - An unsignalized right-in/right-out only on Brace Road (western Brace Road access)
 - A new signalized intersection on Sierra College Boulevard with site access
 - An unsignalized full access on Brace Road (eastern Brace Road access)
- **Project Driveway Access Option 1B**
 - An unsignalized right-in/right-out only on Brace Road (western Brace Road access)
 - A new signalized intersection on Sierra College Boulevard with site access
 - A roadway connection between the south side of the Costco site and Granite Drive
- **Project Driveway Access Option 1C**
 - An unsignalized right-in/right-out only on Brace Road (western Brace Road access)
 - A new signalized intersection on Sierra College Boulevard with site access
 - An unsignalized full access on Brace Road (eastern Brace Road access)
 - A roadway connection between the south side of the Costco site and Granite Drive

2.3.2.1 Final EIR Site Access

Following a review of the detailed transportation analysis presented in the 2018 DEIR, the analysis of additional site access options in the RDEIR, and comments on the RDEIR from neighboring residents, the Town has determined that site access will be provided as described in the original 2018 DEIR, with the exception of a gated emergency access to Brace Road, which was not included in the 2018 DEIR Project Description. Site Access Option 1D includes:¹

- Signalized intersection on Sierra College Boulevard located approximately 750 feet south of Brace Road and 625 feet north of Granite Drive (measured centerline to centerline)
- Unsignalized right-in right-out driveway on Brace Road approximately 280 feet east of Sierra College Boulevard, as measured from the centerline of Sierra College Boulevard to the center of the proposed driveway
- Gated emergency access to Brace Road located approximately 675 feet east of Sierra College Boulevard (measured from Sierra College Boulevard curb to west curb of access)

2.3.2.1.1 Sierra College Boulevard Access

The signalized intersection with Sierra College Boulevard will include a northbound right-turn lane with right-turn signal overlap, one eastbound (entry) lane to the Costco site and three westbound (exit) lanes (interim dual left-turns and a separate right-turn). The new intersection will be designed to accommodate a potential fourth approach (west leg) to serve potential future development on the vacant lot to the west.

2.3.2.1.2 Brace Road Access

The Brace Road driveway would serve entering warehouse delivery trucks during the daytime that would then exit the site at the new signalized primary access along Sierra College Boulevard. Delivery trucks will use the Sierra College Boulevard intersection at night. Street frontage improvements would be constructed along both Sierra College Boulevard and Brace Road and would include new curbs, gutters, and sidewalks.

¹ The Town has also included the potential for a roadway connection between the south side of the Costco site and Granite Drive as Condition of Approval 19. This is required only if access between the Costco property and Granite Drive is sought by the City of Rocklin and the adjacent landowner. The resulting site plan, with access to the adjacent property in Rocklin, was studied in the 2019 RDEIR as Option 1B.

2.3.2.1.3 Granite Drive Access

Should the City of Rocklin grant access, in coordination with the City of Rocklin, Costco will be conditioned to construct driveway access to the edge of the Costco property that would connect to access provided as a part of an anticipated development involving the adjacent property, and would ultimately provide another access point for the project to and from Granite Drive. With Costco, City of Rocklin, and Town approval of the connection location, the Granite Drive connection to the Costco site will be aligned with a connection constructed on this adjacent property. The connection to Granite Drive will be located approximately 165 feet east of the existing private driveway access on the north side of Granite Drive serving McDonald's and Chevron (distance measured from east curb existing driveway to west curb of proposed of north-south drive aisle).

2.3.2.1.4 Emergency Access

The gated emergency access on Brace Road would be accessible to all emergency responders and the Town, and would be restricted to use in the case of an emergency requiring access to the site by emergency responders or the need to evacuate people and/or vehicles from the site.

2.3.2.2 Rationale for the Final EIR Site Access Strategy

2.3.2.2.1 Outreach and Revisions in Response to Comments on the 2018 Draft EIR

As noted, the additional site access options were added as a part of the 2019 RDEIR to be responsive to comments received on the 2018 DEIR and during meetings with the City of Rocklin. The July 25th, 2018 comment letter submitted by an attorney for the City of Rocklin indicated that the City would prefer additional access points and observed that other Costco sites in the region have additional access. Following release of the 2018 DEIR and review of comments, the Town invited additional input on site access and circulation from the City of Rocklin and other parties, and participated in several meetings to ensure that requests were incorporated into the project design, where these requests could further improve circulation.

Several other individuals and organizations submitted comment letters on the 2018 DEIR requesting either access from Granite Drive or an additional access from either Granite Drive or Brace Road, including Patrick Luzuriaga in a June 8th, 2018 letter; Karen Gribble in a July 23rd, 2018 letter; Candace Delcarlo in a July 25th, 2018 letter; Leigh Chavez from Placer County in a July 24th, 2018 letter; and an attorney for Daljit Bains in a July 24th, 2018. During meetings between the Town of Loomis and City of Rocklin, the City first suggested a second access point on Brace Road, and then a second access at Granite Drive. Following meetings and new transportation analysis, the options of a second, easterly Brace Road access and a southern Granite Drive access were proposed and analyzed in the RDEIR.

2.3.2.2.2 Revisions in Response to Comments on the 2018 Draft EIR

Following public review of the 2019 RDEIR, the Town reviewed the comments submitted, many of which relate to site access and circulation. Several commenters expressed opposition related to merits of including the easterly Brace Road access – one of the access options that was added in response to comments on the 2018 DEIR. These include: a February 10th, 2020 letter from Adam Noorani; a February 5th, 2020 letter from Anna Nakashoji; a February 8th, 2020 letter from Cheryl Benson; a February 9th, 2020 letter from Cheryl Benson; a February 11th, 2020 letter from Gerald Neal; a February 10th, 2020 letter from Sonja Cupler; a December 27th, 2019 letter from Sandra Granada; a February 9th, 2020 letter from Richard Jackson; a February 10th, 2020 letter from the organization identified as "Citizens Object"; a February 10th, 2020 letter from an attorney for Daljit Bains; and a February 10th, 2020 letter from Robert Auguscik. Two of these letters included neighborhood petitions, with 190 and 196 signatures, respectively, expressing opposition to the second access driveway on Brace Road. One of these letters suggested the use of the second access driveway on Brace Road as an emergency access only would be supported. These comment letters are included in their entirety in Section 3 of this Final EIR.

2.3.2.2.3 Conclusion of the Town's Outreach, Collaboration, and Analysis

The multiple rounds of transportation analysis provide the findings necessary to support the Town's consideration of this final site access strategy. Please see Sections 3 and 4 of this FEIR for more detail. Based on the analysis presented in the 2018 DEIR and the 2019 RDEIR, discussions with the City of Rocklin, which no longer supports either of their previously suggested access points at Granite Drive or Brace Road, and additional analysis of access options, detailed review of comments received on the Town's EIRs, the Town has determined that the optimal site access strategy would include a signalized intersection on Sierra College Boulevard; an unsignalized right-in right-out driveway on Brace Road approximately 280 feet east of Sierra College Boulevard; a future connection between the southern portion of the project site and Granite Drive, should the City of Rocklin approve access; and a gated emergency access to Brace Road located approximately 675 feet east of Sierra College Boulevard. This site access strategy ensures against any safety-related traffic hazards, provides the best balance between the need for access and neighbor's concerns related to traffic and traffic noise, appropriately takes into

account both existing land use and future development of property in Rocklin, and provides additional access in the case of emergencies. Restricting the secondary, easterly Brace Road access to emergency situations only would address concerns expressed in comments on the RDEIR related to headlights associated with vehicles using this access point.

2.3.3 Additional Transportation Improvements

As with the Project Description included in the RDEIR, in conjunction with site development, Costco would provide street frontage improvements along Sierra College Boulevard and Brace Road to include new curbs, gutters, and sidewalks. Costco would provide the following improvements:

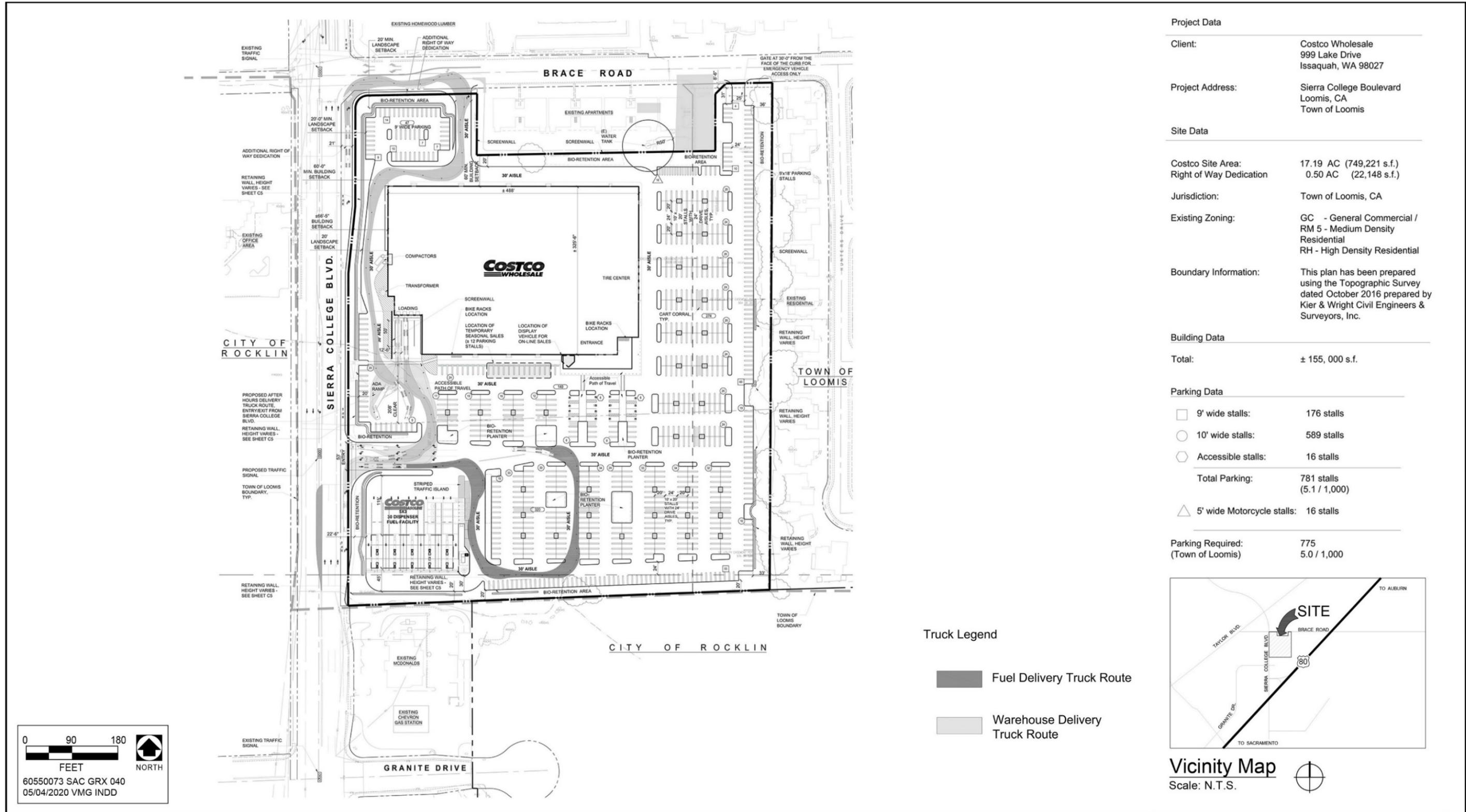
- Restripe the existing northbound right-turn lane on Sierra College Boulevard approaching Granite Drive from an exclusive right-turn lane to a shared through/right-turn lane.
- Dedicate right-of-way and widen Sierra College Boulevard along the project site frontage and restripe the roadway to provide three northbound through travel lanes and a northbound Class II bicycle lane between Granite Drive and Brace Road.
- Signalize the proposed new Costco site access intersection on Sierra College Boulevard. The new signalized entry on Sierra College Boulevard would be designed to accommodate a potential fourth approach to serve future development in the city of Rocklin on the vacant lot across Sierra College Boulevard to the west.
- Provide traffic signal interconnect between the proposed new Costco site access signalized intersection and the adjacent intersections along Sierra College Boulevard at Brace Road and Granite Drive.
- Construct a separate northbound right-turn lane on Sierra College Boulevard approaching the proposed new signalized site access intersection. Provide a right-turn overlap signal phase at the intersection.
- Construct a southbound left-turn lane on Sierra College Boulevard approaching the proposed new signalized Costco site access intersection.
- Construct a separate northbound right-turn lane on Sierra College Boulevard approaching the signalized Brace Road intersection (the turn lane is proposed to include a 90-foot long taper and 200 feet of right-turn storage). Provide a right-turn overlap signal phase at the intersection.
- Dedicate right-of-way and construct standard half-street improvements along the Brace Road site frontage and install a raised median on Brace Road between Sierra College Boulevard and the existing Homewood Lumber driveway to the east to limit Costco access to right turns only.
- Widen and reconstruct Granite Drive east of Sierra College Boulevard to provide side-by-side eastbound and westbound left-turn lanes separated by a new raised median between Sierra College Boulevard and the new north-south drive aisle to the site (for Site Plan Options 1B, 1C and 1D only) if approved by the City of Rocklin.

In addition to the recommended improvements to be constructed by Costco, the Town of Loomis will be separately completing widening of Sierra College Boulevard to three lanes northbound and three lanes southbound between Brace Road and Taylor Road as part of a funded Capital Improvement Plan project. The Town will require substantial completion of the widening of Sierra College Boulevard (identified in the Town's adopted 2018-2023 Capital Facility Plan) prior to occupancy of the proposed project through a condition of approval.

All roadway improvements will conform to the standards specified in the current version of the Town of Loomis Design & Improvement Standards (Town of Loomis 2018).

The project will include 781 total parking stalls, including 176 stalls that are 9 feet wide by 20 feet long, 589 stalls that are 10 feet wide by 20 feet long, and 16 accessible parking stalls, as well as 16 five-foot-wide stalls for motorcycle parking. The proposed on-site parking area shown south of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only.

A 30-foot-wide drive aisle would loop around the warehouse, providing access to the entire property for emergency vehicles. An Americans with Disabilities Act-compliant pedestrian path would extend from the warehouse to the western property boundary, where the path would connect to the Sierra College Boulevard right-of-way.



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

Figure 2-1. Site Plan

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2.3.4 Deliveries

An average of 10 to 13 large trucks would deliver goods on a typical weekday. The trucks would range in size from 26-foot long for a single-axle trailer to 70-foot long for a double-axle trailer. Warehouse shipments would be received between 2 a.m. and 1 p.m., averaging two to three trucks per hour, with most deliveries completed by 10 a.m., when the warehouse would open for the weekday. Deliveries to the warehouse would be made primarily in Costco trucks traveling from the company's freight consolidation facility in Tracy, California. Trucks would travel along I-80 and exit at Sierra College Boulevard to access the proposed warehouse.

Nighttime deliveries of all types would be restricted to use of the Sierra College Boulevard access point only between the hours of 10 p.m. and 7 a.m. and will not use the Brace Road access. This is a change to this Final EIR Project Description made to be responsive to comments received on the 2019 RDEIR. Warehouse deliveries using Sierra College Boulevard would enter via this new intersection and turn around and back into the truck bays and then leave via the Sierra College Boulevard intersection. Warehouse deliveries using the Brace Road access would enter the project site via Brace Road, complete the delivery and subsequently exit the site at the new signalized project access along Sierra College Boulevard.

The proposed northbound right-turn lane on Sierra College Boulevard at Brace Road will facilitate truck entry. Costco fuel delivery trucks would enter the site via the new signalized project access along Sierra College Boulevard, service the fueling station, and then exit the site via the Costco signalized driveway along Sierra College Boulevard, and if the Granite Drive access is constructed, these delivery trucks could use this new north-south connection, linking back to Sierra College Boulevard. Similar to the Brace Road delivery truck access route, the proposed northbound right-turn lane on Sierra College Boulevard at the project access will facilitate truck entry.

Fuel would typically be delivered to the fueling station by double-axle trucks that would arrive five to seven times per day during hours of operation. During busy holiday weeks, an additional delivery is often required during the day. These deliveries occur any time between 6:00 a.m. and 7:00 p.m. To avoid blocking access to the fueling islands, trucks offloading fuel would be parked on top of the underground tanks located on the east side of the fueling facility.

The tire center would typically receive shipments one to two times per week via single- or double-axle trailer trucks. Deliveries for the tire center would be scheduled for before opening hours, typically 6 a.m.

2.4 Features that Remain Unchanged

The Project Description has not changed relative to the architecture, landscaping and lighting, utilities and energy conservation features, operations, construction and phasing, or the intended uses of the EIR. Please see pages 2-13 through 2-29 of the 2019 RDEIR.

The permits and approvals required to implement the proposed project are also the same as identified in Section 2.6 of the RDEIR, pages 2-29 and 2-30, with the exception of a lot line adjustment that was requested by the neighboring property owner of the apartment buildings. The lot line adjustment would ensure appropriate and uninterrupted access and does not change anything physically about the planned project. The lot line adjustment does not change anything related to the construction or operation of the project, and simply formalizes the planned access and circulation for the proposed project. This lot line adjustment does not change the allowable use of land, site access, or anything else about implementation of the project that could have any physical environmental effect.

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