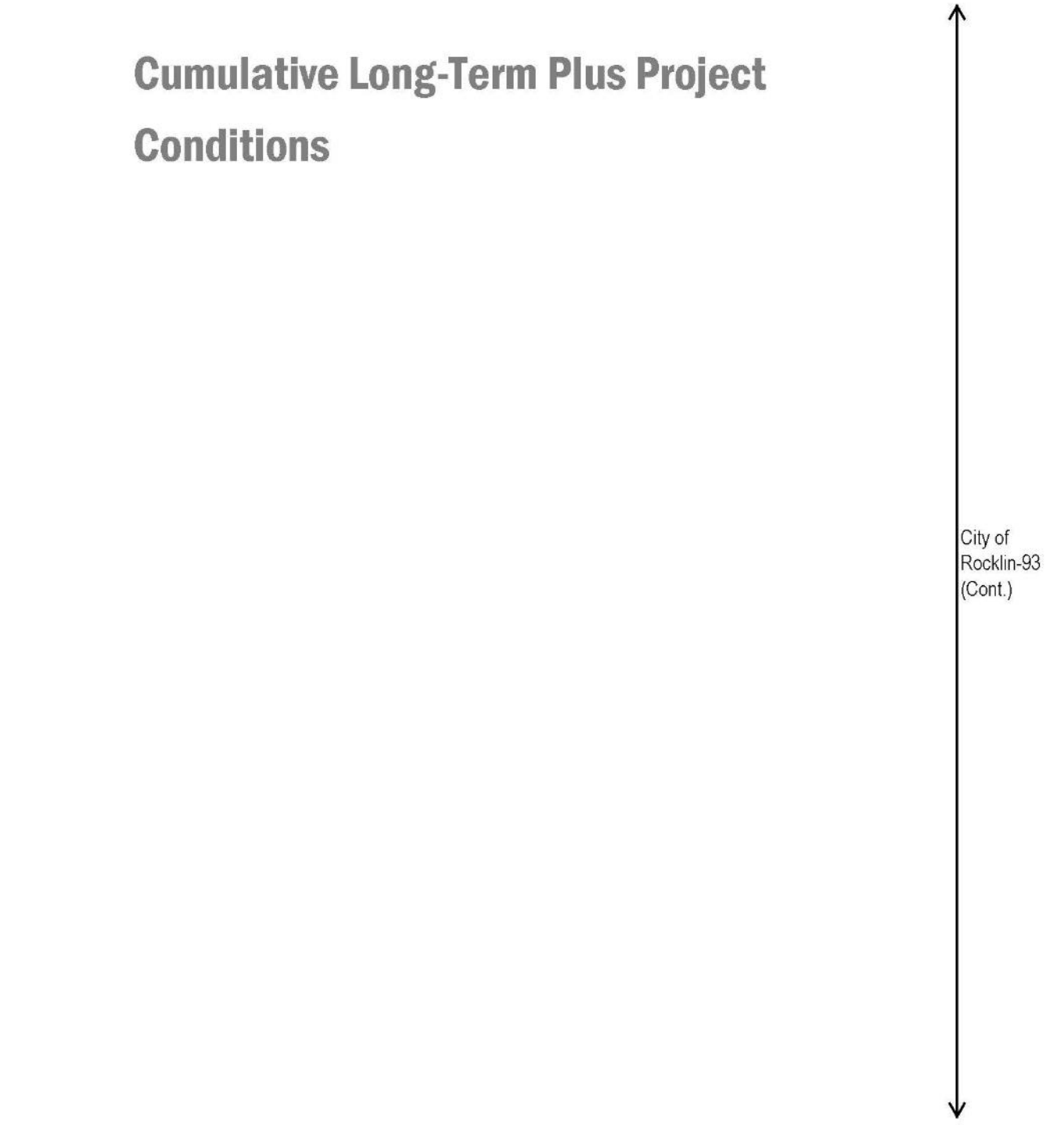
Cumulative Long-Term Plus Project Conditions
City of Rocklin-93 (Cont.)
FEHR PEERS

SimTraffic Post-Processor
Average Results from 10 Runs
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Loomis Costco DEIR Peer Review
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Weekday PM Peak Hour

Intersection 6 **Sierra College Blvd/Taylor Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	151	90	59.5%	79.3	26.6	E
	Through	1,490	938	63.0%	36.8	9.4	D
	Right Turn	574	352	61.2%	15.9	3.6	B
	Subtotal	2,215	1,380	62.3%	34.5	6.8	C
SB	Left Turn	35	30	84.9%	104.6	37.1	F
	Through	959	769	80.2%	107.0	27.2	F
	Right Turn	70	62	88.1%	63.9	20.9	E
	Subtotal	1,064	860	80.9%	104.2	26.3	F
EB	Left Turn	135	127	94.4%	86.6	36.9	F
	Through	320	277	86.6%	87.6	38.0	F
	Right Turn	260	214	82.4%	81.4	35.0	F
	Subtotal	715	619	86.6%	85.6	36.1	F
WB	Left Turn	519	338	65.2%	185.9	48.3	F
	Through	190	129	67.7%	144.4	54.4	F
	Right Turn	70	47	66.6%	120.9	64.9	F
	Subtotal	779	514	65.9%	169.8	51.2	F
Total		4,773	3,372	70.7%	81.1	11.9	F

Intersection 7 **Sierra College Blvd/Brace Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	2,107	1,260	59.8%	29.2	5.1	C
	Right Turn	375	208	55.4%	15.7	4.2	B
	Subtotal	2,482	1,468	59.1%	27.3	4.8	C
SB	Left Turn	322	201	62.4%	158.7	14.7	F
	Through	1,301	990	76.1%	47.6	8.0	D
	Right Turn	115	94	81.4%	49.9	11.0	D
	Subtotal	1,738	1,284	73.9%	65.0	8.1	E
EB	Left Turn						
	Through						
	Right Turn	545	392	72.0%	147.7	74.3	F
	Subtotal	545	392	72.0%	147.7	74.3	F
WB	Left Turn	105	78	74.5%	179.0	102.4	F
	Through						
	Right Turn	133	121	90.7%	94.4	91.3	F
	Subtotal	238	199	83.6%	128.9	97.9	F
Total		5,003	3,343	66.8%	60.1	9.5	E

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
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Loomis Costco DEIR Peer Review
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Intersection 8 Sierra College Blvd/Granite Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	220	124	56.4%	108.9	10.9	F
	Through	2,150	1,299	60.4%	70.6	8.0	E
	Right Turn	55	33	60.8%	49.4	12.0	D
	Subtotal	2,425	1,457	60.1%	73.4	8.0	E
SB	Left Turn	100	69	69.2%	170.6	60.8	F
	Through	1,861	1,271	68.3%	78.3	9.1	E
	Right Turn	194	123	63.6%	71.4	13.0	E
	Subtotal	2,155	1,464	67.9%	82.2	7.7	F
EB	Left Turn	424	130	30.6%	362.1	65.0	F
	Through	25	8	30.1%	358.9	148.4	F
	Right Turn	285	215	75.5%	103.8	37.9	F
	Subtotal	734	352	48.0%	190.0	37.1	F
WB	Left Turn	120	33	27.9%	405.6	127.8	F
	Through	30	14	45.1%	267.4	184.0	F
	Right Turn	90	42	47.2%	261.3	145.5	F
	Subtotal	240	89	37.3%	247.8	127.3	F
Total		5,554	3,362	60.5%	92.6	6.7	F

Intersection 9 Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	305	196	64.4%	122.2	26.9	F
	Through	1,968	1,160	58.9%	101.3	31.9	F
	Right Turn	255	142	55.7%	53.8	23.7	D
	Subtotal	2,528	1,498	59.3%	99.5	29.9	F
SB	Left Turn						
	Through	2,231	1,487	66.7%	53.4	7.0	D
	Right Turn	35	18	51.6%	30.2	5.1	C
	Subtotal	2,266	1,506	66.4%	53.1	6.9	D
EB	Left Turn	35	14	38.7%	306.2	183.4	F
	Through						
	Right Turn	120	108	90.2%	20.0	4.9	C
	Subtotal	155	122	78.6%	40.0	22.1	D
WB	Left Turn	1,035	592	57.2%	342.1	79.8	F
	Through	70	41	59.1%	328.4	71.5	F
	Right Turn	392	241	61.5%	320.0	66.2	F
	Subtotal	1,497	874	58.4%	335.5	75.4	F
Total		6,446	4,000	62.1%	129.3	16.8	F

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
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Intersection 10 Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	2,459	1,309	53.2%	21.4	7.1	C
	Right Turn	160	94	58.5%	8.2	3.4	A
	Subtotal	2,619	1,402	53.6%	20.6	6.8	C
SB	Left Turn	270	171	63.5%	76.0	13.0	E
	Through	1,555	1,017	65.4%	16.7	2.5	B
	Right Turn	521	326	62.6%	9.3	0.8	A
	Subtotal	2,346	1,515	64.6%	21.9	2.4	C
EB	Left Turn	624	613	98.2%	75.4	16.5	E
	Through	180	190	105.3%	57.2	7.5	E
	Right Turn	100	100	100.4%	34.3	37.0	C
	Subtotal	904	903	99.9%	66.8	15.3	E
WB	Left Turn	125	112	89.6%	94.1	30.3	F
	Through						
	Right Turn	310	314	101.4%	31.6	5.5	C
	Subtotal	435	426	98.0%	48.2	7.5	D
Total		6,304	4,247	67.4%	33.6	3.9	C

Intersection 11 Sierra College Blvd/Schriber Wy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	55	26	47.9%	43.4	9.6	D
	Through	2,389	1,178	49.3%	13.2	3.7	B
	Right Turn	65	33	50.3%	9.2	3.3	A
	Subtotal	2,509	1,237	49.3%	13.8	3.7	B
SB	Left Turn						
	Through	1,590	1,096	68.9%	21.5	9.7	C
	Right Turn	190	120	63.1%	12.4	8.3	B
	Subtotal	1,780	1,216	68.3%	20.6	9.4	C
EB	Left Turn	155	160	103.3%	28.4	6.3	C
	Through	10	9	94.0%	28.0	19.0	C
	Right Turn	65	65	99.5%	14.1	4.5	B
	Subtotal	230	234	101.8%	24.4	4.8	C
WB	Left Turn	25	25	100.8%	28.0	9.1	C
	Through	5	3	67.7%	19.4	17.9	B
	Right Turn	75	73	97.8%	13.3	4.5	B
	Subtotal	105	102	97.0%	17.5	4.4	B
Total		4,624	2,788	60.3%	17.7	6.0	B

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Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
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Intersection 12 Sierra College Blvd/Dominguez Rd-Bass Pro Rd **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	295	133	45.2%	279.5	40.4	F
	Through	2,289	1,058	46.2%	211.2	33.2	F
	Right Turn	185	82	44.5%	205.7	30.5	F
	Subtotal	2,769	1,274	46.0%	218.2	34.4	F
SB	Left Turn	100	75	74.8%	90.8	18.6	F
	Through	1,475	1,024	69.4%	40.0	7.7	D
	Right Turn	105	73	69.8%	19.2	5.3	B
	Subtotal	1,680	1,172	69.8%	42.0	7.5	D
EB	Left Turn	205	176	86.0%	133.7	27.1	F
	Through	55	50	90.9%	56.7	20.4	E
	Right Turn	485	478	98.5%	63.0	28.0	E
	Subtotal	745	704	94.5%	80.4	21.8	F
WB	Left Turn	155	162	104.6%	84.4	12.0	F
	Through	100	99	98.5%	44.9	7.6	D
	Right Turn	15	14	92.7%	7.1	3.4	A
	Subtotal	270	274	101.7%	66.7	8.9	E
Total		5,464	3,424	62.7%	116.9	10.5	F

Intersection 13 Sierra College Blvd/Stadium Entrance Dr **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	33	54.5%	52.7	19.8	D
	Through	2,464	1,368	55.5%	26.9	13.9	C
	Right Turn						
	Subtotal	2,524	1,401	55.5%	27.5	13.7	C
SB	Left Turn						
	Through	1,945	1,543	79.4%	7.5	1.4	A
	Right Turn	175	134	76.5%	6.0	1.4	A
	Subtotal	2,120	1,677	79.1%	7.4	1.4	A
EB	Left Turn	285	136	47.6%	225.7	69.4	F
	Through						
	Right Turn	175	76	43.2%	206.8	73.1	F
	Subtotal	460	211	45.9%	218.3	70.0	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		5,104	3,289	64.4%	28.6	6.3	C

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Fehr & Peers *1/23/2020*

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Intersection 14 Sierra College Blvd/Rocklin Rd **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	485	274	56.6%	303.5	19.3	F
	Through	1,974	1,102	55.8%	310.0	16.7	F
	Right Turn	110	66	59.8%	314.9	35.1	F
	Subtotal	2,569	1,442	56.1%	309.1	17.0	F
SB	Left Turn	329	198	60.2%	201.8	53.4	F
	Through	1,620	1,260	77.8%	41.3	5.9	D
	Right Turn	231	171	74.1%	20.4	3.6	C
	Subtotal	2,180	1,630	74.8%	58.7	7.0	E
EB	Left Turn	336	195	58.0%	307.6	49.7	F
	Through	320	320	99.9%	49.3	2.6	D
	Right Turn	625	564	90.2%	67.6	26.0	E
	Subtotal	1,281	1,078	84.2%	105.4	15.6	F
WB	Left Turn	105	86	82.0%	171.9	62.8	F
	Through	240	232	96.7%	55.6	11.0	E
	Right Turn	214	214	100.1%	43.5	11.5	D
	Subtotal	559	532	95.2%	70.1	17.5	E
Total		6,589	4,682	71.1%	148.0	6.7	F

Intersection 21 Sierra College Blvd/Office Dwy **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	75.2%	14.5	13.3	B
	Through	2,482	1,468	59.1%	7.0	1.9	A
	Right Turn						
	Subtotal	2,487	1,472	59.2%	7.1	1.9	A
SB	Left Turn						
	Through	1,921	1,440	74.9%	13.5	5.7	B
	Right Turn	5	3	52.6%	10.6	29.4	B
	Subtotal	1,926	1,442	74.9%	13.5	5.7	B
EB	Left Turn						
	Through						
	Right Turn	20	13	65.8%	98.1	58.5	F
	Subtotal	20	13	65.8%	98.1	58.5	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		4,433	2,927	66.0%	10.6	2.3	B

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Fehr & Peers *1/23/2020*

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Intersection 24 Sierra College Blvd/Project Dwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	48	29	60.3%	56.9	14.6	E
	Through	2,227	1,226	55.0%	21.5	2.0	C
	Right Turn	387	194	50.0%	11.1	1.3	B
	Subtotal	2,662	1,448	54.4%	20.8	2.1	C
SB	Left Turn	142	88	62.2%	75.4	11.9	E
	Through	1,739	1,234	71.0%	70.5	15.5	E
	Right Turn	60	39	65.8%	107.6	28.7	F
	Subtotal	1,941	1,362	70.2%	72.0	14.6	E
EB	Left Turn	105	97	92.0%	66.9	19.2	E
	Through						
	Right Turn	83	84	101.0%	66.4	22.4	E
	Subtotal	188	180	96.0%	66.0	15.0	E
WB	Left Turn	402	139	34.7%	313.1	59.1	F
	Through						
	Right Turn	161	142	88.0%	39.9	12.4	D
	Subtotal	563	281	50.0%	169.8	27.4	F
Total		5,354	3,272	61.1%	57.1	6.7	E

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
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Intersection 6 Sierra College Blvd/Taylor Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	179	133	74.2%	93.2	38.0	F
	Through	753	568	75.4%	24.9	4.8	C
	Right Turn	546	387	70.8%	14.0	2.7	B
	Subtotal	1,478	1,087	73.6%	29.6	7.1	C
SB	Left Turn	40	31	78.7%	83.1	29.3	F
	Through	769	573	74.5%	104.1	38.9	F
	Right Turn	40	33	81.6%	74.9	49.0	E
	Subtotal	849	637	75.0%	101.6	38.5	F
EB	Left Turn	80	70	87.8%	86.3	57.9	F
	Through	220	179	81.2%	82.3	59.2	F
	Right Turn	266	192	72.2%	100.0	62.7	F
	Subtotal	566	441	77.9%	90.5	59.2	F
WB	Left Turn	533	291	54.5%	207.1	72.7	F
	Through	170	82	48.3%	173.8	79.6	F
	Right Turn	35	27	76.8%	137.7	64.5	F
	Subtotal	738	400	54.2%	195.6	74.0	F
Total		3,631	2,564	70.6%	81.4	25.3	F

Intersection 7 Sierra College Blvd/Brace Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,370	1,008	73.6%	16.2	3.3	B
	Right Turn	280	197	70.2%	8.7	1.1	A
	Subtotal	1,650	1,205	73.0%	15.0	2.9	B
SB	Left Turn	250	180	71.9%	94.9	35.4	F
	Through	1,209	716	59.2%	120.8	55.0	F
	Right Turn	110	43	39.4%	183.5	82.2	F
	Subtotal	1,569	939	59.9%	117.9	48.6	F
EB	Left Turn						
	Through						
	Right Turn	270	97	35.8%	262.6	81.7	F
	Subtotal	270	97	35.8%	262.6	81.7	F
WB	Left Turn	115	45	39.1%	284.2	97.3	F
	Through						
	Right Turn	86	38	44.7%	193.4	94.3	F
	Subtotal	201	83	41.5%	243.5	97.8	F
Total		3,690	2,324	63.0%	71.6	16.6	E

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Fehr & Peers *1/23/2020*

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Loomis Costco DEIR Peer Review
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Intersection 8 Sierra College Blvd/Granite Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	210	136	64.7%	126.3	31.0	F
	Through	1,514	1,009	66.6%	80.4	9.1	F
	Right Turn	85	62	72.7%	57.0	4.4	E
	Subtotal	1,809	1,207	66.7%	84.5	10.6	F
SB	Left Turn	100	58	57.6%	108.7	19.7	F
	Through	1,508	663	44.0%	137.7	13.9	F
	Right Turn	207	65	31.4%	141.1	18.3	F
	Subtotal	1,815	785	43.3%	135.8	12.2	F
EB	Left Turn	298	273	91.7%	132.7	67.8	F
	Through	20	16	78.7%	123.9	58.8	F
	Right Turn	210	197	93.6%	60.4	13.6	E
	Subtotal	528	486	92.0%	104.2	44.1	F
WB	Left Turn	140	126	90.2%	136.7	84.9	F
	Through	30	27	89.6%	100.1	80.1	F
	Right Turn	65	61	93.9%	62.2	50.9	E
	Subtotal	235	214	91.2%	111.2	74.0	F
Total		4,387	2,692	61.4%	104.1	9.4	F

Intersection 9 Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	400	302	75.5%	123.3	33.5	F
	Through	1,457	1,087	74.6%	114.7	37.4	F
	Right Turn	240	184	76.8%	64.8	29.9	E
	Subtotal	2,097	1,574	75.0%	110.5	35.7	F
SB	Left Turn						
	Through	1,808	912	50.4%	64.0	5.3	E
	Right Turn	25	10	41.5%	32.8	3.3	C
	Subtotal	1,833	922	50.3%	63.7	5.2	E
EB	Left Turn	80	23	29.3%	347.6	116.8	F
	Through						
	Right Turn	290	305	105.0%	30.9	13.8	C
	Subtotal	370	328	88.6%	51.1	14.5	D
WB	Left Turn	1,090	546	50.1%	400.0	49.3	F
	Through	150	65	43.0%	449.7	67.3	F
	Right Turn	397	199	50.2%	408.5	69.6	F
	Subtotal	1,637	810	49.5%	405.8	54.3	F
Total		5,937	3,634	61.2%	157.5	21.9	F

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
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Weekend MD Peak Hour

Intersection 10 Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,409	1,043	74.0%	25.5	4.9	C
	Right Turn	100	76	76.4%	8.6	2.8	A
	Subtotal	1,509	1,119	74.2%	24.3	4.6	C
SB	Left Turn	435	268	61.6%	51.3	5.1	D
	Through	1,051	579	55.1%	13.6	1.9	B
	Right Turn	442	236	53.3%	6.9	0.6	A
	Subtotal	1,928	1,082	56.1%	21.4	1.5	C
EB	Left Turn	679	647	95.3%	78.4	8.6	E
	Through	285	264	92.6%	57.5	4.4	E
	Right Turn	85	84	98.9%	13.5	2.6	B
	Subtotal	1,049	995	94.9%	67.4	6.1	E
WB	Left Turn	125	121	96.5%	62.7	5.7	E
	Through						
	Right Turn	345	375	108.7%	26.4	8.1	C
	Subtotal	470	496	105.5%	35.6	4.8	D
Total		4,956	3,693	74.5%	36.7	2.3	D

Intersection 11 Sierra College Blvd/Schriber Wy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	46	25	55.1%	32.5	9.1	C
	Through	1,239	861	69.5%	8.0	1.1	A
	Right Turn	75	58	76.8%	5.4	1.2	A
	Subtotal	1,360	943	69.4%	8.5	1.2	A
SB	Left Turn						
	Through	1,236	830	67.2%	11.2	2.1	B
	Right Turn	201	128	63.6%	5.6	1.3	A
	Subtotal	1,437	958	66.7%	10.4	2.0	B
EB	Left Turn	170	159	93.7%	22.5	3.3	C
	Through	12	11	89.6%	14.3	10.4	B
	Right Turn	58	55	94.7%	8.1	2.8	A
	Subtotal	240	225	93.8%	18.7	3.1	B
WB	Left Turn	10	11	107.5%	16.6	11.5	B
	Through	14	22	153.6%	23.3	6.5	C
	Right Turn	100	121	121.0%	7.7	1.9	A
	Subtotal	124	153	123.6%	10.9	2.7	B
Total		3,161	2,280	72.1%	10.5	1.6	B

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 12 Sierra College Blvd/Dominguez Rd-Bass Pro Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	515	235	45.7%	359.3	49.2	F
	Through	1,110	700	63.1%	240.8	37.4	F
	Right Turn	175	115	65.8%	216.1	35.2	F
	Subtotal	1,800	1,051	58.4%	264.4	38.4	F
SB	Left Turn	115	89	77.8%	60.1	8.2	E
	Through	901	625	69.3%	36.9	2.9	D
	Right Turn	255	188	73.8%	17.8	2.9	B
	Subtotal	1,271	902	71.0%	35.2	1.8	D
EB	Left Turn	245	243	99.4%	92.3	26.7	F
	Through	105	94	90.0%	41.2	15.1	D
	Right Turn	500	507	101.4%	20.2	2.2	C
	Subtotal	850	845	99.4%	43.3	9.1	D
WB	Left Turn	75	71	94.7%	64.3	8.5	E
	Through	205	195	95.2%	48.1	7.6	D
	Right Turn	5	5	92.2%	13.5	15.0	B
	Subtotal	285	271	95.0%	51.9	7.4	D
Total		4,206	3,069	73.0%	116.8	10.9	F

Intersection 13 Sierra College Blvd/Stadium Entrance Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	28	80.1%	72.8	51.9	E
	Through	1,629	1,202	73.8%	61.0	33.3	E
	Right Turn						
	Subtotal	1,664	1,230	73.9%	61.3	33.5	E
SB	Left Turn						
	Through	1,461	1,208	82.7%	5.6	1.3	A
	Right Turn	70	53	75.2%	3.6	1.5	A
	Subtotal	1,531	1,261	82.3%	5.5	1.3	A
EB	Left Turn	90	54	59.7%	133.0	74.8	F
	Through						
	Right Turn	50	31	61.4%	64.7	46.6	E
	Subtotal	140	84	60.3%	107.8	65.4	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,335	2,575	77.2%	34.5	15.7	C

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 14 Sierra College Blvd/Rocklin Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	265	242	91.1%	119.9	25.5	F
	Through	1,290	1,123	87.1%	103.7	29.4	F
	Right Turn	75	62	82.4%	99.3	31.7	F
	Subtotal	1,630	1,427	87.5%	106.3	28.5	F
SB	Left Turn	237	206	87.0%	65.5	14.5	E
	Through	1,103	908	82.3%	28.4	5.8	C
	Right Turn	136	128	94.3%	7.4	2.3	A
	Subtotal	1,476	1,243	84.2%	32.6	5.2	C
EB	Left Turn	187	177	94.5%	96.7	25.7	F
	Through	285	278	97.4%	34.7	2.3	C
	Right Turn	320	308	96.1%	12.8	2.3	B
	Subtotal	792	762	96.2%	40.7	7.1	D
WB	Left Turn	80	78	97.0%	60.2	12.6	E
	Through	170	161	94.6%	41.9	6.6	D
	Right Turn	188	179	95.2%	21.2	3.6	C
	Subtotal	438	417	95.3%	36.2	3.7	D
Total		4,336	3,848	88.8%	61.8	10.3	E

Intersection 21 Sierra College Blvd/Office Dwy Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	5	53.8%	21.6	27.4	C
	Through	1,650	1,206	73.1%	4.1	0.5	A
	Right Turn						
	Subtotal	1,660	1,212	73.0%	4.2	0.6	A
SB	Left Turn						
	Through	1,594	832	52.2%	57.4	18.1	F
	Right Turn						
	Subtotal	1,594	832	52.2%	57.4	18.1	F
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,254	2,043	62.8%	25.0	3.7	D

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 24 Sierra College Blvd/Project Dwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	52	35	67.9%	91.6	28.2	F
	Through	1,329	976	73.4%	27.5	3.8	C
	Right Turn	528	377	71.5%	13.3	1.8	B
	Subtotal	1,909	1,389	72.7%	25.3	3.4	C
SB	Left Turn	221	141	63.9%	130.6	24.3	F
	Through	1,317	650	49.4%	188.4	45.0	F
	Right Turn	56	17	30.9%	252.6	76.3	F
	Subtotal	1,594	809	50.8%	180.3	39.8	F
EB	Left Turn	98	96	97.6%	91.4	30.7	F
	Through						
	Right Turn	90	75	83.2%	179.6	35.9	F
	Subtotal	188	170	90.7%	128.3	25.9	F
WB	Left Turn	499	102	20.5%	440.4	75.5	F
	Through						
	Right Turn	229	139	60.7%	143.9	89.8	F
	Subtotal	728	241	33.1%	264.9	79.1	F
Total		4,419	2,609	59.0%	98.8	10.8	F

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekday PM Peak Hour

Intersection 6 Sierra College Blvd/Taylor Rd Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	175	125	27	200	30	175	19	9%	0%
	Through	2,600	600	280	1,000	405	975	324	36%	0%
	Right Turn	200	175	15	275	16	225	0	12%	0%
NB	Left Turn	225	125	34	225	26	250	4	1%	0%
	Through	575	350	64	475	84	475	57	15%	1%
	Right Turn	575	125	33	250	54	250	53	0%	0%
SB	Left Turn	200	100	39	225	49	225	0	0%	0%
	Through	5,000	550	126	875	233	950	255	68%	0%
	Right Turn	225	150	37	300	34	225	1	0%	0%
WB	Left Turn	225	225	11	250	16	225	1	57%	0%
	Through	5,325	1,150	396	2,200	791	2,250	752	2%	0%
	Right Turn	225	25	11	75	39	75	59	0%	0%

Intersection 7 Sierra College Blvd/Brace Rd Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Right Turn	2,475	750	375	1,300	634	1,400	610	0%	0%
NB	Through	625	325	50	425	56	425	53	13%	0%
	Right Turn	175	125	33	225	37	175	0	0%	0%
SB	Left Turn	175	200	1	200	1	200	1	83%	0%
	Through	575	600	46	700	59	675	46	2%	38%
	Through/Right	575	300	49	425	78	450	78	0%	0%
WB	Left Turn	100	100	17	125	13	125	8	58%	0%
	Right Turn	2,175	325	221	550	377	525	344	3%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers 1/22/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekday PM Peak Hour

Intersection 8 Sierra College Blvd/Granite Dr — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	225	3	225	3	225	0	93%	0%
	Through	4,025	1,575	272	2,500	439	2,525	517	0%	0%
	Right Turn	4,025	475	263	1,375	940	1,825	1,110	25%	0%
NB	Left Turn	175	150	29	225	25	200	12	6%	0%
	Through	400	475	37	575	32	525	27	30%	29%
	Right Turn	400	475	27	575	27	525	22	0%	42%
SB	Left Turn	300	150	69	225	85	225	85	4%	0%
	Through	575	625	55	675	42	675	19	59%	49%
	Right Turn	200	125	41	275	47	225	0	0%	0%
WB	Left Turn	175	175	14	200	14	200	3	85%	0%
	Through	3,150	750	369	1,300	489	1,225	477	0%	0%
	Right Turn	175	50	25	125	61	125	60	0%	0%

Intersection 9 Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	875	100	68	175	89	200	95	0%	0%
	Right Turn	875	50	12	100	17	100	21	0%	0%
NB	Left Turn	150	200	23	275	20	250	5	0%	32%
	Through	1,500	500	133	850	186	850	193	0%	3%
	Right Turn	300	125	23	225	23	200	16	12%	0%
SB	Through	400	475	24	550	39	500	24	0%	45%
	Right Turn	200	75	8	100	16	100	17	0%	0%
WB	Left Turn	800	825	5	825	15	825	17	64%	0%
	Through/Right	6,375	3,875	429	6,075	559	5,950	549	12%	4%
	Right Turn	200	150	36	225	28	225	3	3%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers

1/22/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekday PM Peak Hour

Intersection 10 **Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	375	350	38	400	26	375	3	13%	0%
	Through	1,625	250	157	550	318	575	290	0%	0%
	Right Turn	225	75	32	125	62	125	43	1%	0%
NB	Through	300	200	56	250	68	250	60	0%	1%
	Right Turn	300	25	10	50	26	50	32	0%	0%
SB	Left Turn	225	125	25	200	43	200	46	1%	0%
	Through	1,500	250	39	325	58	350	50	4%	0%
	Right Turn	475	25	0	25	0	25	0	0%	0%
WB	Left Turn	375	150	38	250	58	225	61	0%	0%
	Right Turn	3,175	175	26	250	54	250	49	0%	0%

Intersection 11 **Sierra College Blvd/Schriber Wy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	100	17	150	18	150	32	0%	0%
	Through/Right	650	50	9	75	23	75	27	0%	0%
NB	Left Turn	125	50	12	75	27	75	32	0%	0%
	Through	350	125	27	225	56	225	59	3%	0%
	Through/Right	350	200	33	275	52	300	58	0%	1%
SB	Through	300	250	79	350	90	325	77	27%	10%
	Right Turn	100	75	18	150	31	125	13	0%	0%
WB	Left/Through	575	25	7	50	14	50	19	0%	0%
	Right Turn	225	50	9	75	16	75	20	0%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/22/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekday PM Peak Hour

Intersection 12 Sierra College Blvd/Dominguez Rd-Bass Pro Rd — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	200	28	250	15	225	3	53%	0%
	Through	1,350	300	137	525	185	500	184	0%	0%
	Right Turn	1,350	425	148	600	188	600	177	0%	0%
NB	Left Turn	100	100	4	125	3	125	1	74%	0%
	Through	1,700	1,600	137	2,050	104	1,825	50	45%	43%
	Right Turn	75	75	5	75	8	75	2	2%	0%
SB	Left Turn	225	100	28	150	43	150	35	0%	11%
	Through	350	375	51	475	44	425	37	0%	13%
	Right Turn	200	100	12	150	16	150	22	0%	0%
WB	Left Turn	250	150	31	200	43	200	29	0%	0%
	Through	750	100	20	150	38	150	41	2%	0%
	Right Turn	175	25	9	50	32	50	44	0%	0%

Intersection 13 Sierra College Blvd/Stadium Entrance Dr — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	2,400	925	305	1,750	575	1,850	527	88%	2%
	Right Turn	100	75	29	150	22	125	0	4%	0%
NB	Left Turn	225	50	13	100	46	100	67	0%	0%
	Through	1,600	300	109	625	283	675	286	12%	4%
SB	Through	1,700	100	23	175	36	175	44	0%	0%
	Through/Right	725	125	22	200	33	200	34	0%	0%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers

1/22/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekday PM Peak Hour

Intersection 14 Sierra College Blvd/Rocklin Rd Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	250	1	250	2	250	0	91%	0%
	Through	2,275	1,075	212	1,500	246	1,575	267	2%	0%
	Right Turn	2,275	550	165	800	227	825	266	0%	0%
NB	Left Turn	225	225	23	275	37	250	35	4%	0%
	Through	9,150	4,450	319	6,500	443	6,750	418	50%	0%
	Through/Right	9,150	4,450	312	6,525	435	6,750	392	0%	0%
SB	Left Turn	250	275	2	275	3	275	0	75%	0%
	Through	1,700	500	99	675	149	700	150	29%	6%
	Right Turn	175	125	25	250	25	200	0	0%	0%
WB	Left Turn	225	200	56	225	59	225	50	41%	0%
	Through	5,000	250	88	375	145	375	134	2%	0%
	Through/Right	5,000	250	54	350	86	375	111	0%	0%

Intersection 21 Sierra College Blvd/Office Dwy Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Right Turn	500	25	14	75	20	75	17	0%	0%
NB	Left Turn	125	25	3	25	14	25	17	0%	0%
	Through	375	75	36	200	83	175	90	4%	0%
SB	Through	225	125	56	225	83	200	66	0%	3%
	Through/Right	225	150	46	275	40	225	8	0%	13%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers

1/22/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekday PM Peak Hour

Intersection 24 **Sierra College Blvd/Project Dwy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	125	27	200	43	200	42	2%	0%
	Through/Right	1,675	125	34	200	75	200	77	2%	0%
NB	Left Turn	175	50	17	100	47	125	54	0%	0%
	Through	575	275	26	400	37	400	33	16%	0%
	Right Turn	150	100	37	200	37	175	0	0%	1%
SB	Left Turn	175	125	25	200	39	175	31	3%	0%
	Through	625	500	71	650	72	600	63	14%	3%
	Through/Right	625	550	51	675	49	650	22	0%	13%
WB	Left Turn	2,550	1,000	264	1,750	423	1,775	374	86%	0%
	Through/Right	2,550	425	290	1,175	736	1,425	660	0%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/22/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 6 Sierra College Blvd/Taylor Rd Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	175	75	36	150	67	150	50	4%	0%
	Through	2,600	450	309	975	655	1,075	607	10%	0%
	Right Turn	200	150	26	250	35	200	20	30%	0%
NB	Left Turn	225	150	49	225	60	200	46	13%	0%
	Through	575	200	65	300	102	300	90	2%	0%
	Right Turn	575	125	29	225	52	225	54	0%	0%
SB	Left Turn	200	50	20	125	69	150	86	0%	0%
	Through	5,000	475	157	875	346	1,000	370	55%	0%
	Right Turn	225	50	26	175	81	200	87	0%	0%
WB	Left Turn	225	225	16	250	32	225	1	65%	0%
	Through	4,850	1,225	501	2,450	900	2,775	779	1%	1%
	Right Turn	225	25	12	75	42	75	60	0%	0%

Intersection 7 Sierra College Blvd/Brace Rd Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Right Turn	2,475	575	158	1,025	250	1,100	251	0%	0%
NB	Through	625	175	37	250	53	250	48	0%	0%
	Right Turn	225	75	7	125	18	125	24	0%	0%
SB	Left Turn	175	125	24	200	27	200	11	8%	0%
	Through	575	400	86	600	104	575	86	13%	12%
	Through/Right	575	500	57	700	53	600	41	0%	33%
WB	Left Turn	100	100	10	125	9	125	1	77%	0%
	Right Turn	2,175	425	178	825	282	850	257	0%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers 1/23/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 8 Sierra College Blvd/Granite Dr — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	200	18	225	12	225	0	61%	0%
	Through	4,900	475	246	775	312	750	294	0%	0%
	Right Turn	4,900	150	47	300	88	300	81	9%	0%
NB	Left Turn	175	175	32	225	23	200	10	18%	0%
	Through	400	500	23	550	25	525	18	15%	60%
	Right Turn	400	475	15	525	21	525	20	0%	48%
SB	Left Turn	300	100	43	200	98	250	100	0%	0%
	Through	800	800	71	875	93	850	33	76%	38%
	Right Turn	200	125	37	275	49	225	0	0%	0%
WB	Left Turn	175	175	33	200	25	200	18	44%	0%
	Through	3,150	250	200	450	305	425	263	0%	0%
	Right Turn	175	50	11	100	29	100	34	0%	0%

Intersection 9 Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	875	200	66	350	113	350	116	0%	0%
	Right Turn	900	175	57	300	110	300	91	0%	0%
NB	Left Turn	150	250	11	275	18	250	8	0%	46%
	Through	1,500	650	177	975	229	1,025	207	0%	0%
	Right Turn	300	150	20	250	20	225	17	17%	0%
SB	Through	400	450	106	500	115	475	113	0%	45%
	Right Turn	200	75	8	100	14	100	16	0%	0%
WB	Left Turn	800	800	13	825	22	825	11	61%	0%
	Through/Right	6,375	4,475	385	7,225	383	6,400	89	36%	27%
	Right Turn	200	150	31	225	31	200	16	4%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers

1/23/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 10 **Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	375	350	23	425	29	375	1	17%	0%
	Through	2,450	350	99	700	181	650	192	0%	0%
	Right Turn	225	50	11	100	36	100	48	0%	0%
NB	Through	300	175	42	225	45	225	44	0%	0%
	Right Turn	300	25	10	50	20	50	21	0%	0%
SB	Left Turn	225	125	22	200	38	200	46	0%	0%
	Through	475	125	20	200	50	200	63	0%	0%
	Right Turn	475	25	0	25	0	25	0	0%	0%
WB	Left Turn	375	150	16	225	52	225	73	0%	0%
	Right Turn	3,175	175	54	275	71	275	65	0%	0%

Intersection 11 **Sierra College Blvd/Schriber Wy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	100	19	150	32	150	35	0%	0%
	Through/Right	650	50	11	50	18	50	19	0%	0%
NB	Left Turn	125	25	8	75	14	75	21	0%	0%
	Through	350	50	11	100	21	100	32	0%	0%
	Through/Right	350	75	24	125	42	150	46	0%	0%
SB	Through	300	150	22	175	30	225	37	9%	0%
	Right Turn	100	50	15	125	24	125	3	0%	0%
WB	Left/Through	575	25	7	50	15	50	20	0%	0%
	Right Turn	225	50	7	75	18	75	17	0%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 12 Sierra College Blvd/Dominguez Rd-Bass Pro Rd **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	225	9	250	10	225	0	45%	0%
	Through	1,350	300	136	500	115	475	129	0%	0%
	Right Turn	1,350	225	23	325	45	325	40	0%	0%
NB	Left Turn	100	125	1	125	2	125	0	81%	0%
	Through	1,700	625	53	725	83	650	14	39%	88%
	Right Turn	75	75	4	75	3	75	0	2%	0%
SB	Left Turn	225	100	17	150	29	150	30	0%	5%
	Through	350	200	24	275	29	300	32	0%	0%
	Right Turn	200	150	18	225	34	225	39	0%	0%
WB	Left Turn	250	75	40	150	80	150	75	0%	0%
	Through	750	175	27	300	83	275	82	14%	0%
	Right Turn	175	25	12	75	62	100	87	0%	0%

Intersection 13 Sierra College Blvd/Stadium Entrance Dr **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	2,400	150	75	325	172	375	179	42%	0%
	Right Turn	100	50	9	75	24	100	36	0%	0%
NB	Left Turn	225	75	28	200	67	225	54	0%	0%
	Through	1,625	325	141	775	226	825	158	38%	11%
SB	Through	1,700	50	15	100	23	100	19	0%	0%
	Through/Right	725	75	18	125	37	125	42	0%	0%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers

1/23/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

Intersection 14 **Sierra College Blvd/Rocklin Rd** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	200	31	275	20	250	12	22%	0%
	Through	2,275	175	64	300	132	300	107	0%	0%
	Right Turn	2,275	100	20	175	48	175	44	0%	0%
NB	Left Turn	225	200	22	300	29	250	32	0%	0%
	Through	9,150	900	273	1,275	394	1,250	341	49%	0%
	Through/Right	9,150	875	270	1,250	405	1,225	342	0%	0%
SB	Left Turn	250	200	39	250	37	250	29	9%	0%
	Through	1,700	175	46	275	79	275	70	10%	0%
	Right Turn	175	75	29	150	67	175	61	0%	0%
WB	Left Turn	225	75	20	125	27	125	25	0%	0%
	Through	5,000	125	19	200	37	200	40	0%	0%
	Through/Right	250	125	10	175	34	175	38	0%	0%

Intersection 21 **Sierra College Blvd/Office Dwy** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
NB	Left Turn	125	25	5	25	16	25	20	0%	0%
	Through	375	25	5	25	21	25	28	0%	0%
SB	Through	225	225	45	275	37	250	22	0%	38%
	Through/Right	225	225	19	250	30	250	12	0%	66%
EB	Right Turn	575	25	0	25	0	25	0	0%	0%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers 1/23/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions
Weekend MD Peak Hour

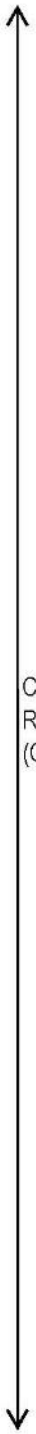
Intersection 24 **Sierra College Blvd/Project Dwy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	150	30	275	38	250	0	3%	0%
	Through/Right	1,675	225	61	450	162	450	227	32%	0%
NB	Left Turn	175	75	31	100	45	100	41	0%	0%
	Through	575	275	33	375	50	400	50	18%	0%
	Right Turn	150	125	19	200	20	175	0	2%	2%
SB	Left Turn	175	150	27	225	12	200	0	13%	0%
	Through	625	375	46	500	42	425	21	13%	55%
	Through/Right	625	400	14	425	26	425	12	0%	78%
WB	Left Turn	3,550	1,950	418	3,025	593	3,000	580	96%	1%
	Through/Right	3,550	1,400	559	3,075	946	2,850	772	0%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

Cumulative Short-Term Plus Project (Mitigated) Conditions



City of Rocklin-93 (Cont.)

FEHR PEERS

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 6 Sierra College Blvd/Taylor Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	161	135	83.6%	54.8	8.9	D
	Through	1,142	984	86.2%	26.9	4.0	C
	Right Turn	457	398	87.1%	11.2	1.9	B
	Subtotal	1,760	1,517	86.2%	25.4	2.9	C
SB	Left Turn	23	26	112.8%	58.5	16.9	E
	Through	770	736	95.6%	42.7	24.1	D
	Right Turn	161	162	100.4%	22.1	22.4	C
	Subtotal	954	924	96.8%	39.6	23.8	D
EB	Left Turn	189	178	94.1%	61.6	24.9	E
	Through	282	284	100.8%	54.2	19.3	D
	Right Turn	182	193	106.2%	24.8	16.2	C
	Subtotal	653	655	100.4%	47.7	20.4	D
WB	Left Turn	488	423	86.8%	67.8	41.1	E
	Through	303	278	91.8%	52.7	30.2	D
	Right Turn	44	49	110.2%	29.6	26.9	C
	Subtotal	835	750	89.8%	59.9	35.4	E
Total		4,202	3,846	91.5%	38.6	11.6	D

Intersection 7 Sierra College Blvd/Brace Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,638	1,417	86.5%	16.2	4.4	B
	Right Turn	188	172	91.4%	8.2	1.6	A
	Subtotal	1,826	1,589	87.0%	15.3	4.0	B
SB	Left Turn	115	104	90.2%	49.0	14.6	D
	Through	1,325	1,196	90.3%	31.1	23.4	C
	Right Turn						
	Subtotal	1,440	1,300	90.3%	32.6	22.7	C
EB	Left Turn						
	Through						
	Right Turn	142	136	95.9%	26.8	12.7	C
	Subtotal	142	136	95.9%	26.8	12.7	C
WB	Left Turn	199	183	91.8%	43.1	26.9	D
	Through						
	Right Turn	124	117	94.0%	20.1	22.2	C
	Subtotal	323	299	92.7%	34.5	26.4	C
Total		3,731	3,324	89.1%	23.9	11.8	C

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 8 Sierra College Blvd/Granite Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	358	299	83.4%	83.7	16.5	F
	Through	1,851	1,588	85.8%	18.3	3.4	B
	Right Turn	69	53	76.3%	14.2	4.5	B
	Subtotal	2,278	1,939	85.1%	28.5	6.1	C
SB	Left Turn	61	59	96.8%	80.0	9.8	E
	Through	1,752	1,484	84.7%	57.2	19.3	E
	Right Turn	126	112	88.6%	47.1	15.1	D
	Subtotal	1,939	1,655	85.4%	57.4	18.3	E
EB	Left Turn	197	186	94.5%	96.8	33.1	F
	Through	26	23	86.8%	97.4	59.3	F
	Right Turn	368	375	101.9%	36.3	9.2	D
	Subtotal	591	584	98.7%	58.6	16.0	E
WB	Left Turn	107	97	91.0%	48.7	7.6	D
	Through	24	21	89.3%	56.5	13.5	E
	Right Turn	33	26	79.8%	25.1	12.5	C
	Subtotal	164	145	88.5%	46.7	7.1	D
Total		4,972	4,323	87.0%	44.0	8.1	D

Intersection 9 Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	418	326	78.1%	109.8	29.9	F
	Through	1,639	1,394	85.1%	31.8	9.9	C
	Right Turn	392	314	80.0%	19.4	9.6	B
	Subtotal	2,449	2,034	83.1%	42.5	12.7	D
SB	Left Turn						
	Through	2,008	1,736	86.5%	41.3	7.6	D
	Right Turn	209	183	87.4%	22.7	4.6	C
	Subtotal	2,217	1,919	86.6%	39.5	7.4	D
EB	Left Turn	200	113	56.6%	255.2	112.0	F
	Through						
	Right Turn	307	263	85.7%	60.3	22.0	E
	Subtotal	507	376	74.2%	111.2	19.6	F
WB	Left Turn	556	515	92.7%	85.0	41.8	F
	Through	137	141	102.6%	95.7	54.0	F
	Right Turn	480	462	96.3%	82.4	40.8	F
	Subtotal	1,173	1,118	95.3%	85.2	42.3	F
Total		6,346	5,448	85.8%	54.7	11.7	D

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 10 Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,852	1,410	76.2%	38.3	4.5	D
	Right Turn	177	144	81.4%	19.0	3.0	B
	Subtotal	2,029	1,554	76.6%	36.5	4.3	D
SB	Left Turn	393	330	84.0%	88.7	24.8	F
	Through	1,237	1,076	87.0%	34.4	24.4	C
	Right Turn	621	529	85.3%	19.1	13.9	B
	Subtotal	2,251	1,935	86.0%	39.4	20.2	D
EB	Left Turn	728	714	98.1%	74.6	27.6	E
	Through	276	274	99.2%	57.5	6.2	E
	Right Turn	151	151	100.1%	44.0	9.5	D
	Subtotal	1,155	1,139	98.6%	66.5	18.2	E
WB	Left Turn	199	153	76.9%	171.7	91.5	F
	Through						
	Right Turn	464	383	82.6%	126.6	63.7	F
	Subtotal	663	536	80.9%	140.7	70.2	F
Total		6,098	5,165	84.7%	54.4	15.8	D

Intersection 11 Sierra College Blvd/Schriber Wy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	48	34	71.3%	55.2	22.5	E
	Through	1,778	1,312	73.8%	23.4	9.2	C
	Right Turn	194	144	74.0%	22.8	8.2	C
	Subtotal	2,020	1,490	73.8%	24.1	9.3	C
SB	Left Turn						
	Through	1,390	1,206	86.8%	26.8	10.7	C
	Right Turn	90	77	85.6%	15.2	8.0	B
	Subtotal	1,480	1,283	86.7%	26.1	10.5	C
EB	Left Turn	97	92	95.4%	38.4	25.0	D
	Through						
	Right Turn	51	46	89.9%	10.4	2.9	B
	Subtotal	148	138	93.5%	28.7	15.0	C
WB	Left Turn	75	79	105.3%	29.3	8.0	C
	Through						
	Right Turn	156	153	97.9%	23.3	10.8	C
	Subtotal	231	232	100.3%	25.8	8.1	C
Total		3,879	3,143	81.0%	25.3	9.1	C

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 12 Sierra College Blvd/Dominguez Rd-Bass Pro Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	1	56.4%	17.6	16.1	B
	Through	1,945	1,441	74.1%	33.4	12.1	C
	Right Turn	85	64	74.8%	38.2	19.0	D
	Subtotal	2,032	1,506	74.1%	33.6	12.3	C
SB	Left Turn	80	62	77.6%	38.7	9.6	D
	Through	1,437	1,263	87.9%	10.8	2.3	B
	Right Turn	1	1	112.8%	5.4	1.3	A
	Subtotal	1,518	1,327	87.4%	12.1	2.4	B
EB	Left Turn	5	3	67.7%	27.6	37.8	C
	Through						
	Right Turn	1	3	300.8%	5.6	6.5	A
	Subtotal	6	6	106.5%	27.2	36.3	C
WB	Left Turn	107	111	103.7%	32.7	8.5	C
	Through						
	Right Turn	70	65	92.9%	18.7	6.9	B
	Subtotal	177	176	99.4%	27.5	7.3	C
Total		3,733	3,014	80.7%	23.9	7.0	C

Intersection 13 Sierra College Blvd/Stadium Entrance Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	26	17	65.1%	28.3	8.7	C
	Through	1,824	1,357	74.4%	8.3	0.6	A
	Right Turn						
	Subtotal	1,850	1,374	74.2%	8.5	0.6	A
SB	Left Turn						
	Through	1,432	1,271	88.7%	5.4	0.7	A
	Right Turn	67	56	83.1%	4.3	1.1	A
	Subtotal	1,499	1,327	88.5%	5.4	0.7	A
EB	Left Turn	119	114	95.7%	19.9	2.5	B
	Through						
	Right Turn	74	76	102.6%	9.6	2.0	A
	Subtotal	193	190	98.4%	15.7	2.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,542	2,890	81.6%	7.6	0.4	A

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 14 Sierra College Blvd/Rocklin Rd **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	406	286	70.4%	239.9	29.3	F
	Through	1,336	926	69.3%	229.2	22.4	F
	Right Turn	74	50	68.1%	227.6	25.0	F
	Subtotal	1,816	1,262	69.5%	231.4	23.4	F
SB	Left Turn	214	179	83.8%	141.9	34.3	F
	Through	1,014	926	91.4%	37.4	5.3	D
	Right Turn	287	255	89.0%	13.0	3.5	B
	Subtotal	1,515	1,361	89.8%	46.6	8.0	D
EB	Left Turn	386	303	78.6%	174.3	34.4	F
	Through	412	405	98.3%	40.3	3.1	D
	Right Turn	411	411	100.1%	18.1	4.2	B
	Subtotal	1,209	1,120	92.6%	68.6	10.3	E
WB	Left Turn	70	70	99.9%	72.6	11.6	E
	Through	340	329	96.9%	60.1	11.5	E
	Right Turn	224	220	98.4%	40.3	8.0	D
	Subtotal	634	620	97.7%	54.7	9.3	D
Total		5,174	4,363	84.3%	106.9	7.4	F

Intersection 21 Sierra College Blvd/Office Dwy **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	6	120.3%	12.4	13.1	B
	Through	1,826	1,588	87.0%	4.5	0.5	A
	Right Turn						
	Subtotal	1,831	1,594	87.1%	4.5	0.5	A
SB	Left Turn						
	Through	1,665	1,489	89.4%	9.5	5.4	A
	Right Turn	2	2	112.8%	1.6	3.6	A
	Subtotal	1,667	1,491	89.5%	9.4	5.4	A
EB	Left Turn						
	Through						
	Right Turn	20	14	71.4%	78.6	106.1	F
	Subtotal	20	14	71.4%	78.6	106.1	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,518	3,100	88.1%	7.1	2.7	A

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 24 Sierra College Blvd/Project Dwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,676	1,432	85.4%	22.1	4.3	C
	Right Turn	387	327	84.4%	11.0	1.9	B
	Subtotal	2,063	1,759	85.2%	20.0	3.9	C
SB	Left Turn	142	130	91.4%	55.3	11.1	E
	Through	1,543	1,340	86.8%	39.4	15.3	D
	Right Turn						
	Subtotal	1,685	1,469	87.2%	40.8	14.7	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	402	359	89.4%	30.3	17.9	C
	Through						
	Right Turn	161	158	98.1%	12.3	6.2	B
	Subtotal	563	517	91.9%	24.7	13.9	C
Total		4,311	3,745	86.9%	28.7	7.5	C

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 6 **Sierra College Blvd/Taylor Rd** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	175	150	20	200	13	175	0	12%	0%
	Through	4,650	350	175	650	370	600	309	22%	0%
	Right Turn	200	125	35	250	21	225	0	0%	0%
NB	Left Turn	300	125	28	225	57	225	73	0%	0%
	Through	575	275	26	375	42	375	52	1%	0%
	Right Turn	575	100	28	200	41	175	39	0%	0%
SB	Left Turn	200	50	22	100	63	125	75	0%	0%
	Through	5,000	250	91	375	230	375	265	16%	0%
	Right Turn	225	150	48	250	77	225	50	0%	0%
WB	Left Turn	300	225	43	325	52	300	48	5%	0%
	Through	5,550	300	267	600	707	700	915	9%	0%
	Right Turn	225	50	26	125	83	150	85	0%	0%

Intersection 7 **Sierra College Blvd/Brace Rd** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Right Turn	1,250	75	13	125	37	150	53	0%	0%
NB	Through	625	200	56	250	62	275	54	0%	0%
	Right Turn	625	50	12	100	29	100	28	0%	0%
SB	Left Turn	175	100	26	175	42	175	34	1%	0%
	Through	575	325	86	450	115	500	107	12%	3%
	Right Turn	575	75	45	100	77	125	79	0%	0%
WB	Left Turn	100	100	12	125	6	125	3	27%	0%
	Right Turn	5,000	125	85	275	179	300	182	1%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 8 **Sierra College Blvd/Granite Dr** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	200	26	225	17	225	8	41%	0%
	Through	2,575	225	138	400	135	375	132	0%	0%
	Right Turn	2,575	225	52	350	104	350	98	15%	0%
NB	Left Turn	175	200	14	225	9	200	1	50%	0%
	Through	425	400	93	475	85	475	76	14%	26%
	Through/Right	425	300	28	375	38	400	41	0%	1%
SB	Left Turn	300	150	65	300	112	300	67	0%	0%
	Through	575	575	90	700	62	675	41	27%	18%
	Through/Right	375	400	25	475	32	450	6	0%	23%
WB	Left Turn	175	100	18	175	23	150	28	3%	0%
	Through	1,350	50	18	100	56	100	76	0%	0%
	Right Turn	175	25	10	75	19	75	23	0%	0%

Intersection 9 **Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	875	525	164	750	238	725	207	8%	0%
	Right Turn	3,700	425	232	875	564	950	606	7%	0%
NB	Left Turn	150	250	28	275	18	275	11	0%	46%
	Through	1,500	425	181	550	213	550	200	0%	0%
	Right Turn	300	125	19	200	30	200	27	4%	0%
SB	Through	375	425	56	575	50	525	31	0%	18%
	Right Turn	175	100	7	150	15	150	32	2%	0%
WB	Left Turn	775	400	149	575	182	600	169	26%	0%
	Through	4,600	475	284	800	439	825	440	9%	0%
	Right Turn	200	175	25	250	21	225	4	21%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/17/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 10 Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	375	350	20	425	22	375	0	19%	0%
	Through	1,625	400	178	800	321	750	356	1%	0%
	Right Turn	225	125	25	225	29	225	24	2%	0%
NB	Through	300	325	35	400	22	375	17	0%	22%
	Right Turn	300	100	12	150	32	150	34	0%	0%
SB	Left Turn	225	200	35	250	33	250	19	9%	3%
	Through	1,500	375	216	550	310	525	263	14%	1%
	Right Turn	475	25	0	25	0	25	0	0%	0%
WB	Left Turn	375	325	48	450	52	375	0	17%	0%
	Right Turn	3,175	900	503	1,500	935	1,475	804	40%	1%

Intersection 11 Sierra College Blvd/Schriber Wy — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	75	18	125	45	125	41	1%	0%
	Through/Right	650	25	13	75	51	75	73	0%	0%
NB	Left Turn	125	50	13	75	28	100	38	0%	0%
	Through	350	175	48	275	84	275	77	7%	1%
	Through/Right	350	325	77	425	85	425	74	0%	10%
SB	Through	300	300	58	400	67	375	60	31%	14%
	Right Turn	100	50	23	125	45	125	1	0%	0%
WB	Left/Through	575	75	24	125	83	150	112	0%	0%
	Right Turn	225	100	21	150	49	150	51	1%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers

1/17/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 12 Sierra College Blvd/Dominguez Rd-Bass Pro Rd — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	25	3	25	11	25	13	0%	0%
	Through/Right	375	25	3	25	11	25	13	0%	0%
NB	Left Turn	100	25	2	25	7	25	9	0%	0%
	Through	1,700	450	156	700	188	675	171	34%	0%
	Right Turn	75	50	9	100	8	75	2	1%	0%
SB	Left Turn	225	50	9	100	18	100	23	0%	0%
	Through	350	175	41	250	60	275	59	0%	1%
	Right Turn	200	25	1	25	4	25	6	0%	0%
WB	Left Turn	250	75	10	125	24	125	32	0%	0%
	Through	750	25	0	25	0	25	0	0%	0%
	Right Turn	175	50	11	75	21	100	21	0%	0%

Intersection 13 Sierra College Blvd/Stadium Entrance Dr — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	400	75	18	125	39	125	39	9%	0%
	Right Turn	100	50	9	100	19	100	25	0%	0%
NB	Left Turn	225	25	5	50	13	50	16	0%	0%
	Through	1,600	125	13	175	23	175	29	0%	0%
SB	Through	1,700	50	14	100	21	100	26	0%	0%
	Through/Right	725	75	14	125	25	125	34	0%	0%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers

1/17/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 14 Sierra College Blvd/Rocklin Rd Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	250	1	250	2	250	1	78%	0%
	Through	2,275	725	163	1,000	237	975	227	0%	0%
	Right Turn	2,275	175	42	275	70	275	72	0%	0%
NB	Left Turn	225	225	21	300	32	250	26	5%	0%
	Through	5,650	2,200	298	3,200	424	3,250	426	51%	0%
	Through/Right	5,650	2,200	291	3,200	426	3,275	443	0%	0%
SB	Left Turn	250	250	20	300	27	275	6	48%	0%
	Through	1,700	300	80	450	109	450	88	19%	0%
	Right Turn	175	150	35	225	33	200	0	0%	0%
WB	Left Turn	225	100	29	200	63	200	67	0%	0%
	Through	5,000	275	100	425	174	425	177	16%	0%
	Through/Right	250	225	26	275	24	275	6	7%	0%

Intersection 21 Sierra College Blvd/Office Dwy Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Right Turn	525	50	22	75	39	75	38	0%	0%
NB	Left Turn	125	25	5	25	16	25	18	0%	0%
	Through	375	25	6	25	19	25	25	0%	0%
SB	Through	225	75	67	150	129	200	97	0%	5%
	Through/Right	225	125	70	225	64	225	9	0%	11%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers

1/17/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

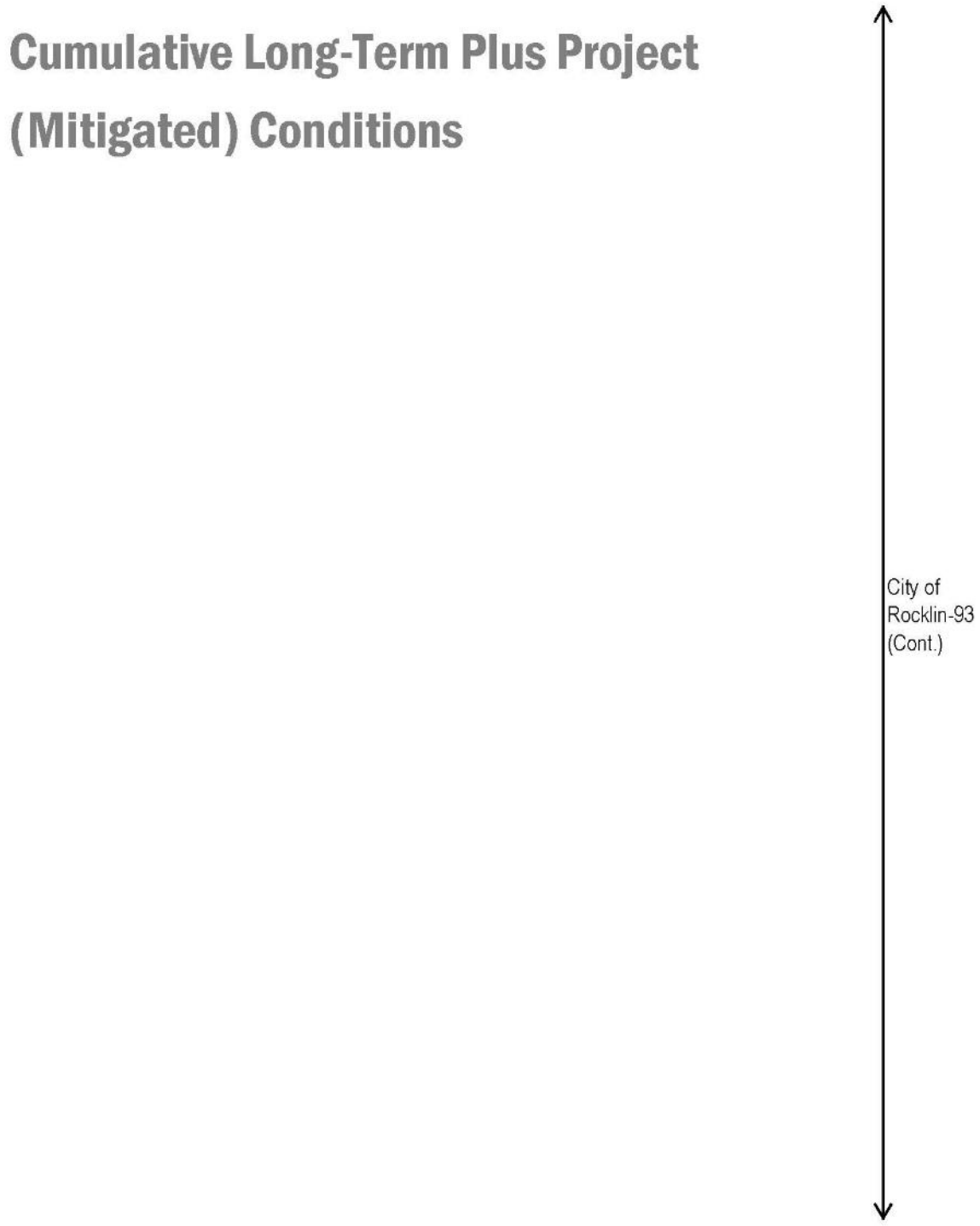
Loomis Costco DEIR Peer Review
Cumulative Short Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 24 Sierra College Blvd/Project Dwy Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
NB	Through	575	250	39	350	55	375	58	17%	0%
	Right Turn	150	125	32	200	26	175	2	1%	1%
SB	Left Turn	175	125	16	225	19	200	3	2%	0%
	Through	625	475	104	625	94	650	41	14%	11%
WB	Left Turn	1,075	175	70	300	186	350	232	6%	0%
	Right Turn	225	75	22	150	64	150	69	0%	0%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers 1/17/2020


Cumulative Long-Term Plus Project
(Mitigated) Conditions
City of
Rocklin-93
(Cont.)
FEHR PEERS

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 6 Sierra College Blvd/Taylor Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	151	118	77.9%	73.1	17.0	E
	Through	1,490	1,081	72.5%	39.5	7.1	D
	Right Turn	574	430	74.9%	16.3	2.3	B
	Subtotal	2,215	1,628	73.5%	35.9	5.9	D
SB	Left Turn	35	23	66.6%	115.4	41.4	F
	Through	959	804	83.8%	103.3	27.0	F
	Right Turn	70	64	91.9%	63.5	24.5	E
	Subtotal	1,064	891	83.8%	100.9	26.7	F
EB	Left Turn	135	102	75.2%	123.6	62.8	F
	Through	320	246	76.7%	130.8	86.9	F
	Right Turn	260	212	81.6%	101.5	81.0	F
	Subtotal	715	559	78.2%	118.9	79.9	F
WB	Left Turn	519	326	62.8%	168.0	67.1	F
	Through	190	144	75.8%	104.6	56.0	F
	Right Turn	70	55	79.0%	83.7	50.0	F
	Subtotal	779	525	67.4%	141.7	59.9	F
Total		4,773	3,604	75.5%	78.2	20.2	E

Intersection 7 Sierra College Blvd/Brace Rd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	2,107	1,603	76.1%	30.7	3.1	C
	Right Turn	375	299	79.7%	18.1	2.4	B
	Subtotal	2,482	1,901	76.6%	28.8	2.9	C
SB	Left Turn	322	191	59.2%	159.0	18.7	F
	Through	1,301	1,042	80.1%	40.3	4.6	D
	Right Turn	115	91	78.8%	35.5	4.5	D
	Subtotal	1,738	1,323	76.1%	57.2	6.7	E
EB	Left Turn						
	Through						
	Right Turn	545	473	86.9%	126.2	36.1	F
	Subtotal	545	473	86.9%	126.2	36.1	F
WB	Left Turn	105	79	75.2%	120.2	53.8	F
	Through						
	Right Turn	133	129	96.7%	45.2	44.0	D
	Subtotal	238	208	87.2%	74.5	51.1	E
Total		5,003	3,906	78.1%	52.2	3.2	D

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 8 Sierra College Blvd/Granite Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	220	159	72.5%	89.6	16.0	F
	Through	2,150	1,475	68.6%	34.5	9.7	C
	Right Turn	55	33	59.5%	30.8	13.9	C
	Subtotal	2,425	1,667	68.7%	39.8	9.8	D
SB	Left Turn	100	77	77.5%	82.2	19.4	F
	Through	1,861	1,548	83.2%	42.8	10.5	D
	Right Turn	194	169	87.0%	38.2	11.2	D
	Subtotal	2,155	1,794	83.2%	44.0	10.3	D
EB	Left Turn	424	338	79.7%	191.3	58.8	F
	Through	25	14	57.2%	181.2	59.9	F
	Right Turn	285	221	77.4%	165.7	65.9	F
	Subtotal	734	573	78.1%	181.3	61.8	F
WB	Left Turn	120	119	99.0%	54.2	7.5	D
	Through	30	24	80.2%	53.4	11.7	D
	Right Turn	90	96	106.1%	28.4	6.9	C
	Subtotal	240	238	99.3%	44.0	5.2	D
Total		5,554	4,272	76.9%	59.9	6.3	E

City of Rocklin-93 (Cont.)

Intersection 9 Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	305	206	67.7%	64.7	7.6	E
	Through	1,968	1,346	68.4%	21.7	4.0	C
	Right Turn	255	180	70.6%	8.9	1.6	A
	Subtotal	2,528	1,733	68.5%	25.5	2.7	C
SB	Left Turn						
	Through	2,231	1,851	83.0%	21.9	3.8	C
	Right Turn	35	28	80.6%	11.7	2.2	B
	Subtotal	2,266	1,880	82.9%	21.8	3.8	C
EB	Left Turn	35	33	93.5%	114.8	50.7	F
	Through						
	Right Turn	120	119	99.3%	35.0	9.4	C
	Subtotal	155	152	98.0%	53.0	15.1	D
WB	Left Turn	1,035	651	62.9%	339.9	54.6	F
	Through	70	45	65.0%	341.2	60.9	F
	Right Turn	392	237	60.5%	321.6	61.7	F
	Subtotal	1,497	934	62.4%	335.5	56.3	F
Total		6,446	4,698	72.9%	86.1	10.6	F

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 10 Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	2,459	1,285	52.2%	24.3	8.8	C
	Right Turn	160	85	52.9%	10.7	5.2	B
	Subtotal	2,619	1,369	52.3%	23.4	8.6	C
SB	Left Turn	270	190	70.5%	91.2	18.1	F
	Through	1,555	1,119	71.9%	28.6	10.6	C
	Right Turn	521	386	74.1%	13.4	5.3	B
	Subtotal	2,346	1,695	72.3%	32.4	9.3	C
EB	Left Turn	624	600	96.2%	99.2	38.8	F
	Through	180	177	98.4%	66.1	10.5	E
	Right Turn	100	105	104.5%	46.9	19.6	D
	Subtotal	904	882	97.5%	86.0	27.5	F
WB	Left Turn	125	92	73.4%	163.4	82.7	F
	Through						
	Right Turn	310	276	88.9%	41.7	24.1	D
	Subtotal	435	367	84.4%	70.4	29.3	E
Total		6,304	4,313	68.4%	43.4	10.9	D

Intersection 11 Sierra College Blvd/Schriber Wy — Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	55	24	43.8%	38.3	11.4	D
	Through	2,389	1,161	48.6%	16.2	3.4	B
	Right Turn	65	29	44.5%	14.2	6.9	B
	Subtotal	2,509	1,214	48.4%	16.6	3.3	B
SB	Left Turn						
	Through	1,590	1,168	73.5%	35.3	10.4	D
	Right Turn	190	138	72.6%	21.6	7.9	C
	Subtotal	1,780	1,306	73.4%	33.8	10.2	C
EB	Left Turn	155	158	101.6%	31.8	6.7	C
	Through	10	12	116.6%	40.5	21.2	D
	Right Turn	65	62	95.4%	23.0	10.3	C
	Subtotal	230	231	100.5%	29.6	4.5	C
WB	Left Turn	25	29	117.3%	31.8	7.8	C
	Through	5	3	60.2%	20.2	18.1	C
	Right Turn	75	71	94.3%	13.4	5.0	B
	Subtotal	105	103	98.1%	19.1	3.1	B
Total		4,624	2,855	61.7%	25.6	6.1	C

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 12 **Sierra College Blvd/Dominguez Rd-Bass Pro Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	295	139	47.0%	296.8	33.5	F
	Through	2,289	1,029	45.0%	227.7	24.5	F
	Right Turn	185	76	40.9%	217.0	21.7	F
	Subtotal	2,769	1,243	44.9%	234.9	25.8	F
SB	Left Turn	100	70	70.3%	93.7	23.1	F
	Through	1,475	1,067	72.3%	46.9	4.1	D
	Right Turn	105	88	83.8%	25.4	2.1	C
	Subtotal	1,680	1,225	72.9%	48.3	3.6	D
EB	Left Turn	205	177	86.2%	115.6	46.3	F
	Through	55	63	114.9%	50.5	19.7	D
	Right Turn	485	476	98.1%	60.8	15.4	E
	Subtotal	745	716	96.0%	73.6	19.3	E
WB	Left Turn	155	166	107.0%	92.8	20.1	F
	Through	100	103	102.6%	43.4	8.9	D
	Right Turn	15	15	102.8%	7.4	5.1	A
	Subtotal	270	284	105.1%	69.8	10.8	E
Total		5,464	3,468	63.5%	121.9	8.2	F

Intersection 13 **Sierra College Blvd/Stadium Entrance Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	60	29	48.9%	58.0	7.7	E
	Through	2,464	1,340	54.4%	42.6	17.7	D
	Right Turn						
	Subtotal	2,524	1,369	54.3%	42.9	17.4	D
SB	Left Turn						
	Through	1,945	1,578	81.1%	7.5	0.3	A
	Right Turn	175	131	75.0%	6.7	1.1	A
	Subtotal	2,120	1,709	80.6%	7.4	0.3	A
EB	Left Turn	285	117	41.0%	238.0	38.4	F
	Through						
	Right Turn	175	79	45.3%	204.2	50.2	F
	Subtotal	460	196	42.7%	221.5	39.4	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		5,104	3,275	64.2%	34.9	6.1	C

City of Rocklin-93 (Cont.)

Fehr & Peers *2/4/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 14 Sierra College Blvd/Rocklin Rd **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	485	271	55.9%	307.2	18.6	F
	Through	1,974	1,114	56.4%	292.3	15.2	F
	Right Turn	110	55	50.2%	282.2	24.3	F
	Subtotal	2,569	1,440	56.1%	294.8	14.0	F
SB	Left Turn	329	197	59.8%	213.5	27.2	F
	Through	1,620	1,279	79.0%	42.4	6.8	D
	Right Turn	231	168	72.9%	22.0	6.5	C
	Subtotal	2,180	1,644	75.4%	60.8	6.3	E
EB	Left Turn	336	194	57.6%	327.3	31.4	F
	Through	320	318	99.5%	47.6	3.9	D
	Right Turn	625	566	90.5%	92.1	34.3	F
	Subtotal	1,281	1,078	84.2%	121.4	18.8	F
WB	Left Turn	105	86	82.0%	157.1	75.5	F
	Through	240	242	100.7%	53.5	6.6	D
	Right Turn	214	198	92.6%	42.1	5.2	D
	Subtotal	559	526	94.1%	67.0	13.8	E
Total		6,589	4,689	71.2%	147.3	7.3	F

Intersection 21 Sierra College Blvd/Office Dwy **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	97.8%	68.1	117.3	F
	Through	2,482	1,867	75.2%	9.6	1.3	A
	Right Turn						
	Subtotal	2,487	1,872	75.3%	9.8	1.3	A
SB	Left Turn						
	Through	1,921	1,586	82.6%	3.5	1.3	A
	Right Turn	5	3	60.2%	1.2	1.8	A
	Subtotal	1,926	1,589	82.5%	3.5	1.3	A
EB	Left Turn						
	Through						
	Right Turn	20	23	112.8%	48.1	30.0	E
	Subtotal	20	23	112.8%	48.1	30.0	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		4,433	3,484	78.6%	7.1	1.0	A

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 24 Sierra College Blvd/Project Dwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	48	32	67.4%	59.2	21.3	E
	Through	2,227	1,585	71.2%	33.5	6.9	C
	Right Turn	387	276	71.3%	20.3	4.8	C
	Subtotal	2,662	1,893	71.1%	32.1	6.6	C
SB	Left Turn	142	112	79.2%	67.6	21.7	E
	Through	1,739	1,414	81.3%	31.3	11.5	C
	Right Turn	60	51	84.6%	42.0	24.7	D
	Subtotal	1,941	1,577	81.2%	34.3	11.7	C
EB	Left Turn	105	106	100.6%	46.8	16.5	D
	Through						
	Right Turn	83	83	100.1%	38.3	25.9	D
	Subtotal	188	189	100.4%	43.4	19.3	D
WB	Left Turn	402	317	78.8%	138.4	78.8	F
	Through						
	Right Turn	161	167	103.9%	18.0	3.4	B
	Subtotal	563	484	86.0%	92.4	45.6	F
Total		5,354	4,143	77.4%	40.4	11.2	D

City of Rocklin-93 (Cont.)

Fehr & Peers *1/23/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 6 **Sierra College Blvd/Taylor Rd** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	175	125	23	225	20	175	1	7%	0%
	Through	2,600	800	540	1,425	765	1,425	630	43%	1%
	Right Turn	200	175	30	250	30	225	0	14%	0%
NB	Left Turn	300	150	39	275	63	300	39	1%	0%
	Through	575	425	58	550	74	575	64	14%	2%
	Right Turn	575	150	32	275	61	275	56	0%	0%
SB	Left Turn	200	75	35	175	78	200	59	0%	0%
	Through	5,000	575	143	950	250	950	269	65%	0%
	Right Turn	225	125	37	275	38	250	0	0%	0%
WB	Left Turn	325	300	33	375	32	325	13	41%	0%
	Through	5,325	900	550	2,025	1,023	2,100	986	2%	0%
	Right Turn	225	50	15	100	48	125	68	0%	0%

Intersection 7 **Sierra College Blvd/Brace Rd** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Right Turn	2,475	800	205	1,125	332	1,100	276	0%	0%
NB	Through	625	375	43	525	59	525	49	17%	0%
	Right Turn	175	125	21	225	19	200	0	1%	0%
SB	Left Turn	175	200	1	200	3	200	0	82%	0%
	Through	575	600	47	700	70	675	59	5%	39%
	Through/Right	575	250	36	350	54	400	54	0%	0%
WB	Left Turn	100	100	16	125	12	125	8	42%	0%
	Right Turn	2,175	200	127	350	204	375	215	5%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers 1/24/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 8 Sierra College Blvd/Granite Dr — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	225	18	250	23	225	1	65%	0%
	Through/Right	4,025	1,400	550	2,050	883	1,975	819	5%	0%
	Right Turn	200	75	17	125	45	125	46	0%	0%
NB	Left Turn	175	175	19	225	16	200	1	20%	0%
	Through	400	325	56	400	52	400	38	18%	2%
	Through/Right	275	275	38	400	23	350	11	0%	27%
SB	Left Turn	300	100	36	200	74	225	99	0%	0%
	Through	575	575	69	675	73	650	65	40%	19%
	Right Turn	200	150	36	300	33	225	0	0%	0%
WB	Left Turn	175	125	14	200	22	175	12	6%	0%
	Through	3,150	50	15	150	64	175	94	0%	0%
	Right Turn	175	75	15	125	31	125	29	0%	0%

Intersection 9 Sierra College Blvd/Rocklin Commons Dwy-I-80 WB Ramps — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	875	50	21	100	37	100	34	0%	0%
	Right Turn	875	75	20	125	31	150	38	0%	0%
NB	Left Turn	150	125	28	200	49	200	55	0%	3%
	Through	1,500	225	48	275	64	300	65	0%	0%
	Right Turn	300	100	13	150	24	150	25	5%	0%
SB	Through	400	350	105	525	127	475	112	0%	8%
	Right Turn	200	75	8	100	15	100	13	0%	0%
WB	Left Turn	775	800	6	800	14	800	14	62%	0%
	Through/Right	6,375	4,400	938	6,450	1,036	6,025	850	9%	3%
	Right Turn	200	125	27	200	45	200	28	2%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers

1/24/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 10 **Sierra College Blvd/I-80 EB Ramps-Rocklin Crossings Dwy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	375	350	35	400	35	375	6	23%	0%
	Through	1,625	400	313	725	496	725	433	1%	0%
	Right Turn	225	100	28	150	62	150	58	2%	0%
NB	Through	300	200	51	250	55	250	48	0%	1%
	Right Turn	300	25	11	75	28	75	31	0%	0%
SB	Left Turn	225	175	36	250	47	250	34	1%	0%
	Through	1,500	325	81	450	115	500	115	12%	0%
	Right Turn	475	25	0	25	0	25	0	0%	0%
WB	Left Turn	375	225	64	350	84	325	72	12%	0%
	Right Turn	3,175	250	148	475	389	600	509	1%	0%

Intersection 11 **Sierra College Blvd/Schriber Wy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	100	18	175	24	175	26	0%	0%
	Through/Right	650	50	11	100	19	100	21	0%	0%
NB	Left Turn	125	50	11	75	23	75	34	0%	0%
	Through	350	150	36	250	59	250	54	5%	0%
	Through/Right	350	225	41	325	67	375	49	0%	1%
SB	Through	300	300	60	425	63	400	53	40%	24%
	Right Turn	100	75	22	150	14	125	0	0%	1%
WB	Left/Through	575	50	8	75	18	75	21	0%	0%
	Right Turn	225	50	11	75	23	75	20	0%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/24/2020*

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 12 Sierra College Blvd/Dominguez Rd-Bass Pro Rd — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	200	200	18	250	11	225	1	44%	0%
	Through	1,350	275	156	450	161	450	152	0%	0%
	Right Turn	1,350	425	84	650	139	600	119	0%	0%
NB	Left Turn	100	125	2	125	2	125	1	75%	0%
	Through	1,700	1,650	55	2,075	61	1,825	33	39%	49%
	Right Turn	75	75	6	75	9	75	2	1%	0%
SB	Left Turn	225	100	35	150	39	150	30	0%	11%
	Through	350	400	27	500	35	450	22	0%	21%
	Right Turn	200	100	10	175	13	150	12	0%	0%
WB	Left Turn	250	150	21	225	36	225	34	0%	0%
	Through	750	100	23	150	37	150	35	2%	0%
	Right Turn	175	25	10	50	34	50	46	0%	0%

Intersection 13 Sierra College Blvd/Stadium Entrance Dr — Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	2,400	900	189	1,675	291	1,925	321	89%	0%
	Right Turn	100	75	25	150	24	125	0	6%	0%
NB	Left Turn	225	50	16	150	65	175	86	0%	0%
	Through	1,600	325	133	675	285	725	261	15%	5%
SB	Through	1,700	100	14	150	28	175	38	0%	0%
	Through/Right	725	100	14	200	24	175	29	0%	0%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers

1/24/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 14 **Sierra College Blvd/Rocklin Rd** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	250	1	250	2	250	1	91%	0%
	Through	2,275	1,100	176	1,500	247	1,550	263	0%	0%
	Right Turn	2,275	700	254	1,050	406	1,050	386	0%	0%
NB	Left Turn	225	200	26	300	28	250	18	6%	0%
	Through	9,150	4,125	348	6,125	536	6,275	654	50%	0%
	Through/Right	9,150	4,150	333	6,175	525	6,375	569	0%	0%
SB	Left Turn	250	275	4	275	9	275	0	81%	0%
	Through	1,700	575	68	800	77	775	84	30%	9%
	Right Turn	175	125	23	250	23	200	0	0%	0%
WB	Left Turn	225	175	52	225	42	225	28	22%	0%
	Through	5,000	225	72	350	124	375	107	3%	0%
	Through/Right	5,000	250	45	375	88	350	87	0%	0%

Intersection 21 **Sierra College Blvd/Office Dwy** **Side-street Stop**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Right Turn	500	25	10	75	11	75	14	0%	0%
NB	Left Turn	125	25	8	50	30	50	39	0%	0%
	Through	375	125	47	275	82	300	65	7%	0%
SB	Through	225	25	16	50	66	75	99	0%	0%
	Through/Right	225	50	32	125	93	175	75	0%	1%
0										

City of Rocklin-93 (Cont.)

Fehr & Peers

1/24/2020

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Loomis Costco DEIR Peer Review
Cumulative Long Term Plus Project Conditions (Mitigated)
Weekday PM Peak Hour

Intersection 24 **Sierra College Blvd/Project Dwy** **Signal**

Direction	Lane Group	Storage (ft)	Average Queue (ft) Average	Average Queue (ft) Std. Dev.	95th Queue (ft) Average	95th Queue (ft) Std. Dev.	Maximum Queue (ft) Average	Maximum Queue (ft) Std. Dev.	Block Time Pocket	Block Time Upstream
EB	Left Turn	225	100	23	150	47	175	46	2%	0%
	Through/Right	1,675	75	29	125	64	125	69	0%	0%
NB	Left Turn	175	75	36	125	73	125	59	0%	0%
	Through	575	425	64	625	68	600	41	31%	3%
	Right Turn	150	125	20	225	19	175	0	0%	2%
SB	Left Turn	175	125	34	175	30	175	22	7%	0%
	Through	625	325	72	475	93	475	100	7%	0%
	Through/Right	625	375	75	550	70	575	55	0%	1%
WB	Left Turn	2,550	500	270	800	427	825	375	56%	0%
	Through/Right	2,550	100	60	200	182	250	265	0%	0%

City of Rocklin-93 (Cont.)

Fehr & Peers *1/24/2020*

ROCKLIN
CALIFORNIA

February 7, 2020

Mr. Daniel Cucchi
Abbott & Kindermann, Inc.
2100 21st Street
Sacramento, CA 95818

SUBJECT: Comments on Loomis Costco Recirculated Draft EIR

Dear Mr. Cucchi:

I have completed my review of the Loomis Costco Recirculated Draft EIR ("RDEIR") and have identified comments that focus on the comprehensiveness and accuracy of the analysis. Based on the project description provided in the RDEIR, the 17.4 +/- acre project is located on the east side of Sierra College Boulevard and south of Brace Road and consists of an approximately 155,000 square foot Costco Wholesale warehouse building, with 781+/- parking stalls, a 30-dispenser fuel facility, and associated landscaping and street frontage improvements. Other aspects of the project include temporary outdoor sales within the parking field for seasonal sales, a tire center, vehicle display near the building entry for on-line and off-site automobile sales, and signage. The warehouse hours are anticipated to be Monday-Friday, 10:00 a.m. to 8:30 p.m., Saturday from 9:30 a.m. to 6:00 p.m. and Sunday from 10:00 a.m. to 6:00 p.m., and the fuel facility hours are anticipated to be daily from 5:00 a.m. to 10:00 p.m.

City of Rocklin-94

While three different site access options are presented in the RDEIR, the proposed project's site plan provides access to the site at three locations, including a proposed new signalized intersection on Sierra College Boulevard, a right-in and right-out only driveway entrance on Brace Road, and a full movement driveway located further east on Brace Road. Costco delivery trucks ranging in size from 26 feet to 70 feet will average about 10 to 13 per typical weekday, with receiving times from 2:00 a.m. to 1:00 p.m., averaging 2 to 3 trucks per hour, with most of the deliveries completed before the 10:00 a.m. opening time. Double-axle fuel trucks for the fueling facility will average five to seven trucks per day during hours of operation. During busy holiday weeks, an additional delivery is often required during the day, with these deliveries occurring any time between 6:00 a.m. and 7:00 p.m.

City of Rocklin-95

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As an introduction to my comments below and by way of background, I have been employed by the City of Rocklin since 2002, with my primary function up until October 2019 being to ensure CEQA compliance for the City. This includes instances where the City is lead agency and the proponent of projects, as well as situations where the City is reviewing outside agency projects. Prior to my tenure at the City of Rocklin, I worked for the City of Sacramento for twelve years, also in a CEQA compliance position. In those capacities, I have prepared and reviewed environmental documents, managed consultant preparation of environmental documents, consulted with inside and outside legal counsel on the preparation of environmental documents, and continued my training and education on the preparation of environmental documents. It is with that background, knowledge and understanding that I offer the following comments: City of Rocklin-96

GENERAL COMMENTS:

1. 2.3.2.2 Town of Loomis Objectives – the second objective states "Locate warehouse retail uses and a fueling station so as not to conflict with the character, scale and architecture of the historic central business district." It is unclear where the boundaries of the "historic central business district" are located as this district is not defined in the Loomis General Plan or Loomis Municipal Code, nor is it depicted on the Loomis General Plan Land Use Diagram or Loomis Zoning Map, though there is a Downtown/Town Center Area designated in the Loomis General Plan (Fig. 3-3). City of Rocklin-97

2. 2.3.3.2 Access and Road Improvements – the description of the proposed new signalized intersection on Sierra College Boulevard includes one eastbound entry lane and three westbound exit lanes. Providing three exit lanes is an acknowledgement of the high traffic-generating nature of the project, yet providing only one entry lane is counter to that acknowledgement and continues to be a significant concern to the City of Rocklin and the ability for traffic flows on Sierra College Boulevard to operate effectively. City of Rocklin-98

3. Section 2.6, Permits and Approvals – while within the Loomis Town Council's authority, the need to amend the Loomis Zoning Code in six different locations further demonstrates that the size, scale and type of use that a Costco warehouse represents was never contemplated for by the Town of Loomis. City of Rocklin-99

4. Section 2.6, Permits and Approvals – there is acknowledgement that an encroachment permit involving public streets in the City of Rocklin would require approval if additional project access is provided to Granite Drive. It is the City's position that project entitlements, not just an encroachment permit, would be needed for project access to Granite Drive. City of Rocklin-100

5. Under Existing Conditions, Section 3.7.1.1. Circulation System / Roadway Segments on page 3.7-3 of the RDEIR erroneously describes Brace Road as a "minor street" when in fact it is noted as an Arterial in the Town of Loomis Circulation Element. City of Rocklin-101

6. Inability to Discern Project Details – Poor Legibility of Exhibits – CEQA requires that the RDEIR contain a stable project description and enough clarity for decision makers and the public to understand the proposal as well as potential impacts. The RDEIR was made available in electronic format which is adequate to review text, however, the quality of the exhibits is so poor, even when the reader zooms in that important features such as elevations, top and bottom of retaining walls or their heights, distance measurements, and other critical data components in detailed drawings within the exhibits are not legible. This comment pertains to the grading, utilities and drainage exhibits in particular, but applies more broadly as well. City of Rocklin-102

AESTHETICS:

7. Section 3.2.1.2 - the discussion of views of the project site acknowledges that viewers of the project site include apartment residents to the north and single family residents to the east, yet the two key viewpoints selected for the aesthetics analysis are viewpoints from the motoring public on Sierra College Boulevard and Brace Road. The selection of those viewpoints ignores the fact that the motoring public experiences views of the project site from those roadways while momentarily driving by and that those who live by the project site who spend considerable more time within their residences and will have to live directly adjacent to the Costco warehouse are not having their viewpoints represented and considered. City of Rocklin-103

8. Pages 3.2-9 and 3.2-10, Town of Loomis General Plan – a table should be created to show how the proposed project is consistent with the Loomis General Plan, similar to Table 3.2-1 that provides a project comparison to development standards of the Loomis Municipal Code. City of Rocklin-104

In particular, the project appears to not be consistent with the following Community Design and Character Policies: 1) The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands and oak woodlands; City of Rocklin-105

2) Each development project should be designed to be consistent with the unique local context of Loomis – a) Design projects to fit their context in terms of building form, siting and massing; b) Design projects to be consistent with a site's natural features and surroundings; City of Rocklin-106

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 City of Rocklin-107

well to each other; 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 City of Rocklin-108

site design and project landscaping; 8) Commercial development shall be subject to design City of Rocklin-109

criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis's distinct character shall be denied or revised; 9) New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive areas, 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. In addition to those policies noted above, policy numbers 3, 5 and 6 were omitted in the RDEIR discussion but should be included in the requested General Plan consistency comparison.

City of Rocklin-109 (Cont.)

City of Rocklin-110

9. Page 3.2-13 notes under Operational Impacts that site development would change the visual character from vacant land containing oak woodland intermixed with annual grassland to a developed condition with a warehouse retail store, parking field and a fueling station, when in fact it the loss of oak woodland intermixed with annual grassland which will occur and should be acknowledged as part of the Construction Impacts.

City of Rocklin-111

10. Page 3.2-14 notes that most residents east of the project site would not see the proposed building because of the preservation of the existing, mature tree canopy found along the rear property boundary, inclusion of a masonry privacy wall along the perimeter of the site and incorporation of a landscape setback. This statement fails to acknowledge the following facts: 1) that much of the existing tree canopy consists of deciduous trees, it is not a continuous canopy, and the Biological Resources chapter of the RDEIR notes that only three valley oak trees would be preserved along the perimeter of the site near the residences to the east, and 2) the additional trees planted as part of the landscape plan for buffer purposes will take many years to reach a level of maturity that provides any screening benefit. There is reference to Figure 3.2-16 and cross section E, but Figure 3.2-16 does not include a cross section detail. Cross-sections should have been developed to demonstrate whether or not a 33 foot tall building and 28-32 foot tall parking lot light standards will be visible from the adjacent residences.

City of Rocklin-112

11. Page 3.2-14 – the project's visual impact along Sierra College Boulevard is downplayed because of anticipated project landscaping but most of the tree species proposed as part of the project's landscaping are deciduous and will be of such a size when initially planted that they will have limited screening ability. It is also likely that underground utilities would be located along the project's Sierra College Boulevard frontage and the placement of those utilities would create limitations on the size and type of landscaping that could be planted over the utilities and within the utility easement. These facts are not addressed in the impact analysis.

City of Rocklin-113

12. Table 3.2-1, Compliance with Town Development Standards –

a) Outdoor Lighting, item C states "No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source." – while the consistency discussion speaks to shielding and cutoff lenses, a photometric study should be conducted as that is the only way to demonstrate compliance or not with the standard's metric of one footcandle. City of Rocklin-114

b) Screening Between Different Land Uses – the discussion of what is required notes that "proposed walls and fences shall be designed to incorporate decorative features on both sides, as approved by the director, to avoid the appearance of long, unbroken flat planes without visual interest." The consistency discussion refers back to the discussion under item A.(1.), but that discussion is silent on decorative elements and renderings and discussions of the various walls and fences in the RDEIR do not identify any design elements as required by the above language. City of Rocklin-115

c) Chapter 13.38 Signs – Figure 3.2-11 depicts the entry signage that appears to be suspended from an awning feature and above the parapet of the main building, not at least one foot below the parapet as identified in the standard, and the consistency discussion says no awning signs are planned. City of Rocklin-116

AIR QUALITY

13. Impact 3.3-1, Generation of Temporary, Short-Term, Construction-Related Emissions of Criteria Pollutants and Precursors, Table 3.3-4 – the table shows the maximum daily emissions of NOx from construction phases for all phases to be less than the PCAPCD's threshold of 82 lb/day, and specifically notes that rough grading would generate 76.1 lb/day and base for paving would generate 29.8 lb/day. There is a potential that these two construction phases could overlap, thus resulting in an exceedance of the PCAPCD NOx threshold and a significant impact. A more appropriate approach would have been to assume some level of overlap of those two phases which likely would have exceeded the PCAPCD NOx threshold and required mitigation. City of Rocklin-117

14. Impact 3.3-2, Generation of Local Mobile-Sourced Carbon Monoxide Emissions, Table 3.3-5 – the table shows 36.76 lb/day of NOx emissions from mobile sources, yet the same table from the previous 2018 Draft EIR shows 181.51 lb/day and an exceedance of the PCAPCD threshold was acknowledged, resulting in the identification of mitigation measures. Given the project has not substantially changed between the 2018 Draft EIR and the current RDEIR other than the project being analyzed in the RDEIR now includes more gas pumps which should lead to City of Rocklin-118

greater operational emissions, it is not evident how there could be such a large discrepancy in the modeled mobile emissions. Page 3.3-19 notes that the Town of Loomis General Plan contains an air quality policy which includes a recommended threshold for determining the need for further analysis of potential impacts from CO emissions related to mobile-source operations. The discussion then concludes that because of the decline in CO emissions since the 2001 General Plan policy and because the PCAPCD has since come up with more current screening-level procedures, CO concentrations will be assessed to meet the intent of the General Plan policy but using the PCAPCD thresholds. This approach creates a General Plan consistency issue by not following current General Plan policy.

City of Rocklin-118 (Cont.)

City of Rocklin-119

15. Impact 3.3-3, Generation of Local Mobile-Source Carbon Monoxide Emissions – The previous 2018 Draft EIR shows maximum daily CO emissions from mobile sources would be approximately 336 lb/day and the current RDEIR shows a level of 67.69 lb/day. Given the project has not substantially changed between the 2018 Draft EIR and the current RDEIR other than the project being analyzed in the RDEIR now includes more gas pumps which should lead to greater operational emissions, it is not evident how there could be such a large discrepancy in the modeled mobile emissions.

City of Rocklin-120

16. The previous 2018 Draft EIR identified significant impacts and accompanying mitigation measures under Impacts 3.3-1 (Generation of Temporary, Short-Term, Construction-Related Emissions of Criteria Pollutants and Precursors), 3.3-4 (Exposure to Sensitive Receptors to Toxic Air Contaminant Emissions) and 3.3-5 (Exposure of Sensitive Receptors to Objectionable Odors), and the current RDEIR identifies those same impacts as all being less than significant and no mitigation measures required. Given the project has not substantially changed between the 2018 Draft EIR and the current RDEIR other than the project being analyzed in the RDEIR now includes more gas pumps which should lead to greater operational and Toxic Air Contaminant emissions, it is not evident how there could be such a large discrepancy in the identification of significant impacts and necessary mitigation measures.

City of Rocklin-121

BIOLOGY

17. Impact 3.4-2, Loss of Protected Oak Trees within the Town of Loomis (Project Site, Option 1A) – Given that oak trees can grow to heights 50-100+ feet tall and have canopies 60-100+ feet wide, depending upon the species, according to horticultural/arborist resources oak trees should be planted 10-40 feet away from all other trees. Given those parameters and likely planting restrictions above or within utility easements, it is questionable whether the project site supports enough room to accommodate the planting of 100 15-gallon container trees of appropriate oak species based upon the necessary spacing required for mature oak trees. It is also questionable whether a large asphalt parking area with small planting areas and it's "heat island" effect is an environment conducive to oaks living prosperously.

City of Rocklin-122

City of Rocklin-123

18. Mitigation Measure Bio-1 – the mitigation measure should specify that before grading permits are issued, the project applicant shall provide evidence to the Town of Loomis that the conservation easement has been recorded, **and (not "or" as currently written)** shall provide financial assurances to guarantee that adequate funding is available to implement the oak woodland open space mitigation plan described above. City of Rocklin-124

19. Mitigation Measure Bio-3 – similar to Mitigation Measure Bio-2, this mitigation measure also needs to include a monitoring component if active nests are found and buffers are implemented. City of Rocklin-125

GREENHOUSE GAS EMISSIONS/ENERGY

20. Section 3.5.2.3, Regional and Local Plans, Policies, Regulations and Ordinances – this section references the SACOG MTP/SCS Plan adopted in 2016, but fails to recognize the 2020 MTP/SCS that was adopted by the SACOG Board on November 18, 2019. City of Rocklin-126

21. Impact 3.5-1, Generation of Greenhouse Gas Emissions – The previous 2018 Draft EIR shows total annual operational GHG emissions as 17,232 MT CO2e/year and the current RDEIR shows a level of 6,159 MT CO2e/year. Given the project has not substantially changed between the 2018 Draft EIR and the current RDEIR other than the project being analyzed in the RDEIR now includes more gas pumps which should lead to greater operational emissions, it is not evident how there could be such a large discrepancy in the modeled greenhouse gas emissions. City of Rocklin-127

22. Impact 3.5-2, Conflict with an Applicable Plan, Policy or Regulation Adopted for the Purpose of Reducing the Emissions of GHGs – the discussion identifies Policy 3 of SACOG's 2016 MTP/SCS which establishes that "SACOG encourages local jurisdictions in developing community activity centers well-suited for high-quality transit service and complete streets," and then goes on to note bus service routes and stops in the project area that are provided by Placer County Transit. In support of this Policy and in support of the TDM measures identified in Mitigation Measures GHG-1, the Town of Loomis should work with Placer County Transit to establish a bus stop location at the Costco site and assist Placer County Transit with funding in support of existing and additional transit services. City of Rocklin-128

NOISE

23. It is difficult to understand why the noise from the Union Pacific Railroad, which is less than 1,000 feet away from the project site, and whose locomotives sound their horns at the railroad track crossing of Sierra College Boulevard just north of Taylor Road, is not discussed or apparently not accounted for in the analysis. City of Rocklin-129

24. Table 3.6-7, Worst-Case Construction Equipment Noise Levels at the Nearest Uses in the Project Vicinity – the discussion following the table notes that an exterior-to-interior noise City of Rocklin-130

level reduction of at least 25 dB can be achieved for wooden structures with doors and windows closed. This metric applies to modern construction which would be applicable for the relatively new residential subdivision located to the east of the project site, but would not be applicable for the much older apartments located to the north of the project site. Receiver LT-1, which is located in the northern portion of the project site, is noted in Table 3.6-7 as having a Worst-Case Outdoor Construction Noise Level of 89 dBA Leq, and then a Doors and Windows Closed noise level of 64 dBA Leq. This represents a reduction of 35 dB, more than the 25 dB that is noted as being able to be assumed.

City of Rocklin-130 (Cont.)

25. Impact 3.6-4, Exposure of Existing Noise-Sensitive Receivers to a Substantial or Periodic Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project from Operation of Stationary Sources – the impact discussion makes the assumption that parking lot sweepers will be restricted to daytime hours to be consistent with the Town's Noise Policy 17, which limits the use of parking lot sweepers if their activity will result in noise which adversely affects residential areas. The nature of parking lot sweepers is that they perform best when a parking lot is empty, which means after a store's operating hours. It is difficult to accept that parking lot sweepers for the Costco project will only operate during daytime hours and such an assumption should be memorialized as a mitigation measure to ensure parking lot sweepers will in fact only operate during daytime hours (*Lotus v. Department of Transportation (2014) 223 Cal. App 4th 645*).

City of Rocklin-131

26. Impact 3.6-4, Exposure of Existing Noise-Sensitive Receivers to a Substantial or Periodic Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project from Operation of Stationary Sources – the impact discussion makes the statement "In order to limit the impact of heavy truck trips to level of service at study intersections, Costco plans to conduct warehouse deliveries during the nighttime hours, with up to three trucks per hour. While it is correct to note that deliveries will occur during the nighttime hours, they will also occur during daytime hours as the Project Description notes that "Warehouse shipments would be received between 2 a.m. and 9 p.m., averaging two to three trucks per hour, with most deliveries completed by 10 a.m." Similar to above, the restrictions regarding warehouse delivers should be memorialized as a mitigation measure to ensure the noted delivery hours (*Lotus v. Department of Transportation (2014) 223 Cal. App 4th 645*).

City of Rocklin-132

TRANSPORTATION

27. Table 3.7-8, Trip Generation by Proposed Loomis Costco Wholesale Warehouse with Fueling Station – as noted by the Fehr & Peers analysis, reducing the overall project trip generation of 12,290 weekday daily trips by assuming 4,090 pass-by trips and 3,870 diverted trips, resulting in 4,330 weekday daily trips significantly underestimates the project's trip generation. These reductions are much higher than industry standards, are not supported by any documentation and render the entire traffic analysis as flawed.

City of Rocklin-133

28. Impact 3.7-1, Degradation of Level of Service at Intersections in the Study Area – the analysis shows that under the existing plus project condition only three intersections would be impacted: Sierra College/SR 193, Taylor Road/Penryn Road, and Taylor Road/Webb Street. With the exception of Taylor Road and Webb Street, it is difficult to accept the analysis as being accurate when no other intersections near the project site are identified as being impacted, yet the project could have significant impacts at Sierra College/SR 193 and Taylor Road/Penryn Road, intersections that are many miles away from the project site. City of Rocklin-134

29. Impact 3.7-3, Potential for Creation of Substantial Traffic-Related Hazards – the mitigation measure discussion recognizes that the affected intersections of Sierra College Boulevard/Granite Drive, Sierra College Boulevard/I-80 WB Ramps and Granite Drive/Rocklin Road and Sierra College Boulevard/I-80 WB ramps are within the jurisdiction of the City of Rocklin and Caltrans and cannot be mitigated by the Town of Loomis. However, the mitigation measure should require that the Town of Loomis make a good faith to negotiate with the City of Rocklin and Caltrans to fund and implement the identified re-striping and signal optimization. Furthermore, mitigation measures to address potential queuing impacts should include signal coordination along the Sierra College Boulevard corridor City of Rocklin-135

30. Mitigation Measure 3.7-4, Prepare and Implement a Construction Traffic Control Plan – given the project's location adjacent to the City of Rocklin and its roadways and intersections, the preparation and implementation of a construction traffic control plan must be coordinated with the City of Rocklin. City of Rocklin-136

31. Tables 4-10 on page 4-18 and 4-19 on page 4-30 include as a mitigation measure a second left hand northbound turn lane at the I-80 WB off-ramp. The RDEIR discloses environmental benefits from that mitigation measure but to that end, the secondary impacts of intersection reconstruction has not been evaluated in the RDEIR and is required to be disclosed. (CEQA Guidelines §15126.4(a)(1)(D).) City of Rocklin-137

32. The RDEIR discloses significant unmitigated impacts in various locations as noted in the previous section of this letter. This conclusion does not extinguish the Town of Loomis's obligation to adopt all feasible mitigation. Feasible mitigation would require all delivery truck traffic to and from Costco to use the Horseshoe Bar interchange. While this would not reduce impacts to a less than significant level, it is a feasible mechanism to reduce congestion at Project impacted intersections. City of Rocklin-138

33. Impact 3.7-4, Project-Related Interference with Emergency Access – the impact analysis discusses fueling station queuing and the use of observational data from other Costco fueling facilities, each with 22 or fewer fueling dispensers. The analysis should have been based on 30 fueling stations and this flaw underestimates the project's queuing potential. City of Rocklin-139

ENERGY

34. Consumption of Energy, Table 3.8-2 presents construction fuel consumption in both total amounts and amortized over a 20-year period. Given that the consumption of fuel during construction is a singular event, it is not clear why the analysis has chosen to present an amortized rate of construction fuel consumption other than perhaps to dilute a true representation. The impact analysis continues with the reasoning that a reduction in construction fuel consumption and increased energy efficiency would occur as a result of a Project Description element calling for the use of new and renewable building materials extracted and manufactured in the region, and purchase materials locally for the masonry concrete requirements. Rather than rely on these elements in the project description, there should be a requirement that the bidding process for the project, including the request for proposals and award of bid process, as well as the construction documents themselves include the project description language as it currently exists. City of Rocklin-140

CUMULATIVE

35. Impact 4.3-2, Result in a Cumulatively Considerable Net Increase in a Criteria Pollutant for which the Region is Nonattainment under an Applicable Federal or State Ambient Air Quality Standard – the impact discussion contains the same shortcomings regarding construction phase overlaps and differences in modeled emissions between the prior 2018 Draft EIR and the new RDEIR as noted above in comments on Impacts 3.3-1, 3.3-2 and 3.3-3. City of Rocklin-141

36. Impact 4.3-6, Cumulative Greenhouse Gas Impacts - the impact discussion contains the same shortcomings regarding differences in modeled emissions as noted above in comments on Impact 3.5-1. City of Rocklin-142

37. Mitigation Measures for Cumulative Transportation Impacts - – the mitigation measure discussion recognizes that some of the affected intersections are within the jurisdiction of the City of Rocklin, Placer County and Caltrans and cannot be mitigated by the Town of Loomis. However, the mitigation measures should require that the Town of Loomis make a good faith to negotiate with the City of Rocklin, Placer County and Caltrans to fund and implement the identified re-striping and signal optimization. City of Rocklin-143

38. Table 4-19 – "Cumulative Long Term Plus Project Mitigation Measures" on pages 4-30 and 4-31 lists recommended mitigation for intersections 8, 9, 12 and 17 in Rocklin, however, only intersections 8 and 12 are listed in Table 4-20 - "Cumulative Long Term – Intersection LOS Analysis, Mitigation Results. With this omission, the document does not clearly disclose the effectiveness of the mitigation at intersections 9 and 17. City of Rocklin-144

39. 5.1.1 Population Growth – the discussion notes that the project is not likely to generate indirect growth by encouraging individuals outside of Loomis to migrate in search of City of Rocklin-145

employment opportunities and then contradictorily discusses the available labor force for the entirety of Placer County as being 4,900, enough to meet the demands for full-time positions to operate the project without in-migration of people from outside of the region. Given the low population of Loomis and in turn the available labor force within the Town limits, it is highly likely that individuals outside of Loomis will seek employment at the new Costco warehouse store and choose to relocate closer to their new employment.

City of Rocklin-145 (Cont.)

40. Sections 5.3.2.6.1 and 5.3.2.6.2 – Fire and Police Protection Services - It is difficult to quantify the project's impacts to Rocklin Fire and the City's Emergency Response System. One concern that does not appear to have been addressed is the impact of additional traffic on Sierra College Boulevard and other nearby roadways and how that affects Rocklin Fire's response model. As congestion increases, it has a direct impact on Fire and medical emergency service response times. In addition, prospective issues with this development that could potentially affect law enforcement within the City of Rocklin stem from the traffic generated by the development and the associated congestion. More vehicle trips on City streets brings the possibility of more accidents and/or demands for other law enforcement related traffic enforcement. In addition, this extra traffic could impact our response times and road quality causing our roads to fail faster than originally anticipated. These issues do not appear to have been currently addressed in the RDEIR.

City of Rocklin-146

ALTERNATIVES

41. 6.3.1, Opportunity Site 1 – Site suitability/consistency with the Town of Loomis General Plan – it is noted that Opportunity Site 1 would not be consistent with Goal 3 of the General Plan's Community Design Element that are directed towards designing projects that fit their context in terms of building form, siting and massing, and that a Costco warehouse store has a much greater building height and mass than the one- and two-story wood structures that characterize the existing development in the historical downtown commercial district. The same inconsistency issue occurs with the proposed location of the Costco warehouse store given the one- and two-story structures that characterize the existing development located in Loomis in the project vicinity.

City of Rocklin-147

Sincerely,

David Mohlenbrok
Community Development Director
City of Rocklin

Costco Wholesale Corporation operates an international chain of membership warehouses, mainly under the "Costco Wholesale" name, that carry quality, brand-name merchandise at substantially lower prices than are typically found at conventional wholesale or retail sources. The warehouses are designed to help small- to medium-sized businesses reduce costs in purchasing for resale and for everyday business use. Individuals also may purchase for their personal needs.

Costco warehouses present one of the largest and most exclusive product category selections to be found under a single roof. Categories include groceries, candy, appliances, television and media, automotive supplies, tires, toys, hardware, sporting goods, jewelry, watches, cameras, books, housewares, apparel, health and beauty aids, furniture, office supplies and office equipment. Costco is known for carrying top-quality national and regional brands, with a 100% satisfaction guarantee.

Members also can shop for private label Kirkland Signature™ products, designed to be of equal or better quality than national brands, including juice, cookies, coffee, housewares, luggage, clothing and detergent. The Company also operates self-service gasoline stations at a number of its U.S., Canada, Australia, Japan, United Kingdom, Spain, Mexico, Taiwan, and Iceland locations.

Additionally, Costco Wholesale Industries, a division of the Company, operates manufacturing businesses, including special food packaging, optical laboratories, meat processing and jewelry distribution. These businesses have a common goal of providing members with high quality products at substantially lower prices.

According to Craig Jelinek, the Company's president, CEO and director, "Costco is able to offer lower prices and better values by eliminating virtually all the frills and costs historically associated with conventional wholesalers and retailers, including salespeople, fancy buildings, delivery, billing and accounts receivable. We run a tight operation with extremely low overhead which enables us to pass dramatic savings to our members."

Costco is open only to members and offers three types of membership: Executive, Business and Gold Star. Executive Members receive additional savings on Costco Services such as auto and home insurance, Costco Auto Program, check printing, identity protection, payment processing and bottled water delivery. Executive Members in the U.S earn an annual 2% Reward (up to $1,000) on qualified Costco purchases. (Terms, conditions and exclusions apply. See the membership counter for details.) All types of membership include one free Household Card. Costco membership cards are accepted at Costco locations worldwide and online at Costco.com.

Business Members qualify by owning or operating a business, and pay an annual fee ($60 in the U.S.) to shop for resale, business and personal use. This fee includes one free Household Card. Business Members may purchase additional membership cards ($60 each) for partners or associates in the business.

Gold Star Members pay a $60 annual fee (in the U.S.), to shop for personal use. Individuals who don't own a business may sign up for a Gold Star Membership. This fee includes one free Household Card.

Costco warehouses generally are open seven days a week for all members.

Costco is a Washington corporation, publicly traded under the Nasdaq ticker symbol "COST", with its home office in Issaquah, Washington.

A more complete description of the Company and its business is contained in the Company's periodic filings with the Securities and Exchange Commission.

Key Information

Number of warehouses:	785 (as of 11/15/19)
Areas of operation:	546 locations in 44 U.S. States & Puerto Rico; 100 locations in nine Canadian provinces; 29 locations in the United Kingdom; 13 locations in Taiwan; 16 locations in Korea; 26 locations in Japan; 11 locations in Australia; 39 locations in Mexico; 2 locations in Spain 1 location in Iceland 1 location in France 1 location in China

Membership Data (as of 11/24/19):	99.9 million cardholders 54.7 million households 43.6 million Gold Star 7.8 million Business 3.3 million Business Affiliates
Warehouse sizes:	73,000 to 205,000 square feet (average 145,000 square feet)
Annual revenues (FY19 - Ended 9/1/19):	$149.4 billion
Fiscal year end:	Sunday closest to August 31
Number of U.S. employees:	163,000 full and part-time
Number of employees (worldwide):	243,000 full and part-time

City of Rocklin-1

The City of Rocklin provides summary of its interest in the proposed project. The City of Rocklin further notes there are outstanding concerns and issues.

The Town has provided detailed responses to each individual comment in the material that follows.

City of Rocklin-2

The commenter references an analysis prepared by Fehr & Peers, a traffic consultant.

The Town has provided detailed responses to all comments in the material that follows.

City of Rocklin-3

The commenter suggests there are critical errors in the identification, evaluation, and mitigation of impacts.

The Town has provided detailed responses to all comments in the material that follows.

While it is not true that there are critical errors in the identification, evaluation, or mitigation of impacts, the comments were helpful in two areas. The Town has revised mitigation for the Sierra College Boulevard/Granite Drive intersection in Table 4-10 of the 2019 RDEIR to reflect the mitigation measures summarized in Table 65 of the Loomis Costco Transportation Impact Analysis and made minor revisions to TR MM 2 and TR MM 7 for the Sierra College Boulevard/Project Driveway Option 1A.

City of Rocklin-4

The commenter notes that City of Rocklin staff have reviewed the Recirculated DEIR.

The Town has provided detailed responses to all comments in the material that follows.

City of Rocklin-5

The commenter claims that the Recirculated DEIR includes errors related to aesthetics, air quality, alternatives, and public safety and that the Recirculated DEIR should be modified.

The Town has provided detailed responses to all comments in the material that follows.

As noted, the Town has made all revisions necessary to ensure that all potentially significant effects associated with the project are addressed. As noted, this includes minor revisions to Table 4-10 of the 2019 RDEIR to reflect the mitigation measures summarized in Table 65 of the Loomis Costco Transportation Impact Analysis and minor revisions to TR MM 2 and TR MM 7 for the Sierra College Boulevard/Project Driveway Option 1A.

City of Rocklin-6

The commenter alleges that the traffic impact study is fundamentally flawed.

Each of the comments provided by the City of Rocklin and Fehr & Peers are addressed in the responses to individual comments that follow. The Loomis Costco Transportation Impact Analysis, in combination with the response to comments, addresses the applicable transportation approval criteria.

City of Rocklin-7

The commenter alleges that the Transportation Impact Analysis has flawed assumptions.

Refer to the Response to Comment City of Rocklin-6. Each of the specific comments provided is addressed.

City of Rocklin-8

The commenter claims that the fueling station assumptions are flawed.

Refer to the Responses to Comments City of Rocklin-58 through 60 for specific details. In summary, use of the Costco-provided trip generation data results in a higher number of trips using the transportation system than would be predicted using trip rates from the Trip Generation Manual (as published by the Institute of Transportation Engineers). The commenter is incorrect that the assumptions result in an underestimate of trips. In fact, the opposite is true – the approach used in the RDEIR is conservative and accounts for a higher number of potential future trips at the study intersections. The Costco sites included in the trip rate analysis were each selected to ensure an appropriate location (West Coast) and size, so that the trip generation would be appropriate for use in the project's transportation analysis.

City of Rocklin-9 *The commenter suggests that application of the pass-by and diverted rates result in an underestimate of trips.*

Refer to the Responses to Comments City of Rocklin-58 through 60 for specific details. In summary, it is important to note that the Costco pass-by rates are *lower* than would be predicted by the Trip Generation Manual and:

(1) The daily trip generation estimate is used in the calculation of VMT and not in the intersection capacity analysis presented in the Loomis Costco Transportation Impact Analysis.

(2) The weekday AM and PM peak-hour pass-by rates for the Costco site are each approximately 33 percent (32.5 percent for the weekday AM peak hour when only the Costco fuel station is open and 33.3 percent during the weekday PM peak hour); therefore the application of a 33 percent pass-by rate over the course of the day is appropriate.

(3) Saturday midday, peak-period average pass-by percentages being lower than weekday PM peak period pass-by percentages is not evidence that weekday daily pass-by percentages would be lower than weekday AM and PM peak period pass-by percentages. Trip characteristics and purposes during Saturday conditions are different than trip characteristics and purposes during weekday conditions, including during non-commute weekday hours, and therefore the associated pass-by percentages are not directly comparable.

See also the Response to Comment City of Rocklin-76.

City of Rocklin-10 *The commenter claims that assumptions for vehicle queuing are flawed.*

Refer to the Response to Comment City of Rocklin-66 and the Response to Comment Mooney-13.

City of Rocklin-11 *The commenter claims that queueing could cause spillback at the Sierra College driveway and anticipates that any spillback at the driveway would cause spillback onto Sierra College Boulevard.*

Refer to the Response to Comment City of Rocklin-66 and the Response to Comment Mooney-13.

City of Rocklin-12 *The commenter claims that pass-by trips are overstated.*

Refer to the Responses to Comments City of Rocklin-58, 59, and 60. Per these responses, there are four points to highlight:

(1) The number of estimated pass-by trips assumed in the Loomis Costco Transportation Impact Analysis are *lower* than what would be estimated using generation data in the Trip Generation Manual, 10th Edition for a Discount Club and the Trip Generation Handbook, 3rd Edition data for a Discount Club.

(2) Transportation Impact Analyses for Site Development: An ITE Recommended Practice dated 2010 suggests that impact studies assume that no more than 15 percent of existing traffic volumes be considered as pass-by trips. The Loomis Costco Transportation Impact Analysis is consistent with this generally accepted practice.

(3) The average distance members could travel to the site is important to consider related to "primary trips," not pass-by or diverted trips.

(4) The claim that Costco members would make up 27 percent to 45 percent of the travelers on Sierra College Boulevard based on the Transportation Impact Analysis pass-by assumption is unsubstantiated (refer also to the Response to Comment City of Rocklin-59). The Loomis Costco Transportation Impact Analysis analyses of trip types are appropriate.

City of Rocklin-13 *The commenter claims that the share of trips using Brace Road is low.*

Refer to the Response to Comment City of Rocklin-65 and 76. As discussed in detail, the Loomis Costco Transportation Impact Analysis assumes that all drivers to and from the proposed project site that ultimately use I-80 eastbound would use the Sierra College Boulevard interchange since this interchange is the most direct route to and from the proposed project site. Use of the Horseshoe Bar Road interchange would represent out-of-direction travel for most users. Brace Road does not provide a direct route to other major roadways or destinations in the area. The routing analyzed in the Loomis Costco Transportation Impact Analysis represents a "worst-case

analysis" of potential impacts at the Sierra College Boulevard/I-80 interchange, a location for which the project will be making financial contributions to a Caltrans-initiated project based on the number of site trips impacting the interchange ramps. The distribution patterns and travel patterns used in the Loomis Costco Transportation Impact Analysis are a reasonable representation of project impacts.

City of Rocklin-14

The commenter claims that the cumulative assumptions are flawed.

Refer to the Response to Comment City of Rocklin-69. As discussed in detail, the Cumulative Conditions – Long-Term Baseline traffic forecast is based on the City of Rocklin 2030 model and was modified to account for approved and pending projects that were included in the City of Rocklin's model. None of the four developments identified by the commenter were approved or pending at the time of the Notice of Preparation and were therefore not reasonably foreseeable. However, their inclusion is accounted for in the refinement of the trips assumed in the City's model for these areas. As such, the fully analyses disclose the potential cumulative impacts. There is no need for any revision.

City of Rocklin-15

The commenter claims that cumulative assumptions related to lane configurations are not correct.

Please refer to the Response to Comment City of Rocklin-70 regarding the northbound Sierra College Boulevard improvements, Pacific Street Improvements, and Pacific Street/Rocklin Road intersections.

Regarding the Sierra College Boulevard/Taylor Road intersection and the segment of Sierra College Boulevard between Taylor Road and Brace Road, the Town of Loomis released an Initial Study/Mitigated Negative Declaration dated December 2, 2019 that prescribes a different lane configuration at the Sierra College Boulevard/Taylor Road intersection as compared to the assumed future lane configuration presented in the Loomis Costco Transportation Impact Analysis. The Initial Study/Mitigated Negative Declaration reflects changes made in response to considerations identified through the Town's engineering design efforts and reflects information/decisions that were not available at the time the Loomis Costco Transportation Impact Analysis was prepared.

The Loomis Costco Transportation Impact Analysis operations analysis of the intersection has been re-assessed based on the lane configuration presented in the December 2, 2019 Initial Study/Mitigated Negative Declaration.

The revised analysis findings are summarized below in Table 3-2.

Table 3-2. Sierra College Boulevard/Taylor Road Intersection Peak-Hour Operations Analysis with Town Design Lane Configuration

	Weekday AM Peak Hour					Weekday PM Peak Hour					Weekend Midday Peak Hour				
	Baseline		Plus Project		Change in Delay (sec)	Baseline		Plus Project		Change in Delay (sec)	Baseline		Plus Project		Change in Delay (sec)
	Delay (Sec)	LOS	Delay (Sec)	LOS		Delay (Sec)	LOS	Delay (Sec)	LOS		Delay (Sec)	LOS	Delay (Sec)	LOS	
Cumulative Conditions - Short Term															
TIA[1]	29.5	C	30.3	C	0.8	40.5	D	44.1	D	3.6	31.7	C	38.9	D	7.2
Town Design	37.3	D	38.5	D	1.2	43.5	D	47.6	D	4.1	34.3	C	42.4	D	8.1
Cumulative Conditions – Long Term															
TIA[2]	67.3	E	69.0	E	1.7	51.9	D	55.9	E	4.0	33.2	C	43.4	D	10.2
Town Design	91.0	F	92.6	F	1.6	52.8	D	57.0	E	4.2	33.3	C	44.5	D	11.2

Notes: TIA = Loomis Costco Transportation Impact Analysis. Applicable operating standard is LOS C. Impact is significant if the Project increases delay to unacceptable levels from acceptable levels. Impact is significant in situations when the intersection is already operating at unacceptable LOS and the Project trips cause the average intersection delay to increase by 5.0 seconds or more.

Boldface type indicates intersections performing below acceptable LOS. Shaded cell indicates Project impact

[1] Source: Weekday AM & PM Peak Hour: Transportation Impact Analysis Table 34; Weekend Midday Peak Hour: Transportation Impact Analysis Table 35

[2] Sources: Weekday AM & PM Peak Hour: Transportation Impact Analysis Table 49; Weekend Midday Peak Hour: Transportation Impact Analysis Table 50

Source: Kittelson & Associates, Inc. 2020.

As shown in Table 3-2, the alternative intersection configuration results in an incremental increase in delay for all analysis scenarios. Further, the alternative configuration results in a projected intersection LOS D during the Cumulative Conditions Short-Term weekday AM peak hour regardless of the proposed project site development. However, no new significant or substantial increase to a project LOS impact was identified in either the Cumulative Conditions Short Term or Cumulative Conditions Long Term. The intersection mitigation measures identified in the Loomis Costco Transportation Impact Analysis for Cumulative Conditions Short Term Plus Project remain feasible and appropriate under the alternative lane configuration.

Differences in queuing were also assessed as summarized in the Tables 3-3 through 3-6, below.

Table 3-3. Sierra College Boulevard/Taylor Road Intersection Cumulative Conditions Short Term Baseline Peak Hour Queuing Analysis with Town Design Lane Configuration

	95th Percentile Queues (feet)											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Weekday AM Peak Hour												
Storage	210	550	550	210	1500		150	900	250	215	2060	215
TIA	#205	142	34	44	#414	35	**#159**	168	1	#144	157	-
Town Design[1]	#205	142	45	44	#536	N/A	59	168	1	#144	157	-
Weekday PM Peak Hour												
Storage	210	550		210	1500		150	900	250	215	2060	215
TIA	**#218**	**#564**	144	44	327	33	**#250**	#282	55	**#273**	296	-
Town Design[1]	**#218**	**#564**	144	44	#463	N/A	99	#282	55	**#273**	296	-
Weekend Midday Peak Hour												
Storage	210	550		210	1500		150	900	250	215	2060	215
TIA	#206	293	96	46	#327	30	**#167**	177	44	**#269**	153	-
Town Design[1]	#206	293	96	46	#414	N/A	70	177	44	**#269**	153	-

Notes: TIA = Loomis Costco Transportation Impact Analysis. Boldface indicates 95th percentile queue exceeds storage.
1 Based on the lane configuration presented in the December 2, 2019 Initial Study/Mitigated Negative Declaration
Source: Kittelson & Associates, Inc. 2020.

Table 3-4. Cumulative Conditions Short Term Plus Project Peak Hour Queuing Analysis with Town Design Lane Configuration

	95th Percentile Queues (feet)											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Weekday AM Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	#215	144	34	44	#418	35	#159	168	6	#150	157	-
Town Design[1]	#215	144	34	44	#541	N/A	59	168	6	#150	157	-
Weekday PM Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	#256	#580	161	44	337	36	#250	#282	71	#292	296	-
Town Design[1]	#256	#580	161	44	#479	N/A	99	#282	71	#292	296	-
Weekend Midday Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	#269	311	128	46	#354	30	#167	177	71	#303	153	-
Town Design[1]	#269	311	128	46	#442	N/A	70	177	71	#303	153	-

Notes**:** TIA = Loomis Costco Transportation Impact Analysis. **Boldface** type indicates 95th percentile queue exceeds storage
[1] Based on the lane configuration presented in the December 2, 2019 Initial Study/Mitigated Negative Declaration
Shading indicates significant Project impact
Source: Kittelson & Associates, Inc. 2020.

Table 3-5. Cumulative Conditions Long Term Baseline Peak Hour Queuing Analysis with Town Design Lane Configuration

	95th Percentile Queues (feet)											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Weekday AM Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	**#424**	280	28	113	#1012	127	**#198**	171	-	**#381**	#561	5
Town Design[1]	**#424**	280	28	113	#1306	N/A	75	171	-	**#381**	#561	5
Weekday PM Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	**#217**	**#855**	286	#88	470	14	**190**	#500	172	**#355**	242	1
Town Design[1]	**#217**	**#855**	286	#88	518	N/A	95	#500	172	**#355**	229	1
Weekend Midday Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	**#205**	267	130	58	#287	5	92	182	103	**#256**	134	-
Town Design[1]	**#205**	267	130	58	#331	N/A	45	182	103	**#256**	133	-

Notes: TIA = Loomis Costco Transportation Impact Analysis. **Boldface** type indicates 95th percentile queue exceeds storage
[1] Based on the lane configuration presented in the December 2, 2019 Initial Study/Mitigated Negative Declaration
Source: Kittelson & Associates, Inc. 2020.

Table 3-6. Cumulative Conditions Long Term Plus Project Peak Hour Queuing Analysis with Town Design Lane Configuration

	95th Percentile Queues (feet)											
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Weekday AM Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	**#440**	284	28	113	#1022	128	**#198**	171	-	**#391**	#561	5
Town Design[1]	**#440**	284	28	113	#1313	N/A	75	171	-	**#391**	#561	5
Weekday PM Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	**#266**	**#874**	309	#88	482	14	**190**	#500	200	**#380**	242	1
Town Design[1]	**#266**	**#874**	309	#88	531	N/A	95	#500	200	**#380**	229	1
Weekend Midday Peak Hour												
Storage	210	550	550	210	1500	450	150	900	250	215	2060	215
TIA	**#267**	284	165	58	#330	5	92	182	139	**#291**	134	-
Town Design[1]	**#267**	284	165	58	#358	N/A	45	182	139	**#291**	133	-

Notes: TIA = Loomis Costco Transportation Impact Analysis. **Boldface** type indicates 95th percentile queue exceeds storage
[1] Based on the lane configuration presented in the December 2, 2019 Initial Study/Mitigated Negative Declaration
Shading indicates significant Project impact
Source: Kittelson & Associates, Inc. 2020.

As shown in Tables 3-4 and 3-6, no new significant or substantial increase to a project queuing impact was identified in either the Cumulative Conditions Short Term or Cumulative Conditions Long Term. The intersection mitigations measures identified in the Loomis Costco Transportation Impact Analysis for Cumulative Conditions Long Term Plus Project remain feasible and appropriate under the alternative lane configuration.

City of Rocklin-16 *The commenter claims that the Transportation Impact Analysis used an outdated traffic modeling program.*

Refer to the Response to Comment City of Rocklin-67 and 71. As discussed in this response, use of the 2010 Highway Capacity Manual methodology was identified for use at the time of the scoping and Notice of Preparation (NOP). The Town of Loomis, Placer County, and Caltrans have each accepted the analysis methodology.

City of Rocklin-17 *The commenter suggests micro-simulation for the Sierra College Boulevard.*

Refer to the Responses to Comments City of Rocklin-71, 74, and 75 and Sierra College-2. As detailed, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans had adopted methodology or significance criteria for the simulation evaluation at the time of the Loomis Costco Project Notice of Preparation (NOP). Accordingly, the SimTraffic analyses were not used to evaluate project impacts and were shown for informational purposes only. Synchro software and Highway Capacity Manual (HCM) methodologies are industry standard tools that have been shown to produce reasonable estimates of delay, level of service, and vehicle queues at signalized and unsignalized intersections. It is Town of Loomis policy to use Synchro software to implement HCM methodologies when preparing any traffic impact analyses for projects in Loomis (HCM is identified in the Town's guidelines for traffic impact studies and the Town's Circulation Element). This is the approach taken for projects in Placer County, City of Roseville, and Sacramento County, when preparing traffic impact analyses. This approach was also being used for projects in City of Rocklin around the time of the Loomis Costco Project NOP. Using simulation for scenarios where demand significantly exceeds capacity (such as in the Cumulative Conditions – Long-Term Baseline and Plus Project) often results in very misleading results because the simulation does not account for demand variability at a system level. In these situations, a deterministic model like the HCM will yield an appropriate demand/capacity ratio and highlight the magnitude of the problem.

City of Rocklin-18 *The commenter claims that the Recirculated DEIR technical approach is flawed, using existing conditions at the intersection of Rocklin Road and Aguilar Road as an example.*

Refer to the Response to Comment City of Rocklin-88. As detailed, the Loomis Costco Transportation Impact Analysis specifically acknowledges the condition identified in Comment City of Rocklin-88, stating that "the westbound through at I-80 Eastbound Ramps & Rocklin Road would affect operations at Aguilar Road & Rocklin Road." Further, the number of proposed project-generated trips at the intersection will have a negligible impact on intersection operations and will not result in a significant queuing impact at the Rocklin Road/Aguilar Road intersection. No proposed project trips would use the Rocklin Road/Interstate 80 ramp terminals, as this would represent significant out-of-direction travel for trip-making associated with the proposed project. The citation of the intersection analysis at Rocklin Road and Aguilar Road does not offer an example of a flawed technical approach to the RDEIR technical analysis.

City of Rocklin-19 *The commenter claims that the technical approach taken to support the Recirculated DEIR would underestimate impacts.*

Refer to the Responses to Comments City of Rocklin-71, 72, 73, 74, 76, and 77 regarding simulation analysis and the Responses to Comments City of Rocklin-58 and 59 regarding pass-by trip analysis in the Loomis Costco Transportation Impact Analysis.

City of Rocklin-20 *The commenter claims that the technical approach taken to support the Recirculated DEIR would not identify significant queueing impacts.*

Refer to the Responses to Comments City of Rocklin-71 through 80. As discussed in detail, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans had adopted methodology or significance criteria for the simulation evaluation at the time of the Loomis Costco EIR NOP.

Supplemental simulation analysis was provided for those situations where the Town and its experts determined that it was appropriate. Simulation is simply one option presented and simulation has its own limitations. For example, using simulation for scenarios where demand significantly

exceeds capacity (such as in the Cumulative Conditions – Long-Term Baseline and Plus Project) often results in very misleading results because the simulation does not account for demand variability at a system level. This is the case for the Cumulative Conditions. In these situations, a deterministic model like the HCM is appropriate as it will yield an appropriate demand/capacity ratio and highlight the magnitude of any problem.

The Loomis Costco Transportation Impact Analysis identifies significant queueing impacts on Sierra College Boulevard at multiple intersections prior to mitigation and highlights multiple queue backups on the Sierra College Boulevard similar in nature to those highlighted in Comment City of Rocklin-20. Mitigation measures are identified in the Loomis Costco Transportation Impact Analysis to restore acceptable operations and queuing. No additional analyses are needed to address this comment.

City of Rocklin-21

The commenter claims that the Recirculated DEIR conflicts with its analysis related to the project driveway.

Refer to the Response to Comment City of Rocklin-86. As discussed, amended mitigation is presented for the Sierra College Boulevard/Project Driveway Option 1A. After implementation of the revised recommended mitigation, the projected 95th percentile queue lengths are adequately accommodated so that they will not impact operation of adjacent lanes or intersections.

City of Rocklin-22

The commenter requests a revision to the Recirculated DEIR related to the intersection of Sierra College Boulevard and Granite Drive.

Refer to the Response to Comment City of Rocklin-86. As discussed, amended mitigation is presented for the Sierra College Boulevard/Project Driveway Option 1A. After implementation of the revised recommended mitigation, the projected 95th percentile queue lengths are adequately accommodated so that they will not impact operation of adjacent lanes or intersections.

City of Rocklin-23

The commenter requests a design change to the proposed project.

Refer to the Responses to Comments City of Rocklin-68 and 90. As detailed, the proposed site plan has been revised multiple times to address building placement/neighboring property impact considerations, shared access opportunities, including potential improved connectivity to the north and south, as well as site access and delivery circulation. The project applicant attempted to accommodate the suggested relocation of the traffic signal identified by the commenter; however, the alternative location would introduce significant safety and access impacts detailed in the Response to Comment City of Rocklin-90. While changes to the proposed signalized access location are not under consideration at this time, it should be noted that the Loomis Costco Transportation Impact Analysis recommended extending the southbound left-turn lane at the signalized project driveway to address Cumulative Long-Term Plus Project conditions.

City of Rocklin-24

The commenter claims that the technical approach taken to support the Recirculated DEIR failed to identify some LOS impacts.

Please refer to the Response to Comment City of Rocklin-76. Analysis of the two intersections is discussed and it is noted that the Town of Loomis is requiring that Sierra College Boulevard be widened to six lanes between Brace Road and Taylor Road prior to Costco opening. As such, the Existing Plus Project condition is an analysis scenario that will not be physically realized, and therefore, no further analysis is necessary. In *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439, the California Supreme Court held that a lead agency has discretion to omit existing conditions analyses by substituting a baseline consisting of environmental conditions projected to exist solely in the future. Nonetheless, the 2019 RDEIR included an analysis of existing conditions plus project for informational purposes.

City of Rocklin-25

The commenter claims that a different technical approach would identify additional LOS impacts.

Refer to the Response to Comment City of Rocklin-79. As detailed, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans had adopted methodology or significance criteria for the simulation evaluation at the time of the Loomis Costco Project Notice of Preparation (NOP). Accordingly, the SimTraffic analyses were not used to evaluate project impacts and were shown for informational purposes only.

City of Rocklin-26

The commenter claims that a different technical approach would identify additional LOS impacts.

Please refer to the Response to Comment City of Rocklin-81. The Loomis Costco Transportation Impact Analysis revealed that the four intersections did not meet applicable LOS standards either under the “no Project” scenario and/or the “Cumulative Long-Term with Project” scenario.

City of Rocklin-27

The commenter claims that the technical approach taken to support the Recirculated DEIR would not identify a queuing impact.

Refer to Response to Comment City of Rocklin-80 (Sierra College Boulevard queuing under Cumulative Short-Term conditions) and Response to Comment City of Rocklin-87 (I-80 WB Off-Ramp queueing under Cumulative Short-Term and Long-Term conditions). Further, as noted in Response to Comment City of Rocklin-74, Costco will be making a financial contribution toward a Caltrans-delivered project at the Sierra College Boulevard/I-80 interchange via a cooperative agreement with Caltrans, as provided by Condition of Approval 76.

City of Rocklin-28

The commenter suggests that the EIR identify past or planned future meetings with Caltrans to discuss the feasibility of improvements, design exceptions, the type of approval, the lead agency, the schedule, and cost of mitigation.

The Town met with Caltrans staff on several occasions, including:

- September 2018: general discussion regarding Caltrans comments and concerns
- April 30, 2019: discussion related to the Transportation Impact Analysis for the proposed project and where Caltrans provided concurrence on the Transportation Impact Analysis methodology and fair-share cost methodology
- October 8, 2019: discussion related to draft agreements provided to Caltrans for their review
- December 10, 2019: Caltrans indicated they would review the agreement following their review of the 2019 RDEIR

In addition, the draft Transportation Impact Analysis was shared with Caltrans in May of 2019, just as it was shared with the City of Rocklin and other area agencies and jurisdictions. A draft agreement between the Town and Caltrans was prepared and provided to Caltrans on October 22, 2019. On February 4, 2020 Caltrans representatives indicated that they were in agreement with the traffic data in the 2019 RDEIR. Other phone calls and communications also occurred to ensure Caltrans had opportunities to provide input, and to ensure all concerns were addressed. Through the many interactions with Caltrans representatives, the Town was able to establish agreement on the approach to funding and the proposed improvements and ensure that Caltrans agrees that the transportation data and analysis provided in the 2019 RDEIR is all correct. Caltrans did not provide a comment on the 2019 RDEIR. See also the Response to Comment City of Rocklin-89.

City of Rocklin-29

The commenter claims that the Recirculated DEIR under-reports VMT.

Refer to the Responses to Comments City of Rocklin-58 through 60. See the Response to Comment PCAPCD-2 and Appendix B to this FEIR.

City of Rocklin-30

The commenter claims that the Recirculated DEIR analysis does not account for enough induced trips at the existing Roseville Costco site.

Refer to the Responses to Comments City of Rocklin-61 through 64. See the Response to Comment PCAPCD-2.

City of Rocklin-31

The commenter asserts that there is a direct the relationship between gross domestic product and VMT that results in an underestimation of the project anticipated from the proposed project.

Refer to the Responses to Comments City of Rocklin-61 through 64. See the Response to Comment PCAPCD-2 and Appendix B to this FEIR, which confirms that the VMT estimate used to support the 2019 RDEIR is conservative, and would tend to overestimate the actual change in VMT attributable to the project.

City of Rocklin-32

The commenter claims that the net VMT estimate should be changed and that this would trigger revisions in air quality, greenhouse gas emissions, and noise.

In response to Comment PCAPCD-2, additional analysis was prepared, which demonstrates that the net VMT increase associated with the proposed project that was used for the air quality and GHG emissions analysis is conservative, and would tend to overestimate actual net VMT effects associated with the proposed project (and also associated air pollutant, energy consumption, and GHG emissions effects). See the Response to Comment PCAPCD-2 and Appendix B to this FEIR. VMT analysis is not relevant to the transportation noise analysis presented in the 2019 RDEIR, which is based on trip generation and distribution.

As detailed in FEIR Appendix C, Site Plan Option 1D would result in very minor changes to the assignment of trips. For example, there would be two additional weekday morning peak-hour trips north via Sierra College Boulevard, three additional afternoon peak-hour trips, and six additional weekend midday peak-hour trips. For trips coming from the east via Brace Road, instead of entering the project site using the eastern Brace access, approximately two weekday morning peak-hour trips, six weekday afternoon peak-hour trips, and 12 weekend midday peak-hour trips would continue west on Brace and enter using the Sierra College Boulevard driveway access. For trips that would have exited to the east using the eastern Brace Road access point, these trips would instead use the Sierra College Boulevard driveway. This would add two weekday morning peak-hour trips, three weekday afternoon peak-hour trips, and six weekend midday peak-hour trips to that driveway. Trip assignment would not change at all for other intersections and roadway segments. When a noise source doubles, it would result in a change of (3 dB) and a 3-dB change is just perceptible (Caltrans 2013). So, for example, if the change in traffic volumes doubled along Sierra College Boulevard, such a change could be perceptible. The changes in volumes associated with Site Plan Option 1D do not come close to doubling traffic volumes. In addition, the minor changes in distribution would not materially change total VMT (VMT used in the 2019 is conservative and would tend to overestimate actual effects attributable to the project as confirmed in Appendix B to this FEIR).

City of Rocklin-33

The commenter discusses potential overlap in construction phases.

Emissions estimates were derived using construction phasing, equipment and activity (duration and intensity of equipment use) data that were modeled in CalEEMod using project-specific data and not CalEEMod defaults. The emissions estimate accurately reflects the anticipated construction phasing and intensity. It is not anticipated that the rough grading and paving phases would overlap. There is no need for any revision.

As requested, Mitigation Measure 3.3-1d has been added to include detailed requirements for construction phasing to ensure that emissions do not exceed PCAPCD-recommended thresholds of significance, as modeled and shown in Table 3.3-4 of the EIR. Section 2.4, “Construction and Phasing,” of the EIR Project Description has also been revised to include these same details regarding construction schedule and phasing. Please also see Chapter 3 of this FEIR, “Corrections and Revisions to the Recirculated DEIR.” This revision does not create any new potentially significant effects and does not change any of the conclusions of the 2019 RDEIR.

Mitigation Measure Air Quality-1: Implement construction phasing.

As part of the building permit application, the project applicant shall include the construction schedule, which will reflect the below phasing. Activities associated with distinct phases shall not overlap. If any overlap of construction activities should be required, the project applicant shall demonstrate that emissions from construction activities shall not exceed PCAPCD-recommended thresholds of significance.

Construction Phasing: Construction activities will occur in distinct, non-overlapping phases, as listed below.

- Phase 1: Rough Grade
- Phase 2: Paving (Includes Base for Paving, Asphalt, and Concrete Foundations)
- Phase 3: Building Erection
- Phase 4: Architectural Coatings

Significance after Mitigation

Implementation of Mitigation Measure Air Quality-1 would ensure that construction activities do not overlap and require in an intensity of construction equipment and vehicle use that results in emissions that exceedance of PCAPCD-recommended thresholds of significance. With implementation of mitigation, this impact would be **less than significant.**

City of Rocklin-34

The commenter discusses a General Plan policy related to modeling for carbon monoxide effects.

As explained in Section 3.3 of the 2019 RDEIR, national average CO concentrations decreased by approximately 61 percent and regional average CO concentrations in the California and Nevada region decreased by approximately 60 percent between 2000 and 2016. These reductions are largely attributable to cleaner tailpipe emissions in newer model cars, use of oxygenated fuel, and modifications to cleaner-burning fuel in fleet mixes. The project site is located within the Sacramento Valley Air Basin. At the time that the Town of Loomis General Plan was adopted, the Sacramento Valley Air Basin was classified as non-attainment with respect to the CO but has since been classified as attainment for the CO national and California ambient air quality standards due to reduced ambient CO concentrations. The national and California ambient air quality standards are set to protect public health with an adequate margin of safety.

Air districts are appointed responsibility by the California Air Resources Board to control air pollution emissions, including criteria air pollutants and toxic air contaminants to improve and maintain air quality within their respective jurisdictions. The project site is within the jurisdictional boundaries of the Placer County Air Pollution Control District (PCAPD), specifically within the Sacramento Valley sub-region of the PCAPCD region. PCAPCD adopts, reviews, and revises, as appropriate, rules, regulations, policies, and programs to manage the air pollutant emissions from various sources to achieve and maintain the national and California ambient air quality standards throughout Placer County. PCAPCD's CEQA Guidelines, adopted in 2017, and the recommendations contained within these guidelines were developed with the intent of achieving and maintaining ambient air quality standards and with consideration of ambient air quality conditions and mobile emissions source reduction technologies that have substantially improved since 2001, when the Town of Loomis General Plan policies were adopted.

CEQA requires a Lead Agency to determine the significance of all environmental impacts (California Public Resources Code Section 21082.2; CEQA Guidelines Section 15064). A threshold of significance for a given environmental impact defines the level of effect above which the lead agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Lead agencies have discretion to formulate their own significance thresholds, which must be backed by substantial evidence, which is defined in the CEQA to mean "facts, reasonable assumptions predicated on facts, and expert opinion supported by facts," or to consider using thresholds of significance adopted by other public agencies or experts, provided those thresholds are supported by substantial evidence (CEQA Guidelines Section 15064.7[b]).

For the purposes of CO impact analysis in the 2019 RDEIR, both the Town of Loomis General Plan Policy and the PCAPCD CEQA Guidelines methodology were considered. As the agency responsible for establishing policies to maintain a level of air quality within Placer County that is protective of human health, the PCAPCD-recommended screening criteria were selected as an appropriate threshold of significance to evaluate potential CO impacts in a manner that considers the protection of human health and meeting the requirements for selecting a threshold of significance defined in Section 15064 of the CEQA Guidelines. Dispersion modeling would not add any valuable information and has no relationship to any potentially significant effect associated with the proposed project.

City of Rocklin-35

The commenter references a comparison between the 2018 DEIR and the 2019 Recirculated DEIR related to air pollutant emissions

As noted elsewhere in this FEIR, out of an abundance of deference to agency and community input, the Town prepared the 2019 RDEIR to add options for site access and provide detailed analysis of the repercussions of each of these options for site access. On August 8, 2018, the Town met with representatives of the City of Rocklin to discuss the July 25, 2018 Rocklin DEIR comment letter. Based primarily on an interest in additional site access options expressed in DEIR comments, the Town decided the DEIR would be revised, recirculated, and Rocklin's comments addressed in the revised, 2019 RDEIR. The Town has agreed to many of the City's requests, including agreeing to identify and analyze site access options, including an option for a Granite

Drive access as a part of the Project Description included in the 2019 RDEIR, as well as identifying and agreeing to implement the mitigation measures that this connection would trigger. Options 1B and 1C were prepared in part in response to prior City of Rocklin requests to consider a site access connection to Granite Drive.

Since the Town recirculated the EIR in its entirety, as clearly explained on page 1-3 of the 2019 RDEIR, the Town is not required to respond to comments on the 2018 DEIR. The comparison between 2018 DEIR results and the 2019 RDEIR are not relevant.

Some revisions were appropriate with updates to the VMT estimate and additional site access options, which were added based on requests from the City of Rocklin and other commenters on the 2018 DEIR. See also the Responses to Comments City of Rocklin-118 and 121.

Difference in emissions estimates between the Draft EIR and Recirculated Draft EIR are primarily a result of updated mobile emissions to represent the net change in mobile emissions, specifically considering the net change in operational daily vehicle miles travelled (VMT) that would result from the proposed project. There are minor changes, as well, due to the later start of operations and the fact that emission factors for the vehicle fleet are becoming more efficient over time. VMT was evaluated consistent with the guidelines specified in the Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA*. In accordance with these guidelines, the analysis considered the fact that new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT. The long-term operational emissions of criteria air pollutants and precursors in the 2018 DEIR did not present mobile emissions that considered this net change in vehicular travel demand. No changes to emissions estimates or the impact analysis are necessary.

City of Rocklin-36

The City of Rocklin notes the visual impacts discussion in the Recirculated DEIR incorrectly states the Town of Loomis is not in an urbanized area and that the aesthetic analysis incorrectly relies on this characterization and thereby omits relevant analysis.

As provided by the commenter in the maps from the United States Census Bureau, most of the Loomis area is considered urbanized. However, the analysis in the 2019 RDEIR is even more comprehensive than minimally recommended by the Appendix G Guidelines – providing a comprehensive analysis of visual changes related to the proposed project *and also* an analysis of consistency with relevant General Plan policies and zoning regulations. Consistent with the approach used throughout the impact analysis, the Town has elected to go beyond that which would be minimally required to provide additional information to the public and decision makers related to the proposed project and its environmental impacts. Section 3.2 of the 2019 RDEIR analyzes visual impacts comprehensively. As discussed, the Town of Loomis General Plan states "despite continuing growth, the wooded hills, grasslands, and agricultural areas surrounding the more urbanized core still retain a predominantly open, rural feeling." Nonetheless, the impact analysis provided in Section 3.2 addresses both the proposed project's potential to substantially degrade the existing visual character or quality of public views and the potential to conflict with policies in the Town of Loomis General Plan and development standards outlined in the Loomis Municipal Code. As discussed in Impact 3.2-1, "All new development in Loomis is subject to development standards to ensure that the proposed use is compatible with existing and future development on neighboring properties, and produces an environment of stable and desirable character, consistent with the General Plan. Review of a site plan to determine whether the design complies with relevant sections of the Loomis Municipal Code is part of the design review process."

The DEIR further provided a comparison of whether and how the proposed project complies with relevant development standards outlined in the Loomis Municipal Code in Table 3.2-1. The DEIR noted that "Project compliance with the Town's development standards would ensure that the building form, siting, and massing would fit in with the local context and would reduce the potential for the project to substantially degrade the visual character or quality of the site."

The impact is considered potentially significant, but mitigated by implementation of Mitigation Measure AES-1. See pages 3.2-12 through 3.2-36 of the Recirculated Draft EIR, which includes a detailed and comprehensive discussion of project consistency with Town Development Standards. Refer also to the Response to Comment City of Rocklin-104. A consistency table has been included in the FEIR as a convenient reference (see Table 3-11). Neither the tabular formatting of a policy consistency analysis, nor the substance of the consistency analysis has revealed any adverse environmental effect that is any different from that presented in detail throughout the 2019 RDEIR. The added table confirms the analysis provided in the 2019 RDEIR. The 2019 RDEIR includes a discussion of the proposed project's consistency with relevant General Plan policies, at pages 5-14 through 5-18. As shown therein, the proposed project is consistent with all applicable policies adopted to address aesthetic impacts.

City of Rocklin-37

The City of Rocklin notes that the 2000 Census Urbanized Area Map identifies Loomis as included in the Sacramento Urbanized Area. The City of Rocklin further states that the Aesthetics analysis provided in the Recirculated DEIR is fundamentally flawed, because it assumed that Loomis is an urbanized area.

See the Response to Comment City of Rocklin-36.

City of Rocklin-38

The City of Rocklin notes the analysis provided in the DEIR must consider relevant General Plan policies that were not discussed in the DEIR including Community Design and Character Policy 3 of the Loomis General Plan.

The General Plan policies to which the commenter refers establish broad aesthetic and design goals for new development in the Town. Those goals are implemented by the more specific development standards that govern objective features such as setbacks, form, massing, materials, and other aesthetic components. Section 3.2.3.4 of the 2019 RDEIR considers the project's consistency with these specific standards comprehensively in Table 3.2-1, and the analysis concludes that the project is consistent with all of them. The commenter does not provide any evidence indicating that the project does not meet the General Plan policies that the commenter cites.

Refer to the Response to Comment City of Rocklin-36. As noted, the aesthetics analysis in the 2019 RDEIR is even more comprehensive than minimally recommended by the Appendix G Guidelines – providing a comprehensive analysis of visual changes related to the proposed project *and also* an analysis of consistency with relevant policies and standards. Section 5.3.2.5 of the 2019 RDEIR addresses land use impacts comprehensively. CEQA requires that an EIR consider whether a proposed project may conflict with any applicable land use plan, policy, or regulation (including, but not limited to the general plan, specific plan, or zoning ordinance) that was *adopted for the purpose of avoiding or mitigating an environmental effect* (see Appendix G to the CEQA Guidelines). The Town of Loomis, the final decision-maker for a proposed General Plan Amendment or Zoning Ordinance Amendment, may determine that the proposed project is (or is not) consistent with the City's General Plan despite any conclusion reached by the EIR that the proposed project may (or may not) conflict with policies adopted for the purpose of avoiding or mitigating an environmental impact.

City of Rocklin-39

The City of Rocklin notes the analysis provided in the DEIR must consider relevant General Plan policies that were not identified in the DEIR including Community Design and Character Policy 5 of the Loomis General Plan.

Refer to the Response to Comment City of Rocklin-36. As noted, the aesthetics analysis in the 2019 RDEIR is even more comprehensive than minimally recommended by the Appendix G Guidelines – providing a comprehensive analysis of visual changes related to the proposed project *and also* an analysis of consistency with relevant policies and standards.

City of Rocklin-40

The City of Rocklin notes the analysis provided in the DEIR must consider relevant General Plan policies that were not identified in the DEIR including Community Design and Character Policy 6 of the Loomis General Plan.

Refer to the Response to Comment City of Rocklin-36. As noted, the aesthetics analysis in the 2019 RDEIR is even more comprehensive than minimally recommended by the Appendix G Guidelines – providing a comprehensive analysis of visual changes related to the proposed project *and also* an analysis of consistency with relevant policies and standards.

City of Rocklin-41

The City of Rocklin notes the analysis provided in the DEIR must consider relevant General Plan policies that were not identified in the DEIR including the Town Center Master Plan standards and regulations.

Refer to the Response to Comment City of Rocklin-36. As noted, the aesthetics analysis in the 2019 RDEIR is even more comprehensive than minimally recommended by the Appendix G Guidelines – providing a comprehensive analysis of visual changes related to the proposed project *and also* an analysis of consistency with relevant policies and standards. As noted in the Town of Loomis General Plan (page 43):

> *"[t]his General Plan update, together with the adoption of the design guidelines referenced in the following section, and the updating of the Town's Zoning Ordinance consistent with this General Plan, replace the Town Center Master Plan as a formal General Plan element, reducing the number of documents that must be reviewed in depth before a*

complete understanding of the Town's expectations for development can be understood. The Town Center Master Plan will then remain available as a resource document…."

Therefore, the project is not subject to the Town Center Master Plan standards and regulations.

City of Rocklin-42

The City of Rocklin notes the Recirculated DEIR assumes compliance with Loomis Municipal Code Section 13.30.080 regarding outdoor lighting and suggests the Recirculated DEIR should require a lighting study or other similar means of measuring light spill onto the adjacent residential properties to conclude compliance with development standard.

Section 3.2.3 of the 2019 RDEIR analyzes aesthetic impacts comprehensively. As discussed in Impact 3.2-2, the impact related to the proposed project's ability to create substantial light or glare is considered less than significant. As noted therein, the proposed project would comply with Chapter 13.30.080, Outdoor Lighting, of the Town of Loomis Municipal Code. See pages 3.2-36 through 3.2-37 of the 2019 RDEIR. There is no evidence that the project as designed would be unable to meet the Town's requirements.

City of Rocklin-43

The City of Rocklin states the EIR's rejection of alternative sites analysis does not meet CEQA's requirements, because the four alternatives that are evaluated have constraints such that they cannot be considered as "reasonable" alternatives.

Per CEQA Guidelines Section 15126.6(c), the EIR shall identify alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons supporting the lead agency's determination. Among the factors that can be used to reject alternatives from consideration include failure to meet most of the project objectives; infeasibility; or inability to avoid significant environmental impacts. Section 6.3 of the 2019 RDEIR analyzes four alternatives that would be located at different sites, which were removed from further consideration.

Regarding the initial determination of potential feasibility of alternatives for consideration in an EIR, CEQA Guidelines section 15126.6, subdivision (f)(1) provides:

"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries… and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives."

As explained in the 2019 RDEIR's discussion of the initial evaluation of the alternatives considered but rejected for further analysis, several of these factors were relevant to the Town's rejection of these alternatives as infeasible.

The commenter's assertion that the alternative sites were rejected due to failure to meet the "ideal" land area size is not an accurate characterization of the explanations provided in the 2019 RDEIR. The size constraints were one of several reasons presented in the 2019 RDEIR regarding the alternative sites' unsuitability for the proposed project. As discussed in Section 6.3, Opportunity Sites 1–4 were analyzed for their site suitability/consistency with the Town of Loomis General Plan, availability and adequacy of municipal infrastructure, avoidance or lessening of environmental effects of the project, feasibility, and ability to accomplish project objectives. Constraints detailed in the 2019 RDEIR include the undesirability of routing project traffic through the historic downtown core (2019 RDEIR, page 6-5), the unsuitability of the roads and interchanges that would be used to access the alternative parcels for the volume of traffic associated with the project (2019 RDEIR, pages 6-6, 6-7, and 6-8), the difficulty for the applicant to acquire multiple parcels of land at the alternative sites—some of which consisted of inconsistent zoning designations like Public/Quasi Public (2019 RDEIR, pages 6-3, 6-6, 6-7, and 6-8), non-contiguous parcels (Opportunity Site 2, 3, and off-site alternative, pages 6-5, 6-6, and 6-7), and the inability to meet several project objectives (2019 RDEIR, pages 6-6, 6-7, 6-8). See pages 6-1 through 6-6 of the 2019 RDEIR. Moreover, the applicant does not own or control any of the four alternative sites, which in and of itself renders the alternative sites infeasible.

City of Rocklin-44

The City of Rocklin states that Opportunity Sites 2 and 3 are "facially defective as neither is located near a functioning interchange, which directly pertains to two of the Town's five objectives," and also notes they are both physically bisected by public roads making them less than desirable for potential project site layouts.

See response to City of Rocklin-43.

City of Rocklin-45

The City of Rocklin states that the Recirculated DEIR's rejection of the studied alternatives does not meet the requirements of CEQA because the revised project objectives render two of the four alternatives infeasible, and the Recirculated DEIR makes material unsubstantiated assumptions and lacks substantial evidence and critical analysis to support the rejection of these alternatives.

Per CEQA Guidelines Section 15126.6(c), the evaluation of alternatives shall include sufficient information about each alternative to allowing meaningful evaluation, analysis, and comparison with the proposed project. Section 6.4 of the 2019 RDEIR analyzes four alternatives comprehensively. See pages 6-6 through 6-24 of the 2019 RDEIR. The commenter contends that the 2019 RDEIR includes revised project objectives that render two of the four alternatives not potentially feasible. In fact, the added project objective in the 2019 RDEIR ("Develop a fueling station and tire facility to serve customers of the retail warehouse.") merely clarifies the other objectives ("Provide a state-of-the-art Costco warehouse…Develop a Costco warehouse large enough to accommodate all uses and services that Costco provides to its members elsewhere), as a state-of-the-art Costco warehouse necessarily includes a fueling station and tire center, and Costco provides fuel and tires to its members elsewhere. Moreover, consistent with CEQA Guidelines Section 15126.6(a), "the selected alternatives do not need to meet all of the project objectives, but rather must "feasibly attain most of the basic objectives of the project." Each of the selected alternatives (other than the required no project alternatives) meet this requirement.

City of Rocklin-46

The commenter claims that Alternative 1B dramatically overstates traffic, air quality, and GHG impacts.

There is no requirement for a quantitative analysis of alternatives, but consistent with the approach taken throughout the 2019 RDEIR, the Town has gone beyond minimum requirements for analysis and disclosure, and included quantitative analysis.

For traffic, air quality, and GHG emissions analysis, the land use program described under Alternative 1B was analyzed using the industry standard Institute of Transportation Engineers (ITE) trip generation rates and the industry standard California Emissions Estimator Model (CalEEMod). The modeling of Alternative 1B *does* apply pass-by and diverted trips to the overall VMT (and therefore mobile-source emissions estimates), as this information is built into CalEEMod. The analysis of emissions (including mobile source) for Alternative 1B is based on CalEEMod defaults for the anticipated land uses; under these defaults, the VMT is derived from CalEEMod based on ITE trip generation estimates for the land uses assumed, including discounts related to diverted and pass-by trips. Therefore, the GHG and air quality impacts of Alternative 1B are not overstated.

Different land uses have different pass-by/diverted trip rate assumptions in the ITE manual. As detailed in the Responses to Comments City of Rocklin-58 through 60, the trip generation data, including pass-by and diverted trip rates, assumed for the proposed project were based on studies of existing Costco sites with fueling stations, and were adjusted to represent the proposed Loomis Costco based on warehouse size, consistent with ITE Trip Generation Manual practice. Use of the customized trip generation data results in a *higher* number of trips using the transportation system than would be predicted using ITE data. Consistent with the approach employed throughout the 2019 RDEIR, this likely overestimates the actual primary trips associated with the project.

For transportation-related impacts, annual VMT associated with the proposed project would be approximately 6.4 million based on the estimates from the 2019 RDEIR, while annual VMT associated with Alternative 1B would be approximately 8 million. The VMT analysis for Alternative 1B, as with the proposed project, includes assumptions about the trip length for pass-by and diverted trips. See pages 3.7-21 for details on the assumptions used in the 2019 RDEIR for the proposed project's incremental increase in VMT. For Alternative 1B, the air quality/greenhouse gas emissions model, CalEEMod, assigns percentages of primary, diverted, and pass-by trips for each land use based on Institute of Transportation Engineers (ITE) 9th edition of the Trip Generation Manual. For each land use, the assumed distance for diverted trips is 25 percent of the primary trip lengths and the assumed distance for pass-by trips is 0.1 mile. The updated VMT analysis included in Appendix B to this FEIR found that the net VMT increase attributable to the project – considering both the new Loomis Costco and the change in Roseville Costco trip-making – was *l*ess than the VMT increase identified in the 2019 RDEIR. Therefore, based on the analysis, VMT associated with Alternative 1B would be higher than the project, and therefore, the transportation, air quality, and greenhouse gas emissions impacts of Alternative 1B are not dramatically overstated, as alleged by the commenter.

City of Rocklin-47

The commenter states that the pass-by and diverted trip assumptions were not applied to Alternative 1B.

The commenter is incorrect. Refer to the Response to Comment City of Rocklin-46.

City of Rocklin-48

The commenter suggests there is some error related to pass-by and diverted trips for the alternatives analysis.

The commenter is incorrect. Refer to the Response to Comment City of Rocklin-46.

City of Rocklin-49

The commenter asserts that the revisions to the project objectives between the prior Draft EIR and the revised recirculated Draft EIR to include a fueling station renders any alternatives that do not include fueling stations into "straw men" that can be summarily rejected.

CEQA does not require that an EIR include only alternatives that perfectly meet all project objectives. Such an approach would unreasonably constrain the analysis and limit the options presented to the decisionmakers and the public. Rather, CEQA Guidelines Section 15126.6 instructs that an EIR shall describe a range of reasonable alternatives which would feasibly attain "most" of the basic objectives of the project. The fact that some of the alternatives presented in the 2019 RDEIR do not meet all of the project objectives does not render that analysis invalid nor the range of alternatives unreasonable. The alternatives analyzed in a Draft EIR need only be "potentially feasible," and the Town considered the alternatives that do not include a fueling station to be potentially feasible since they would meet most of the other project objectives, to varying degrees. It is not the function of a Draft EIR to determine the ultimate feasibility of any of the alternatives carried forward for analysis in an EIR. That determination will be made in findings by the Town's decisionmakers when they consider the certification of the EIR and whether to approve the proposed project (CEQA Guidelines Section 15091). Refer to the Response to Comment City of Rocklin-45.

City of Rocklin-50

The City of Rocklin states that the list of reasonable alternatives should have been revised to include a reduced size fueling station alternative, because the changes to the project objectives that added a requirement for the project to include a fueling station render two of the alternatives infeasible.

Per CEQA Guidelines Section 15126.6(a), an EIR does not need to consider every conceivable alterative to the project and "there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of the reason." Section 6.4 of the 2019 RDEIR analyzes four alternatives comprehensively. See pages 6-6 through 6-24 of the 2019 RDEIR. Refer to the Response to Comment City of Rocklin-46.

City of Rocklin-51

The commenter shares the opinion that part of the comparison between alternatives and the project objectives is vague.

Refer to the Response to Comment City of Rocklin-49. The Project Objective referenced is not vague: "Develop a Costco warehouse large enough to accommodate all uses and services that Costco provides to its members elsewhere." This Project Objective is important for supporting the Town's development of alternatives and helps to support and complement other Project Objectives. This Project Objective helps give greater definition to the sort of site that would work from a land use compatibility perspective and with respect to the size of the parcel – the parcel should be large enough to accommodate the uses and services that Costco provides to its members elsewhere. The Town could have accompanied this Project Objective with a list of the proposed set of goods and services at the proposed Loomis Costco, but this would have confined the alternatives analysis in a way that is not helpful for decision makers. The Project Objectives successfully strike a balance between giving enough definition to support a meaningful set of alternatives, and not so much definition that the proposed project and proposed project site are the only option for meeting the objectives. The commenter has observed that some Costco sites do not offer gasoline. This does not mean that the Town cannot use an objective related to the fueling station for the proposed project. Again, the approach to the alternatives analysis provides helpful information for decision makers – both alternatives that would provide a fueling station and those that would not provide a fueling station are included.

City of Rocklin-52

The commenter states that the determination that Alternative 3 does not meet every project objective is unsupported by substantial evidence.

As described in detail in Chapter 6 of the 2019 RDEIR, the Town has considered a reasonable range of alternatives, along the with differential effects of those alternatives compared to the proposed project. The proposed project includes up to approximately 155,000 square feet of building space for the warehouse structure, and as a way to reduce some of the potential impacts, Alternative 3 would decrease floor space of the warehouse structure by approximately 20 percent to approximately 124,315 square feet. The fueling station would be included under Alternative 3. This alternative would not meet the referenced Project Objective to the same extent as would the proposed project due to the substantial reduction in floorspace. While various goods and services could still be available at the project site under this alternative, the level of goods and services would be reduced, as compared to the proposed project. Each product offered by Costco is referred to as a stock keeping unit (SKU). Costco estimates that the 20 percent reduction in floor area under this alternative would result in a reduction of 500 to 550 SKUs, as compared to the proposed project, meaning that this warehouse would not meet the objective to "accommodate all uses and services that Costco provides elsewhere."

City of Rocklin-53

The City of Rocklin notes concerns related to public safety impacts that have not been addressed in the Recirculated DEIR.

Section 5.3.2.6 of the 2019 RDEIR analyzes impacts to public services comprehensively. The EIR concluded impacts to fire protection services and police protection services would be less than significant. See pages 5-18 through 5-19 of the 2019 RDEIR.

City of Rocklin-54

The City of Rocklin states that it is likely the City of Rocklin Police Department will experience additional calls for service or requests. The City of Rocklin further states increased traffic and congestion on Sierra College Boulevard will result in similar calls for emergency services.

Section 5.3.2.6 of the 2019 RDEIR analyzes impacts to public services comprehensively. While the City of Rocklin fire protection and police protection providers may provide service in the vicinity of the project site, the proposed project would not add residents that would require additional fire personnel or police staffing to maintain service ratios, response times, or other performance objectives that would result in the construction of new or expanded fire protection or police facilities, the construction of which could have a substantial adverse physical impact on the environment. The existence of emergency services in a city is not an adverse environmental impact. The EIR concluded impacts to fire protection services and police protection services would be less than significant. See pages 5-18 through 5-19 of the 2019 RDEIR. The 2019 RDEIR also reports in detail and comprehensively on future conditions related to vehicular traffic congestion. See Section 3.7 of the 2019 RDEIR. The drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code Section 21806. This section of the Vehicle Code states that drivers in California must yield to emergency vehicles. As described in the decision in *City of Hayward et al. v. Board of Trustees of the California State University* (Cal. Ct. App., May 30, 2012), increased demand for public services is not an environmental impact.

City of Rocklin-55

The City of Rocklin notes that exhibits attached to the comment letter identify other concerns and suggestions to clarify identified impact analyses for Biological Impacts, Greenhouse Gases, Noise, Energy, Transportation, and Cumulative Impacts.

See the Response to Comment City of Rocklin-1.

City of Rocklin-56

The City of Rocklin states that the Recirculated DEIR contains significant flaws, and anticipates that the Town of Loomis will be obligated to recirculate the Recirculated DEIR for additional public review.

Pursuant to CEQA Guidelines Section 15088, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review. No significant new information has been added to the 2019 RDEIR following public review. Furthermore, for the reasons provided in Responses to Comments City of Rocklin-1 through City of Rocklin-55, the commenter's comments do not include credible evidence that the analyses or conclusions of the 2019 RDEIR are incorrect or inaccurate, and the 2019 RDEIR does not contain such significant flaws as to warrant substantial revision and recirculation .

City of Rocklin-57

The comment states that the City of Rocklin is engaged in ongoing consideration of general plan, zoning, and project design considerations and will provide additional comments in a separate transmittal. The comment further notes that the City of Rocklin is always committed to working with Town of Loomis to address the concerns listed in its comment letter.

See the Response to Comment City of Rocklin-1.

The comment indicates the City will be sending further comments on the project outside of the CEQA process and also indicates that the City is committed to working with the Town to address their concerns, indicating that the City Manager should be contacted if the Town wishes to further engage the City. It should be noted that the Town of Loomis has engaged the City of Rocklin throughout the project and environmental process, including, but not limited to:

- June 6, 2018: Rocklin and Loomis City Managers met to discuss Costco and other projects on their border
- July 10, 2018: Rocklin and Loomis Border Committees met to discuss Costco and other projects on their border
- August 8, 2018: Town representatives met with representatives of the City of Rocklin to discuss the July 25, 2018 Rocklin DEIR comment letter. Based primarily on an interest in additional site access options expressed in DEIR comments, the Town decided the DEIR would be revised, recirculated, and Rocklin's comments addressed in the revised, recirculated DEIR.
- December 5, 2018: Town representatives met with representatives of the City of Rocklin to discuss the City's requests in its September 10, 2018 letter from attorney William Abbott.
- April 8, 2019: Town staff submitted to Rocklin the traffic impact analysis and appendices, a draft agreement with Rocklin for Sierra College Boulevard improvements, preliminary mitigation cost estimates, a detailed response to the September 10 Rocklin letter (in a matrix format), and a figure depicting traffic improvements.
- May 2019: Town staff shared the draft Transportation Impact Analysis with Caltrans, Placer County APCD, Placer County, the City of Rocklin, and Sierra College.
- May 20, 2019: Town staff met with representatives of the City of Rocklin to discuss the results of the traffic impact study and Town staff agreed to include and compare SimTraffic modeling to Synchro modeling, which resulted in fundamentally the same impact conclusions. Rocklin concurred with the presented fair-share calculation methodology.
- June 5, 2019: Town staff met with representatives of the City of Rocklin to continue discussion of traffic and mitigation solutions with Rocklin traffic consultant present.
- July 10, 2019: Town staff submitted to Rocklin a response to the June 10, 2019 Steven Rudolph Proposal at a 2x2 meeting between Sean Rabe, Loomis Mayor and Vice Mayor, and Rocklin's City Manager, vice-mayor, and a City Council member.
- August 20, 2019: Town submitted to Rocklin a Memorandum of the Synchro and SimTraffic modeling comparison.
- September 3, 2019: Town submitted to Rocklin the requested additional Sim Traffic Memo modeling data (traffic volume data, SimTraffic, and Synchro model screenshots, and calculation results).
- Week of September 6, 2019: Town Manager, Sean Rabe contacted Rocklin City Manager in an attempt to meet prior to the more formal meeting on September 12th.
- September 9, 2019: Town Manager, Sean Rabe and Rocklin City Manager met to coordinate September 12, 2019 meeting.
- September 12, 2019: Representatives for the Town met with representatives of the City of Rocklin and their traffic consultant to discuss the Transportation Impact Analysis modeling, a draft MOU, Rocklin's June 10, 2019 proposal, and traffic mitigation.

- September 23, 2019: Town Manager, Sean Rabe called Steve Rudolph, Rocklin City Manager, regarding Rocklin's request to move the driveway intersection north and for two turn lanes into the driveway.

- Week of September 23, 2019: Loomis and Rocklin Mayors met to discuss Costco, as well as other topics.

- October 7, 2019: Town Manager, Sean Rabe met with Rocklin's City Manager to discuss new requests by Rocklin.

- October 22, 2019: Response packet to Rocklin's 2019 requests sent by the Town to Rocklin City Manager. A draft agreement with Rocklin was included in the packet. Loomis Mayor wrote a cover letter to be attached to each packet and hand delivered the packet to each Rocklin City Council member.

- November 5, 2019: Costco representative (Mike Dobrota) met with Rocklin Mayor and adjacent landowner, Paul Petrovich.

- Week of December 17, 2019: Town Manager, Sean Rabe, Loomis Mayor, and Rocklin City Manager and Rocklin Mayor were scheduled to meet to discuss concerns. Meeting was cancelled by Rocklin.

While the Town of Loomis has worked in good faith to meet all of Rocklin's requests – analytical suggestions, meeting requests, mitigation requests, design changes, additional access options, and other requests – it is not possible to meet the terms of all requests due to safety concerns, the need to optimize access and circulation, feasibility, and related reasons. The record shows extraordinary effort by the Town to cooperate with the City's evolving requests, and to fulfill many of these requests. The Town agreed to many of the City's requests, including:

- Agreed for the project to fund and the Town to oversee the restriping of northbound Sierra College Boulevard adjacent to McDonalds to accommodate a bike lane and third northbound lane.

- Studied and provided additional site access options, including an option for a Granite Drive access as a part of the Project Description included in the 2019 2019 RDEIR, as well as identifying and agreeing to implement the mitigation measures that this connection would trigger.

- Advanced the timing of the Loomis Capital Improvement Program project to improve the intersection of Sierra College Boulevard and Taylor Road.

- Revised traffic analysis to incorporate City-suggested methodology involving SimTraffic, in addition to Synchro, to confirm previous analytical results.

- Agreed to prepare new traffic studies at 6 months and 18 months after the store opening to confirm that queue length storage is satisfactory, and if necessary, implement feasible strategies for additional queue length (this is not needed to address any impact of the project and is no longer being pursued).

- Agreed to pay a one-time City of Rocklin traffic impact fee for commercial development (this is not needed to address any impact of the project and is no longer being pursued).

- Agreed to pay the Rocklin Community Facilities District (CFD) 11 catch-up amount and annual contributions for a set period of years (this is not needed to address any impact of the project and is no longer being pursued).

- Agreed to pay a fair share toward all mitigation measures within Rocklin identified in the Transportation Impact Analysis, including:

  - Signal interconnect from I-80 to Granite Drive

  - Optimize the signal timing at Granite Drive and Rocklin Road

- At Granite Drive, restripe the southbound Sierra College Boulevard right-turn lane to a through right lane
- At Granite Drive, restripe northbound Sierra College Boulevard right-turn lane to a through right lane
- Optimize the signal timing at Pacific Street and Dominguez Road

The Town Loomis and project applicant have also agreed to implement additional improvements in Loomis, including:

- Widen Sierra College Boulevard to three northbound lanes from the Town/City boundary to Taylor Road and widen Sierra College Boulevard to three southbound lanes from Brace Road to Taylor Road
- Construct a northbound right-turn lane at Sierra College Boulevard / Brace Road intersection
- Signal interconnect from Granite Drive to Taylor Road
- Extend striping for the two-lane section of northbound Sierra College Boulevard north of Taylor Road
- Provide a northbound bike lane along Sierra College Boulevard from Brace Road to Taylor Road
- Extend the following turn pockets as much as feasible: northbound left-turn and westbound left-turn at the intersection of Sierra College Boulevard and Taylor Road, southbound left-turn and northbound right-turn at the Sierra College Boulevard / Project Driveway intersection
- Added a second driveway access on Brace Road (which now will be gated for emergency access only as a part of the recommended Site Plan Option 1D)

City of Rocklin-58

The commenter alleges that the number of new peak-hour trips has been underestimated.

Use of the Costco-provided trip generation data results in a higher number of trips using the transportation system facilities than would be predicted using national average trip data documented in the Trip Generation Manual published by the Institute of Transportation Engineering (ITE) data. Counter to the commenter's claim, the approach used to support the 2019 RDEIR does not underestimate trips.

It is in the project applicant's best interest to ensure that transportation facilities facilitate access for members, as well as serve the needs of the surrounding community. Just as with the Town, the project applicant has prioritized very detailed transportation analysis to support the 2019 RDEIR, but more importantly to support the appropriate site design and improvements to the surrounding transportation system. Given the Town's and the project applicant's interest in providing the best possible transportation analysis, trip data from other Costco sites was used for the Loomis Costco Transportation Impact Analysis to make certain that adequate transportation facilities could be appropriately identified. The result is that the trip generation reflected in the Transportation Impact Analysis and 2019 RDEIR exceeds the number of trips that would have otherwise been forecast using nationally-recognized trip generation methodologies and industry practice for preparing transportation impact studies.

The trip rates assumed for the Loomis Costco were based on studies of existing Costco sites with fueling stations (including traffic counts and member surveys), and were adjusted to represent the proposed Loomis Costco based on warehouse size, consistent with ITE Trip Generation Manual practice. Lacking use of the Costco data, typical transportation engineering practice would involve use of trip rates from the Trip Generation Manual for a comparable use.

The Costco study sites used to derive the trip data were located across the western United States with warehouse buildings that range in size between 120,000 square feet and 162,115 square feet and had an average size of 143,782 square feet. Each had fueling centers. The proposed Loomis Costco would have an approximately 155,000 square feet warehouse building with a fueling center, and would therefore be comparable to the Costco buildings previously surveyed and used to support this tailored analysis. The surveyed Costco sites are in a variety of locations, including sites adjacent to freeways/arterials. It is Kittelson & Associates, Inc's professional judgment that the trip

rates derived from the Costco data are representative of the expected trip generation for the new Loomis Costco (with the appropriate adjustments for the proposed size of the warehouse building and fueling station).

The Trip Generation Manual published by the Institute of Transportation Engineers (ITE, 10th Edition published in 2017) includes a plethora of data for more than 100 land use categories. Within the Trip Generation Manual, Land Use 857, Discount Club, is defined as:

> *"a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires and appliance; many items are sold in large quantities or bulk. Some sites may include on-site fueling pumps."*

The Trip Generation Manual Discount Club definition clearly conveys a land use comparable to a Costco Wholesale. Further, as discussed on page 371 of the Trip Generation Manual, the data set includes sites in California, Oregon, and other locations across the country. The Loomis Costco Transportation Impact Analysis uses Costco-specific data in-lieu of standard Trip Generation Manual data in order to provide the Town, Costco, and the applicable review agencies with an accurate reporting of potential impacts.

For reference purposes, a comparison of trip rates between Costco and a Discount Club are provided below:

Costco trip rates are ***90 percent higher*** on a daily basis than would be predicted by ITE Discount Club;

- Costco trip rates during the weekday AM are based on trips associated with the fueling center, since the Warehouse does not open until 10 AM; the Discount Club land use estimates 0.49 trips per 1,000 square feet;
- Costco trip rates are ***72 percent higher*** on a weekday PM peak-hour basis than would be predicted by ITE Discount Club; and,
- Costco trip rates are ***54 percent higher*** on a Saturday midday basis than would be predicted by ITE Discount Club.

Additionally, as noted in Chapter 10 of the ITE Trip Generation Handbook (3rd Edition), "not all traffic entering or exiting a site driveway is necessarily new traffic added to the street system." As such, it is also important to review the primary, pass-by, and diverted trip assumptions that are appropriate for use in the Costco data, as well as the ITE data. This comparison is shown in Table 3-7 below.

Table 3-7. Trip Type Comparison

	Weekday PM Peak Hour			Weekend Midday Peak Hour		
Land Use	Primary Trips	Pass-by Trips	Diverted Trips	Primary Trips	Pass-by Trips	Diverted Trips
Costco	35%	33%	32%	50%	29%	21%
Discount Club (ITE Manual)	No data	37%	No data	No data	30%	No data
Difference*	-	-4%	-	-	-1%	-

*Costco trip rate – Discount Club trip rate
Source: Kittelson & Associates, Inc. 2020

Recognizing some of the Trip Generation Manual Discount Club data may not include fueling station services and considering the topics and questions posed regarding fueling station trips, one could also consider using data for the Gasoline/Service Station Land Use identified in the Trip Generation Manual.

Land Use 944, Gasoline/Service Station is defined in the Trip Generation Manual as follows:

> *"This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and*

general convenience products. A gasoline/service station may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash."

Table 3-8 offers a comparison of the trip generation used in the Loomis Costco Transportation Impact Analysis (as documented in Table 11 of the Transportation Impact Analysis) during the critical weekday PM and weekend midday peak hour compared to that which would be calculated using the ITE Discount Club data (which includes a fueling station) plus trips for a 30-fuel-position Gasoline/Service Station. Comparison of daily, as well as weekday AM peak-hour trip rates using the Costco data compared to the Trip Generation Manual, 10th Edition data also finds that the Costco data results in higher trip estimates for both periods (12,290 total daily trips using the Costco data compared to 11,640 using the Trip Generation Manual and 420 total weekday AM peak hour trips using the Costco data compared to 384 using the Trip Generation Manual). Note that no internal trip reduction was assumed in Table 3-8 using the ITE rates, even though the two uses would clearly share trips on-site.

Table 3-8. Comparison of Costco Trip Generation Estimate with Trip Generation Manual

		Weekday PM Peak Hour of Adjacent Street Traffic			Weekend Midday Peak Hour		
Land Use	**Size**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
ITE Trip Generation Data							
Discount Club (ITE 857)	155,000 square feet	648	324	324	987	484	503
Pass-by Trips (37% PM/30% MD)		-240	-120	-120	-296	-148	-148
Gasoline/Service Station (ITE 944)	30 fueling positions	421	211	210	383	192	191
Pass-by Trips (42% PM/42% MD[1])		-189	-95	-94	-160	-80	-80
Total Trips		**1,069**	**535**	**534**	**1,370**	**676**	**694**
Total Pass-by Trips		**-429**	**-215**	**-214**	**-456**	**-228**	**-228**
Net New Trips (total less pass-by)		**640**	**320**	**320**	**914**	**448**	**466**
Costco Trip Generation Data[2]							
Costco Warehouse with Fuel Station	155,000 square feet	1,111	539	572	1,518	773	745
Pass-by Trips (33.3% PM/28.9% MD)		-370	-179	-191	-439	-223	-216
Net New Trips		**741**	**360**	**381**	**1,079**	**550**	**529**
Difference between Costco and ITE							
Total Trips		**42**	**4**	**38**	**148**	**97**	**51**
Total Pass-by Trips		**59**	**36**	**23**	**17**	**5**	**12**
Net New Trips (total less pass-by)		**101**	**40**	**61**	**165**	**102**	**63**

Source: Kittelson & Associates, Inc. 2020
[1] Weekend midday pass-by rate not provided in *Trip Generation Handbook, Third Edition*, therefore 42% weekday PM peak hour rate assumed to approximate weekend midday.
[2] Source: Loomis Costco Transportation Impact Analysis Table 12

As shown, the use of the tailored Loomis Costco trip generation data results in a higher estimate of the number of trips using the transportation system than would be predicted using ITE data. As such, the Transportation Impact Analysis does not underestimate trips, but rather discloses potential impacts appropriately.

City of Rocklin-59

The commenter claims that the pass-by trip assumption is high.

The number of pass-by trips presented in the Loomis Costco Transportation Impact Analysis is based on the average pass-by rate determined through surveys of Costco members at other existing Costco sites.

As documented in the Response to Comment City of Rocklin-58, the number of estimated pass-by trips assumed in the Loomis Costco Transportation Impact Analysis are *lower* than what would be estimated using the Trip Generation Handbook, 3rd Edition. Use of the lower pass-by rates determined through surveys of Costco members, as presented in the Loomis Costco Transportation Impact Analysis, results in more trips (and potential impacts) at off-site study intersections.

While the *Trip Generation Handbook, 3rd Edition* does not provide specific guidance on the numerical relationship between through volumes and pass-by trips, another ITE document, *Transportation Impact Analyses for Site Development: An ITE Recommended Practice* dated 2010 suggests that impact studies assume that no more than 15 percent of existing traffic volumes be considered as pass-by trips. The Loomis Costco Transportation Impact Analysis is consistent with the ITE recommended practice guidance.

The comment claims that Costco members would comprise 27 percent of all vehicles on Sierra College Boulevard during the weekday PM peak hour and 45 percent of all vehicles during the Saturday midday peak based on pass-by percentages in the Loomis Costco Transportation Impact Analysis. The comment estimates these percentages by assuming that only one out of every three Costco members already traveling on Sierra College Boulevard would enter the site, which, according to the comment, means that Costco members make up three times the number of estimated project pass-by vehicles on Sierra College Boulevard. However, the comment provides no evidence as to why only one out of every three Costco members would enter the site. It is logical that Costco members would stop at Costco at a much higher rate than members of the general public would stop at another retail store. It is known that Costco members shop at Costco. It is not known if specific members of the general public shop at any other specific retail store. The claim that only one out of three Costco members that drive by the site would enter the site is unsubstantiated. Therefore, the claim that Costco members would make up 27 percent to 45 percent of the travelers on Sierra College Boulevard based on the Loomis Costco Transportation Impact Analysis's pass-by percentages is also unsubstantiated.

In addition to pass-by rates, the comment also raises questions about the relationship between the average distance that members could travel to the site and pass-by assumptions. This relationship is important to consider related to "primary trips," not pass-by or diverted trips.

City of Rocklin-60

The commenter claims that the number of new weekday daily trips is underestimated.

Refer to the Response to Comment City of Rocklin-58 that demonstrates that the Costco pass-by rates are lower than would be predicted by ITE. Further, note that:

(1) The daily trip generation estimate is used in the calculation of VMT and not in the intersection capacity analysis presented in the Loomis Costco Transportation Impact Analysis. A comparison of total daily trip rates using the Trip Generation Manual data and the Costco database finds that the Costco data results in *higher* trip estimates (12,290 using the Costco data compared to 11,640 daily trips using the Trip Generation Manual).

(2) The weekday AM and PM peak hour pass-by rates for the Costco site are each approximately 33 percent (32.5 percent for the weekday AM peak hour when only the Costco fuel station is open and 33.3 percent during the weekday PM peak hour). Therefore, the application of a 33 percent pass-by rate over the course of the day is appropriate.

(3) The *Trip Generation Handbook* does not support the commenter's contention that weekday daily pass by percentages are overstated. Saturday midday peak-period average pass-by percentages being lower than weekday PM peak-period pass-by percentages is not evidence that weekday daily pass-by percentages would be lower than weekday AM and PM peak period pass-by percentages. Trip characteristics and purposes during Saturday conditions are different than trip characteristics and purposes during weekday conditions, including during non-commute weekday hours, and therefore the associated pass-by percentages are not directly comparable.

City of Rocklin-61

The commenter shares the opinion that the project's net increase in VMT has been underestimated.

The commenter opines that use of a member-based approach to assess VMT impacts presents a flawed technical approach that disregards likely changes in Costco member trip frequency. Further, the text and accompanying Table 1 presented by the commenter mistakenly assume that 91.3

percent of the Loomis Costco project trips were redistributed from the existing Roseville Costco in the VMT analysis.

In response to this and other VMT-related comments made on the 2019 RDEIR, a supplemental sensitivity analysis was prepared. This supplemental analysis incorporates both the new trips generated by the proposed Loomis Costco and the potential increases in member visits to the existing Roseville warehouse. The supplemental VMT sensitivity assessment (presented in Appendix B to this FEIR) projects a daily 11,444-VMT increase when considering both the new Loomis Costco *and* the change in Roseville Costco trip-making. The Loomis Costco Transportation Impact Analysis in the RDEIR projects the overall VMT increase to be 17,865 VMT per day. As such, the 17,865 VMT estimate presented in both the Loomis Costco Transportation Impact Analysis and 2019 RDEIR is conservative and reasonable.

Additional analysis conducted to support this FEIR has confirmed that the VMT analysis used in the 2019 RDEIR is conservative, and likely overestimates actual net VMT attributable to the proposed project. See the Response to Comment PCAPCD-2 and Appendix B to this FEIR, which confirms that the VMT estimate used to support the 2019 RDEIR is conservative, and would tend to overestimate the actual change in VMT attributable to the project.

City of Rocklin-62

The commenter shares the opinion that the project's net increase in VMT has been underestimated.

Additional analysis conducted to support this FEIR has confirmed that the VMT analysis used in the 2019 RDEIR is conservative, and likely to overestimate actual net VMT attributable to the proposed project. See the Response to Comment PCAPCD-2 and Appendix B to this FEIR.

As with the VMT analysis in the 2019 RDEIR, the updated VMT analysis included in Appendix B to this FEIR identifies VMT associated with new daily trips generated by the proposed Loomis Costco and also examines the VMT implications for opening of the Loomis Costco at the existing Roseville Costco. The supplemental VMT sensitivity assessment prepared to support this FEIR found that the net VMT increase attributable to the project – considering both the new Loomis Costco and the change in Roseville Costco trip-making – was *less* than the VMT increase identified in the 2019 RDEIR. As such, the 17,865 VMT estimate presented in the 2019 RDEIR is conservative, and would tend to overestimate the actual net VMT increase attributable to the project.

City of Rocklin-63

The commenter claims that the VMT estimate in the Recirculated DEIR is based on membership, rather than new trips.

The commenter is incorrect. All trips are factored into the detailed analysis used and presented in the 2019 RDEIR. Additional analysis conducted to support this FEIR has confirmed that the VMT analysis used in the 2019 RDEIR is conservative, and likely to overestimate actual net VMT attributable to the proposed project. See the Response to Comment PCAPCD-2 and Appendix B to this FEIR, which confirms that the VMT estimate used to support the 2019 RDEIR is conservative, and would tend to overestimate the actual change in VMT attributable to the project. See also the Response to Comment City of Rocklin-62.

City of Rocklin-64

The commenter has attempted to relate asserted macroeconomic relationships between VMT and gross domestic product with the project-specific estimate of net VMT associated with implementation of the proposed project.

The commenter cites a general paper on analyzing the relationship between national gross domestic product and overall national VMT. The paper states that it confirms conventional wisdom and suggests that exogenous shocks to VMT would not negatively impact national GDP. It has no relevance to any specific project in any specific location. Additional analysis conducted to support this FEIR has confirmed that the VMT analysis used in the 2019 RDEIR is conservative, and likely to overestimate actual net VMT attributable to the proposed project. See the Response to Comment PCAPCD-2 and Appendix B to this FEIR, which confirms that the VMT estimate used to support the 2019 RDEIR is conservative, and would tend to overestimate the actual change in VMT attributable to the project.

City of Rocklin-65

The commenter shares the opinion that the analysis underestimates trips using Brace Road and the I-80/Horseshoe Bar Road interchange.

The Loomis Costco Transportation Impact Analysis assumes that all drivers to and from the Costco site destined to I-80 eastbound would use the Sierra College Boulevard interchange since this interchange represents the most direct route to and from the Costco site. No site trips are routed

to/from I-80 eastbound using the Horseshoe Bar Road interchange, since this would represent substantial out-of-direction travel. It is common for people on shopping trips to stop at multiple locations during their trip, as demonstrated by the high pass-by and diverted trip percentages for retail land uses contained in the *Institute of Transportation Engineers Trip Generation Manual* (10th Edition, published in 2017). Vehicles stopping at multiple locations would be more likely to use Sierra College Boulevard than Brace Road to access the site, as it provides more direct access to other land uses and routes in the area. Brace Road does not provide a direct route to other major roadways or destinations in the area. Consistent with assumptions used throughout the 2019 RDEIR, this is also a conservative assumption that would produce worst-reasonable-case results – in this case, worst-reasonable-case results related to the analysis of the project's potential impact at the Sierra College Boulevard/I-80 interchange, where the project will support Caltrans-initiated improvements based on the number of site trips using the interchange ramps. See Section 3.7 of the 2019 RDEIR and Appendix E to the 2019 RDEIR for more detail.

For further reference, Figure 3-1 compares travel paths between the proposed project site and I-80 eastbound. This figure helps to illustrate the substantial indirect nature of the Brace Road alternative route that is cited in the comment.

As shown in Figure 3-1, the Transportation Impact Analysis Assumed Travel Path follows Sierra College Boulevard, a currently four-lane arterial fronting mostly commercial properties in the vicinity of the project site, in a straight line approximately 0.5 miles to the nearest I-80 eastbound ramps. The Alternative Travel Path follows narrower, two-lane Brace Road and Horseshoe Bar Road on a winding path through mostly residential areas. This longer route would involve several stop-controlled intersections. The distance to reach the I-80 eastbound ramps at the Horseshoe Bar Interchange would be approximately 1.6 miles, which is approximately 220 percent greater than the distance to reach the Sierra College Boulevard/I-80 interchange.

Finally, the trip distribution pattern presented in the Transportation Impact Analysis that supported the 2019 RDEIR was made available to and reviewed by the City of Rocklin during the Transportation Impact Analysis scoping process and prior to preparation of the Loomis Costco Transportation Impact Analysis and 2019 RDEIR. While the City provided detailed comments, there was no objection to the assumed trip distribution pattern that was presented for review and input by the Town. The commenter did not express any concern during the scoping process and did not express any concern during the course of reviewing the 2018 DEIR.

The distribution patterns and travel patterns used in the Loomis Costco Transportation Impact Analyses are reasonable, and while they may produce worst-case findings, this is consistent with the approach taken throughout the 2018 DEIR and the 2019 RDEIR to use conservative assumptions and methodologies that may overestimate project impacts.

The commenter estimated a change in travel time on Sierra College Boulevard by summing changes in individual intersection turning movement delays with and without the project, using SimTraffic analysis the commenter prepared. The commenter's analysis is misleading at the intersection level because it purports to have a higher level of accuracy/precision than is the case (particularly lacking any calibration/validation of the simulation model).

Note also that Attachment B of the Fehr & Peers letter only provides final processed delays and queues for the analyzed intersections, so the extent of simulation prepared related to Brace Road is unclear. Attachment B does not provide any outputs from SimTraffic software. The attachment does not document any assumptions that were made when the commenter developed the simulation modeling results. Therefore, it is not possible to verify that the assumptions made in the simulation modeling provided by the commenter were consistent with the assumptions made in the Loomis Costco Transportation Impact Analysis. Any differences in assumptions would lead to differences in results.

Figure 3-1. Travel Paths between I-80 and Project Site

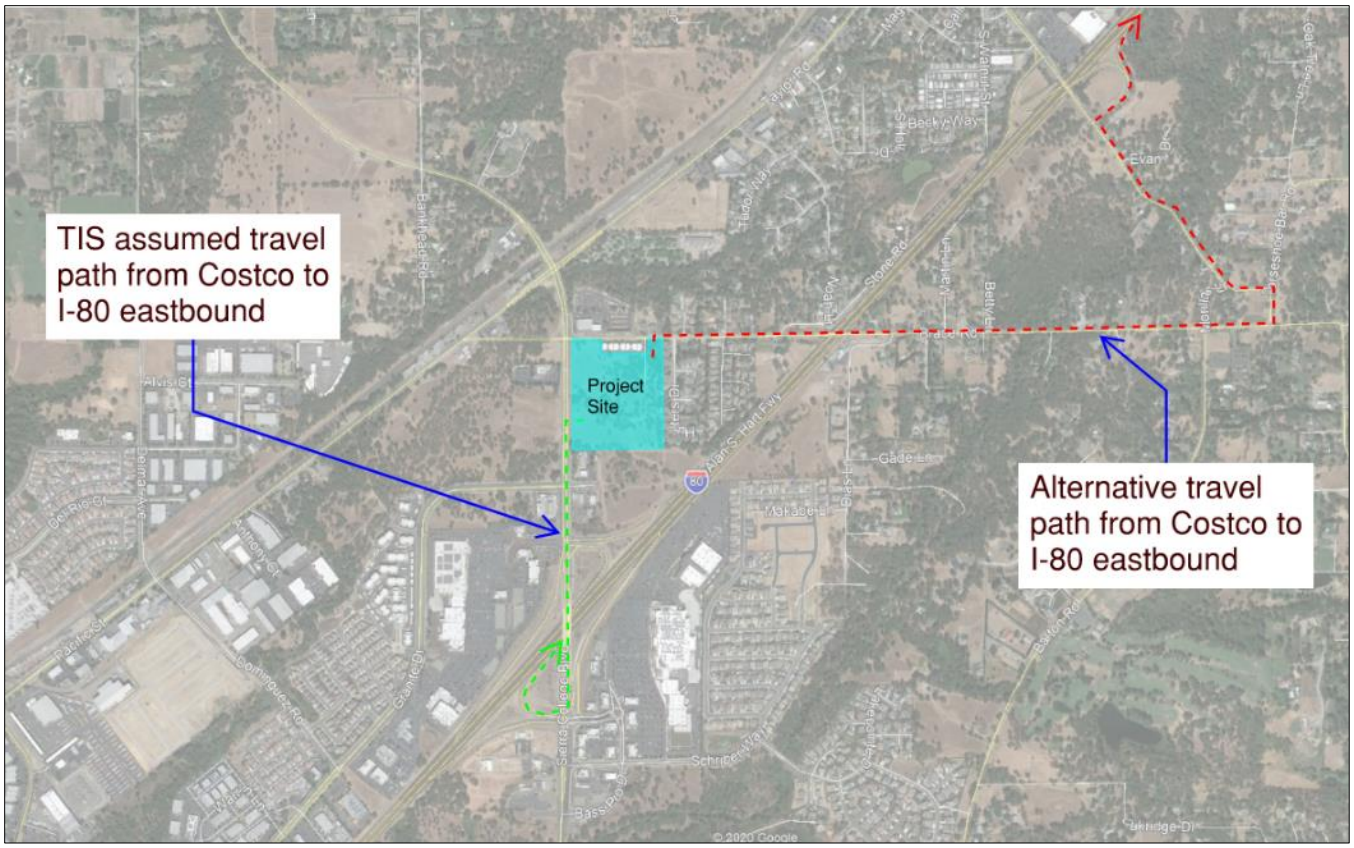


Image Source: Google Earth

City of Rocklin-66

The commenter suggests that there could be queuing associated with the fueling station.

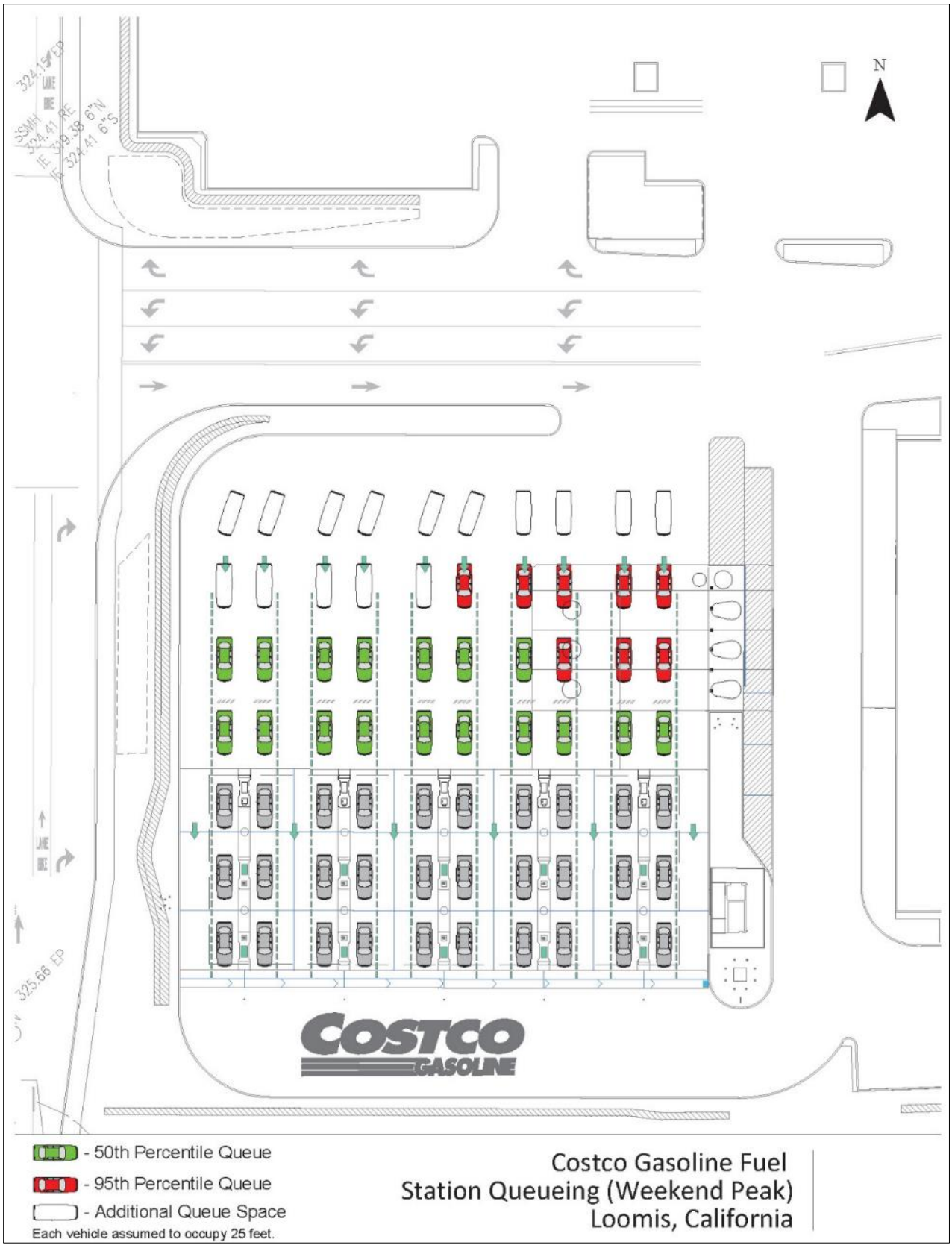
The comments regarding potential for fuel station queue spillback are addressed in three parts as described below. Response elements include: (1) a change in the location of the fueling islands to increase on-site queue storage capacity; (2) a fuel station queue management plan that will be made a condition of approval; and (3) supplemental data that further documents that fuel station queues can be accommodated on-site.

Fuel Station Entry Location

The proposed Site Plan Option 1D includes relocation of the fueling island south by 15 feet, increasing the length of the area north of the fueling islands available for queue storage from 100 to 115 feet. Figure 3-2 illustrates the projected fuel station queuing and available storage area with Site Plan Option 1 D. As shown, the additional area allows for a fourth row of queued vehicles north of the fueling positions. This increases the available on-site queue storage capacity for vehicles waiting to access a fueling position from 30 to 40 vehicles.

The fuel station relocation incorporated in Site Plan Option 1D would also be incorporated into Site Plan Options 1A, 1B, and 1C (as Condition of Approval 22).

Figure 3-2. Fueling Station Queuing, Weekend Peak



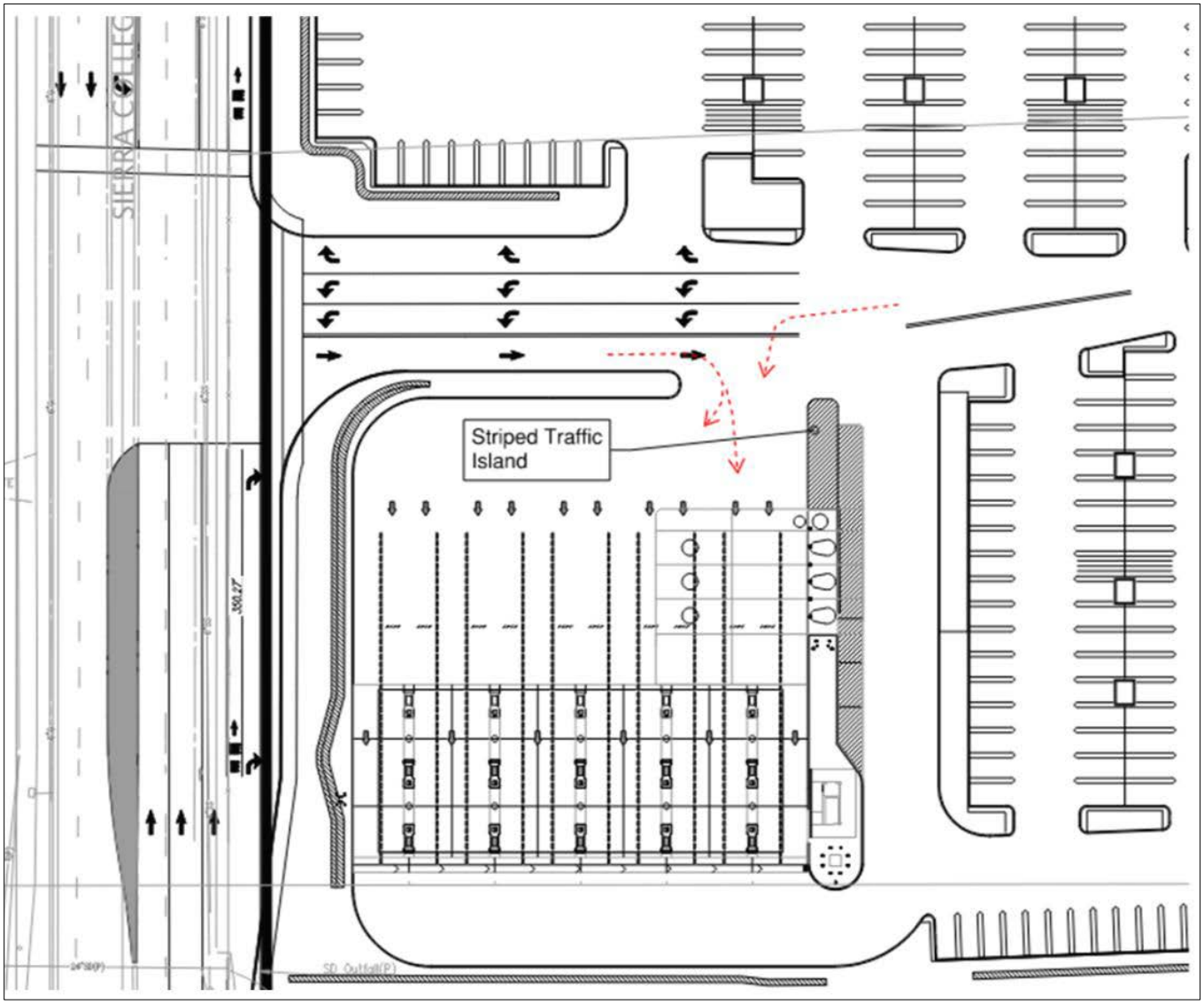
Source: Kittelson Associates 2020

Performance Based Queue Management Plan

Given the importance of accommodating queues within the fuel station area, as a condition of project approval, the applicant will be required to prepare and implement a performance-based queue management plan. The queue management plan will define steps to be taken by Costco personnel to prevent queues from spilling back into the main drive aisle if atypical/unforeseen conditions occur that would cause fuel station queues to approach or exceed the fuel station queuing waiting area. Queue management plans have been developed and effectively implemented at other Costco sites. One approach for the queue management plan would be to have a Costco staff person temporarily block off the fuel station entry area and direct fuel station customers further east along the main drive aisle to an alternative route leading to the fuel station through the parking lot. This alternative route would provide additional queue storage and thereby avoid queue spillback in the main drive aisle or Sierra College Boulevard. As a condition of approval, Costco shall submit the queue management plan for Town review and approval prior to opening.

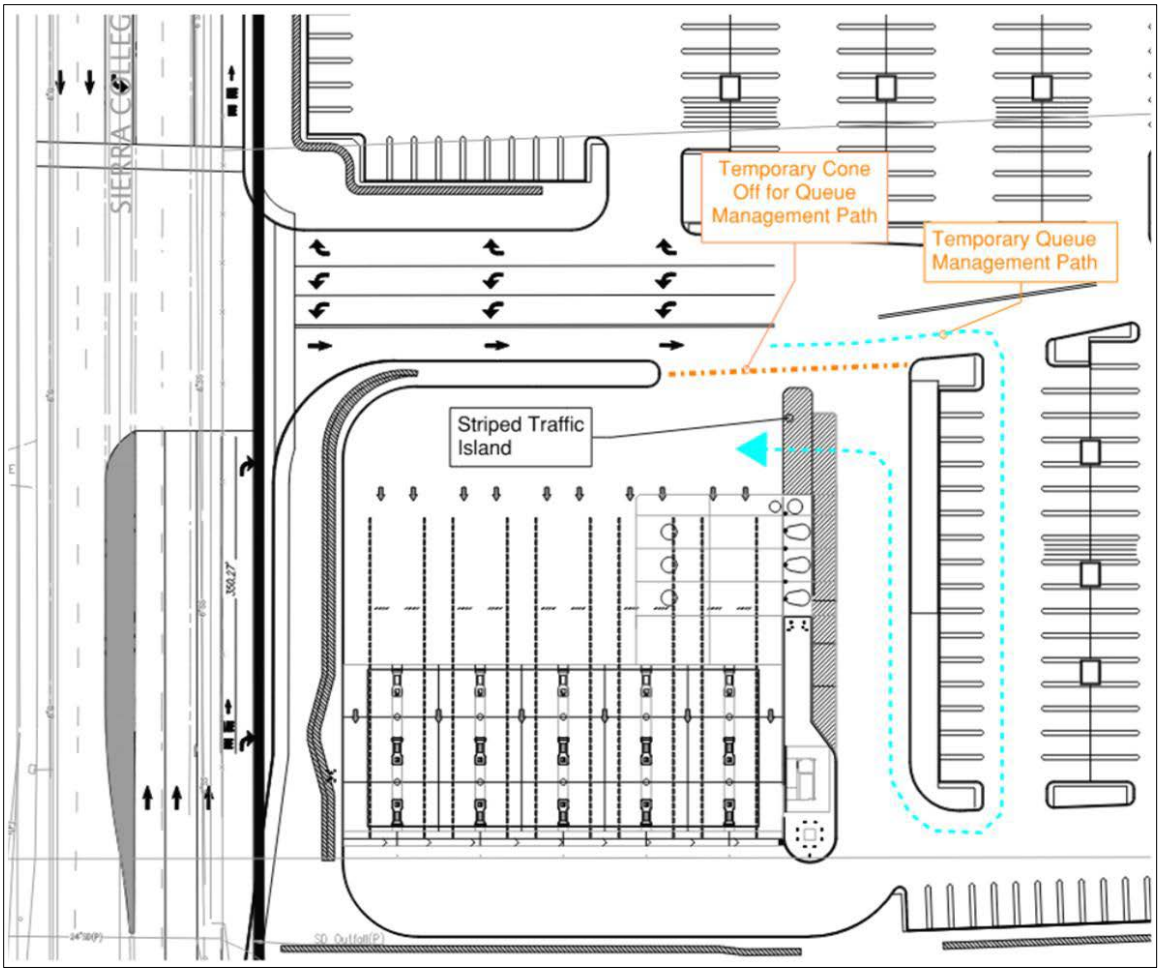
By way of example, the images below illustrate anticipated typical entry to the fuel station area (Figure 3-3) as well a potential queue management pattern during atypical periods (Figure 3-4). Figure 3-4 is intended for illustrative purposes; development of a formal queue management plan is subject to further assessment and approval by the Town.

Figure 3-3. Fuel Station Entry Paths During Typical Operations



Source: Kittelson Associates 2020

Figure 3-4. Illustrative Fuel Station Entry Paths During Temporary Queue Management Scenario



Source: Kittelson Associates 2020

Supplemental Costco Queue Data

The Loomis Costco Transportation Impact Analysis was prepared using available queuing data from the largest and busiest Costco Gasoline fuel stations at the time the Transportation Impact Analysis was prepared. Since submittal of the notice of preparation, Costco has modified existing fueling stations to increase on-site fueling capacity as well as added new fueling stations with a higher number of fueling positions in California. Supplemental queuing data was collected at one-minute intervals at three California Costco sites with 32 fueling positions. These include Santee, South San Francisco El Camino and South San Francisco Airport. Each of the three sites had been operating with the 32-position fuel capacity for more than 8 months. Data was collected on a weekday and a Saturday in February 2020 (data collected from 6:00 AM to 8:00 PM).

The three sites were selected to supplement the data previously presented in the Transportation Impact Analysis to further understand the queuing that could occur with the planned 30 fueling positions at Loomis. Based on data provided by Costco, the volume of gasoline sold at the South San Francisco El Camino site in February 2020 was most similar to the proposed Loomis site (Loomis Costco is projected at 20 million gallons pumped per year, while El Camino pumps approximately 19.1 million gallons per year). The Santee and South San Francisco Airport sites are each higher volume sites (closer to 23 million gallons pumped per year at each).

The fuel queuing data was collected by Kittelson & Associates, Inc. approximately two weeks prior to the coordinated March 16, 2020 stay-at-home orders issued by six Bay area counties served by the two South San Francisco locations (i.e., Alameda, Contra Costa, Marin, San Francisco, San Mateo, and Santa Clara) related to the COVID-19 pandemic. The number of transactions on the day of data collection was at or above average for the month of February at each site. The 32 fueling position site queuing data is summarized below in Table 3-9 and shown in Figures 3-5 through 3-10.

Table 3-9. Queuing Data Observed at 32-Fuel Position Sites in February 2020

Costco Location	Weekday			Saturday		
	95th Percentile	Maximum Observed	Maximum Queue/Fuel Position	95th Percentile	Maximum Observed	Maximum Queue/Fuel Position
Santee, CA (Thursday, February 20th and Saturday, February 29th, 2020	8	13	0.41	12	19	0.59
South San Francisco (El Camino) (Thursday, February 27th and Saturday, February 29th, 2020)	6	14	0.44	8	13	0.41
South San Francisco (Airport) (Wednesday, February 26th and Saturday, February 29th, 2020)	8	17	0.53	24	31	0.97
Average Observed	7	15	0.46	15	21	0.66
Maximum Observed	8	17	0.53	24	31	0.97

Figure 3-5. Santee Site Weekday Maximum Queue in 1-Minute Increments

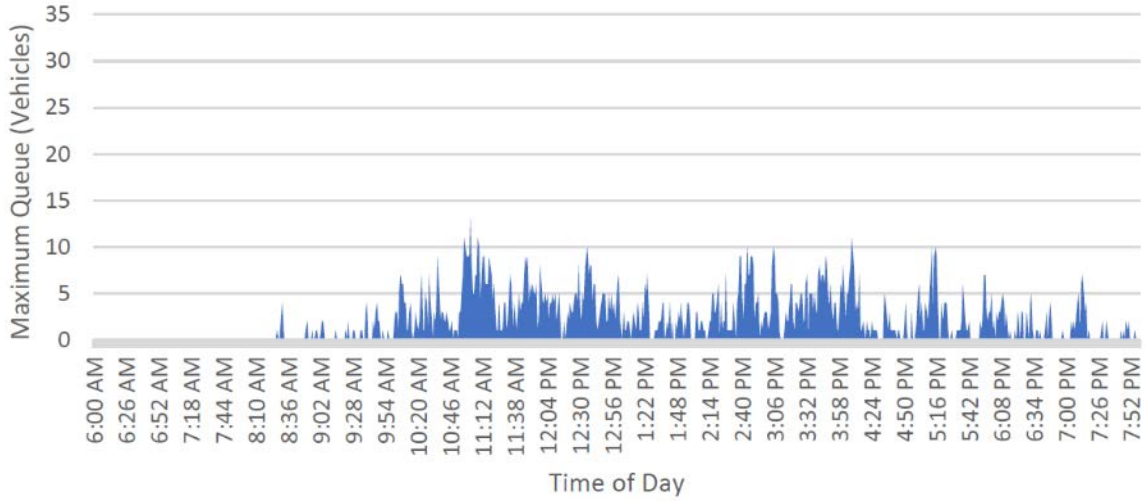


Figure 3-6. Santee Site Saturday Maximum Queue in 1-Minute Increments

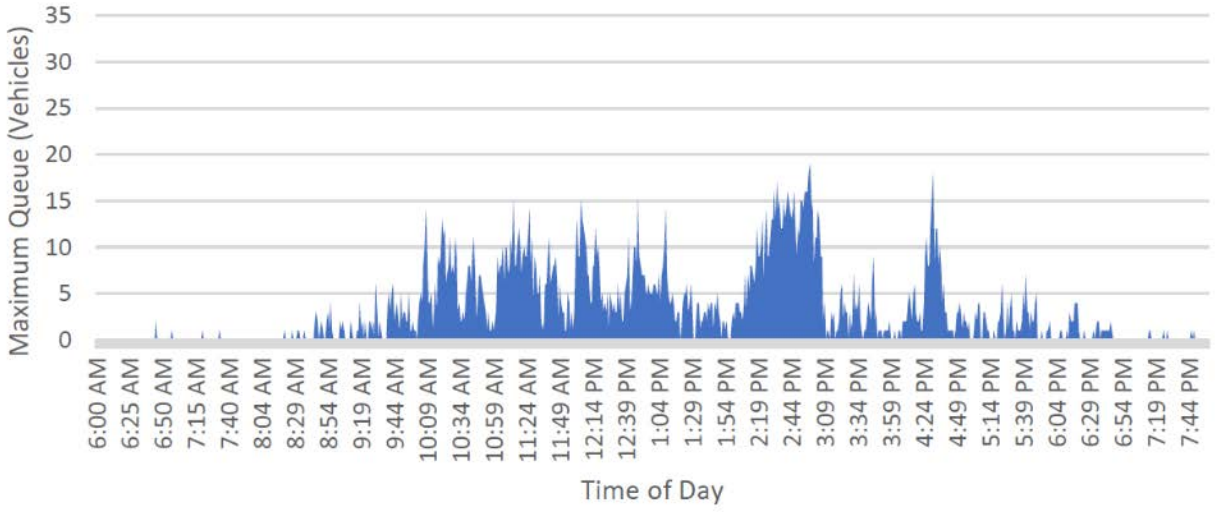


Figure 3-7. South San Francisco El Camino Site Weekday Maximum Queue in 1-Minute Increments

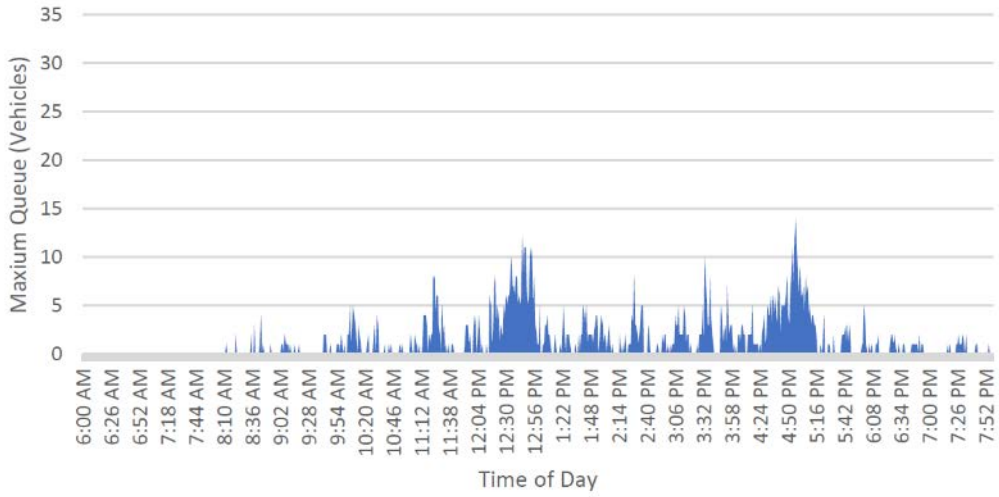


Figure 3-8. South San Francisco El Camino Site Saturday Maximum Queue in 1-Minute Increments

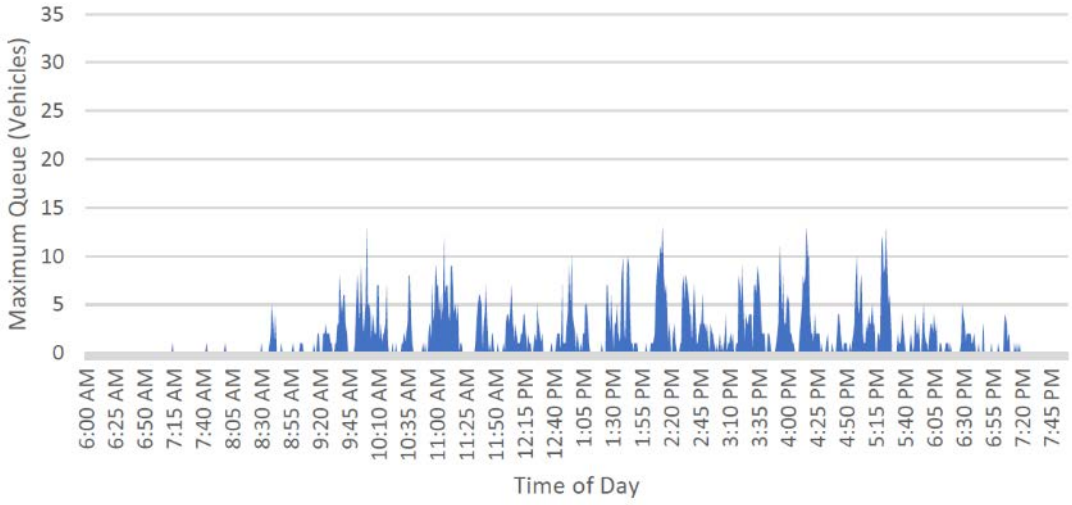


Figure 3-9. South San Francisco Airport Site Weekday Maximum Queue in 1-Minute Increments

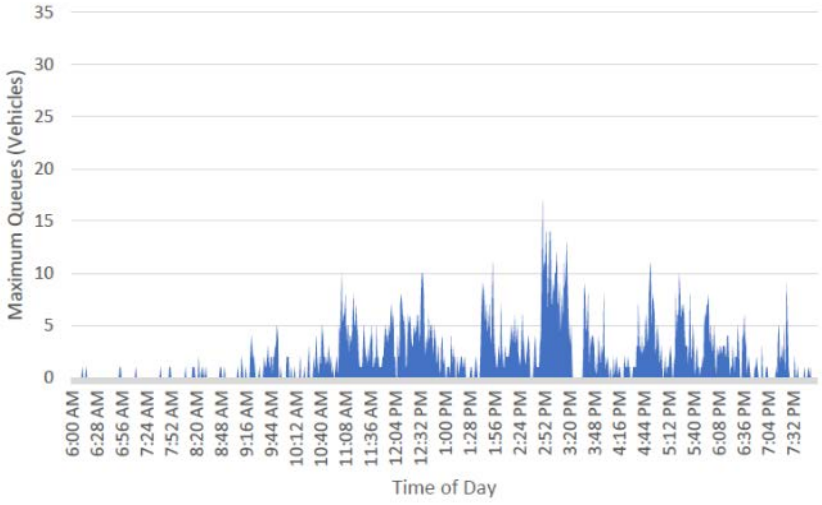
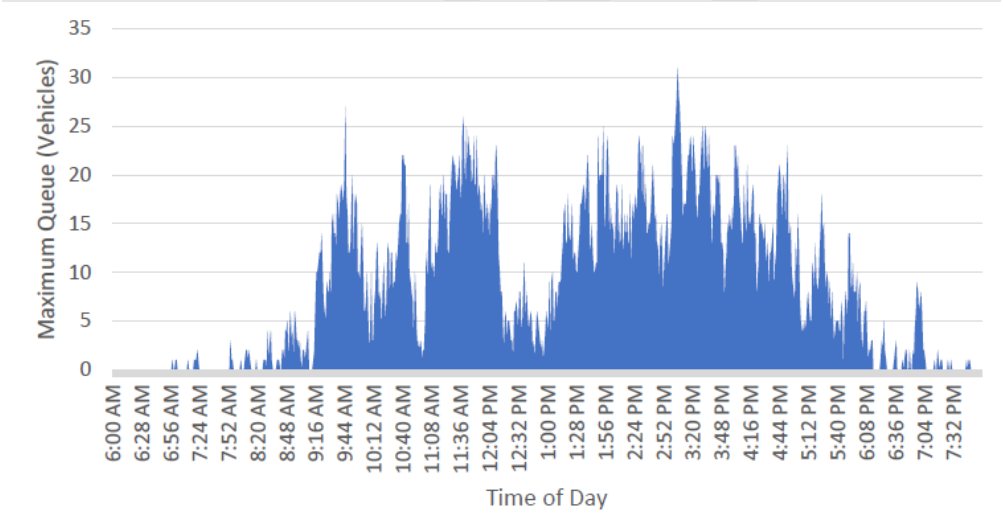


Figure 3-10. South San Francisco Airport Site Saturday Maximum Queue in 1-Minute Increments



The supplemental queuing data revealed the following:

- Maximum queues generally occurred on Saturday (consistent with data presented in the Loomis Costco Transportation Impact Analysis prepared to support the 2019 RDEIR).
- The observed queues appear to be reflective of the volume of fuel sold per year. As shown in Table 3-7, the longest queues were measured at the South San Francisco Airport location, which is also the location with the highest fuel sales. Of the three sites where additional data was collected, the South San Francisco El Camino site is the most similar to the proposed project site in terms of the total volume of fuel pumped. Therefore, South San Francisco El Camino site is likely to best approximate queuing at the proposed project site.
- Saturday queuing and demand patterns at the South San Francisco Airport location are quite different compared to the other two sites, with peak demand occurring in the late afternoon and mid-morning. These patterns appear reflective of travel patterns at the nearby airport and likely are influenced by many Costco members refueling while traveling to and from the airport on the weekend.
- The maximum observed queue rate per fueling position at the three sites was less than 1.0 (0.97 vehicles/fueling position). Applying a rate of 0.97 trips/fueling position to the 30 fueling positions at the Loomis site yields a projected 29-vehicle maximum queue.
- Observed on-site queues and queue rates per fuel position were lower at the three 32 fuel position Costco Gasoline fuel station sites measured in February compared to the prior sites presented in the Loomis Costco Transportation Impact Analysis. Even with the queuing measured during higher than typical conditions, the supplemental data demonstrates that the increased number of fuel positions results in lower queue rates.
- Based on the supplemental data, the proposed storage capacity of 40 queued vehicles shown in the proposed project Site Plan Option 1D is more than adequate to accommodate the maximum queue of 29 vehicles observed at the South San Francisco Airport location and readily accommodates the average 21-car maximum queue measured at the three sites (i.e., 0.66 vehicles per fuel position), as well as the maximum queues observed at the other two sites.

As shown, based on the additional representative Costco site observational data, peak fueling facility queues could be accommodated on-site without spilling back into the main drive aisle, blocking the main driveway, or impacting Sierra College Boulevard.

City of Rocklin-67

The commenter states that an outdated methodology was used for intersection and freeway analysis.

As documented in Section 3.0 of the Loomis Costco Transportation Impact Analysis (Appendix E to the 2019 RDEIR), the 2010 Highway Capacity Manual methodology was identified for use at the time of the Transportation Impact Analysis scoping and Notice of Preparation (NOP). The Town of Loomis, Placer County, and Caltrans have each accepted the analysis methodology.

The NOP for the Loomis Costco Project was issued by the Town on May 15, 2017, less than eight months after the HCM 6th Edition was published in October 2016. At the time the NOP was issued, and HCM 2010 was selected as the analysis methodology for the Transportation Impact Analysis, HCM 2010 had recently been used for analysis in the Town of Loomis General Plan Circulation Element (updated April 2016) and recent traffic impact studies prepared for projects in the City of Rocklin and Town of Loomis, including the Sierra Gateway Apartments Transportation Impact Analysis Report (Omni-Means, Ltd., March 2017) in the City of Rocklin and the Traffic Impact Analysis for the Village at Loomis (KD Anderson & Associates, Inc., April 2016) in the Town of Loomis. Subsequent to selection of the analysis methodology for the Loomis Costco Project, several other projects in the City of Rocklin also used HCM 2010 when preparing a traffic impact study, including the Traffic Impact Analysis for 4588 Barton Road Subdivision (KD Anderson & Associates, Inc., November 2, 2017). The Traffic Impact Analysis for 4588 Barton Road Subdivision analyzed many of the same Sierra College Boulevard intersections at and near the I-80 interchange as the Loomis Costco Transportation Impact Analysis using HCM 2010 methodologies. At the time of the Loomis Costco Project NOP, HCM 2010 was still widely used by the Town of Loomis and City of Rocklin, as opposed to the relatively untested HCM 6th Edition.

City of Rocklin-68

The commenter does not support two of the site access options offered by the Town because the commenter states that these site access options would worsen queueing along Granite Drive and affect future traffic congestion at the intersection of Sierra College Boulevard and Granite Drive.

As noted elsewhere in this FEIR, out of an abundance of deference to agency and community input, the Town prepared the 2019 RDEIR to add options for site access and provide detailed analysis of the repercussions of each of these options for site access. On August 8, 2018, the Town met with representatives of the City of Rocklin to discuss the July 25, 2018 Rocklin DEIR comment letter. Based primarily on an interest in additional site access options expressed in DEIR comments, the Town decided the DEIR would be revised, recirculated, and Rocklin's comments addressed in the revised, 2019 RDEIR. The record shows a robust and good-faith effort by the Town to cooperate with the City's evolving requests, and to fulfill many of these requests. The Town has agreed to many of the City's requests, including agreeing to identify and analyze site access options, including an option for a Granite Drive access as a part of the Project Description included in the 2019 2019 RDEIR, as well as identifying and agreeing to implement the mitigation measures that this connection would trigger.

Options 1B and 1C were prepared in part in response to prior City of Rocklin requests to consider a site access connection to Granite Drive. The commenter refers to undefined adverse effects to access to retail properties in the City of Rocklin at the intersection of Sierra College Boulevard and Granite Drive. There are no such adverse effects and there is no substantiation of this claim. No response is necessary.

City of Rocklin-69

The commenter claims that cumulative assumptions do not consider trips from some potential future developments.

As documented in Section 9.0 of the Loomis Costco Transportation Impact Analysis, the Cumulative Conditions – Long-Term Baseline traffic forecast was predicated on the City of Rocklin 2030 model. This model was modified to account for approved/pending projects that the City of Rocklin did not include in the model. None of the four developments identified in the comment were approved or pending or otherwise reasonably foreseeable at the time the NOP was issued or when the Loomis Costco Transportation Impact Analysis was prepared. Therefore, none of these projects were related projects under CEQA that needed to be included in the cumulative analysis. Contrary to the allegation in the comment, the City of Rocklin 2030 model nonetheless clearly includes assumed land uses for three of the four sites identified in the comment.

More specifically, the City of Rocklin 2030 Model used in the analysis reflects the following:

- Granite Marketplace: Transportation Analysis Zone 866, generating 163 trips in and 67 trips out during the weekday AM peak hour and generating 162 trips in and 252 trips out during the weekday PM peak hour.

- Undeveloped Commercially-Zoned Property on West Side of Sierra College Boulevard: Transportation Analysis Zone 814 connecting to both Sierra College Boulevard and Granite Drive is shown in the model as generating 138 trips in and 49 trips out during the weekday AM peak hour and generating 118 trips in and 200 trips out during the weekday PM peak hour.

- Sierra College Facilities Master Plan: Refer to the Response to Comment Sierra College-2. At the date the Loomis Costco Project Notice of Preparation (NOP) was issued, the Sierra College Facilities Master Plan was not available. However, as documented below, trips associated with the Facilities Master Plan *were* included in the Cumulative Conditions Long Term analysis.

- College Park Residential Project: This development is not necessarily accounted for in the City of Rocklin model as the model does not include a fourth (east) approach to the Sierra College Boulevard/Stadium Way intersection. Rocklin Model Transportation Analysis Zone #524 is located on the east side of Sierra College Boulevard with a single network connection to Sierra College Boulevard between Stadium Way and Bass Pro Drive. This analysis zone generates 208 trips in and 241 trips out during the weekday AM peak hour and generates 324 trips in and 304 trips out during the weekday PM peak hour.

Use of the City of Rocklin's travel demand model is appropriate for the long-term cumulative scenario given none of these potential future projects had been approved for construction at the time of the NOP. As such, each were reflected in the Loomis Costco Transportation Impact Analysis based on the information available and as such, the analyses disclose the potential cumulative impacts.

City of Rocklin-70 *The commenter claims that cumulative network assumptions are not accurate.*

Responses to the incorporation of these network assumptions is provided below.

- The additional third northbound through lane on Sierra College Boulevard was not identified at the time of the NOP. No further intersection analysis was prepared in response to City of Rocklin Comment-70; however, adding a third northbound lane on Sierra College Boulevard at both the Rocklin Road and Stadium Driveway intersections would increase intersection capacity, thereby reducing the amount of delay projected in the Loomis Costco Transportation Impact Analysis. This is demonstrated in Table 3 of the commenter's letter.

- The Loomis Costco Transportation Impact Analysis of the Pacific Street/Delmar Avenue/Dominguez Road intersection does not reflect the planned widening of Pacific Street. The Cumulative Conditions - Long Term and Cumulative Conditions – Long-Term Plus Project intersection analysis of the Pacific Street/Delmar Avenue/Dominguez Road intersection were revised assuming one additional through travel lane in each direction on Pacific Street. The original and revised analysis results are documented in Appendix A to this FEIR. The revised analysis assuming the additional travel lanes results in reduced delay at the intersection; however, the intersection continues to operate worse than the City of Rocklin operating goal of LOS C. The change in delay as a result of project trips does not result in a significant impact during the weekday AM, weekday PM, or Saturday midday analysis.

- The Pacific Street/Rocklin Road intersection multi-lane roundabout cited in Comment City of Rocklin-70 was not pending at the time of the NOP and was not reasonably foreseeable. No further intersection analysis was prepared in response.

City of Rocklin-71 *The commenter suggests an alternative technical approach to assessing congestion related conditions with implementation of the project.*

The traffic analysis methodology presented in the Loomis Costco Transportation Impact Analysis was reviewed in advance and approved by the Town of Loomis and Caltrans prior to preparation of the Transportation Impact Analysis. The Loomis Costco Transportation Impact Analysis reported queuing analysis results from Synchro with a supplemental simulation evaluation, as documented in Section 3.4.1 of the Transportation Impact Analysis. In addition, a SimTraffic model was prepared for the Sierra College Boulevard between Taylor Road and Stadium Way for the Existing and Existing Plus Project analysis and Cumulative Conditions – Long-Term Plus Project analysis to qualitatively validate the Synchro findings.

Synchro software was selected by the lead agency as the analysis tool for the preparation of the Loomis Costco Transportation Impact Analysis. Synchro software was selected for the following reasons:

- Synchro software and Highway Capacity Manual (HCM) methodologies are industry standard tools that have been shown to produce reasonably accurate estimates of delay, level of service, and vehicle queues at signalized and unsignalized intersections.
- Synchro software and HCM methodologies are widely accepted industry tools for sizing intersections, sizing turn pockets, determining needed intersection improvements, and designing traffic signal plans.
- It is Town of Loomis policy to use Synchro software to implement HCM methodologies when preparing any traffic impact analyses for projects in Loomis.

Implementing HCM methodologies with Synchro software is commonly used by neighboring agencies, including Placer County, City of Rocklin, City of Roseville, and Sacramento County, when preparing traffic impact analyses.

Subsequent to selection of the Synchro analysis methodology for the Loomis Costco Project, several other projects in the City of Rocklin also used Synchro software and HCM 2010 when preparing a traffic impact study, including the Traffic Impact Analysis for 4588 Barton Road Subdivision (KD Anderson & Associates, Inc., November 2, 2017). The Traffic Impact Analysis for 4588 Barton Road Subdivision analyzed many of the same Sierra College Boulevard intersections at and near the I-80 interchange as the Loomis Costco Transportation Impact Analysis using Synchro software and HCM 2010 methodologies. At the time of the Loomis Costco Project NOP, HCM 2010 and Synchro software were widely used by the Town of Loomis and City of Rocklin. Kittelson & Associates, Inc. led development of the 6th Edition of the HCM and was the principal author of the sections referenced by Fehr & Peers. The HCM guidance cited in City of Rocklin Comment-71 and Attachment A to the February 7 comment letter is intended to highlight situations where the engineer may consider alternative tools and/or models. However, it is not a mandate and the judgement is left to the engineer to determine whether another model is appropriate.

Supplemental simulation analysis was provided for those situations where the Town and its experts determined that it was appropriate. Simulation is simply one option presented and simulation has its own limitations. For example, using simulation for scenarios where demand significantly exceeds capacity (such as in the Cumulative Conditions – Long-Term Baseline and Plus Project) often results in very misleading results because the simulation does not account for demand variability at a system level. This is the case for the Cumulative Conditions. In these situations, a deterministic model like the HCM is appropriate, as it will yield an appropriate demand/capacity ratio and highlight the magnitude of any problem.

City of Rocklin-72 *The commenter refers to a report related to microsimulation.*

Refer to the Response to Comment City of Rocklin-71.

City of Rocklin-73 *The commenter references change in the operation of Sierra College Boulevard.*

Refer to the Response to Comment City of Rocklin-71.

The commenter's microsimulation results appear to validate the Loomis Costco Transportation Impact Analysis results. It is Town of Loomis policy to use Synchro software to implement HCM methodologies when preparing any traffic impact analyses for projects in Loomis, not micro-simulation.

City of Rocklin-74 *The commenter references academic guidance related to microsimulation as an option for assessing roadway operations and compares the results between alternative technical methods.*

Refer to the Response to Comment City of Rocklin-71.

The Loomis Costco Transportation Impact Analysis identifies multiple significant impacts that require mitigation along the Sierra College Boulevard corridor, including queuing spillback issues involving the I-80 WB ramp terminal and Granite Drive, as well as existing northbound queue spillback from Taylor Road south. The need for mitigation at intersections along Sierra College Boulevard prior to site development is fully documented in the Loomis Costco Transportation

Impact Analysis. Additional detail microsimulation is not necessary to describe future conditions and identify the need for mitigation.

The average delay numbers provided in the comment are not directly comparable and do not represent what the commenter is implying. The 55 and 94 seconds per vehicle from Table 21 of the Transportation Impact Analysis represent total delay per vehicle of all vehicles in the Sierra College Boulevard microsimulation corridor prepared for the Transportation Impact Analysis, including all possible vehicle stops. The 22 and 25 seconds of delay provided by the commenter were calculated by simply averaging the delays of the intersections in the Sierra College Boulevard Corridor using the individual Synchro-calculated intersection delays provided in Table 17 of the Transportation Impact Analysis. Simply averaging the Synchro calculated intersection delays of all intersections in the Sierra College Boulevard Corridor is essentially assuming that all vehicles in the corridor would only ever stop at one corridor intersection, which is not a reasonable assumption. In addition, this "averaging" methodology does not accurately take into account the addition of the Project Driveway intersection or any other stops that could occur in the corridor.

Further, the project has been coordinating with Caltrans and will fund an improvement project developed in collaboration with Caltrans at the Sierra College Boulevard/I-80 interchange, which will further improve conditions along the corridor.

City of Rocklin-75

The commenter summarizes analysis and conclusions in the Transportation Impact Analysis and Recirculated DEIR.

As detailed throughout Section 3.7 and Chapter 4 of the 2019 RDEIR, the project will be constructing multiple transportation infrastructure changes along Sierra College Boulevard in conjunction with site development that add capacity (refer to Section 5.1.2 of the Loomis Costco Transportation Impact Analysis). Key among these capacity improvements are the addition of a third lane northbound on Sierra College Boulevard between Granite Drive and Brace Road, provision of a traffic signal interconnect on Sierra College Boulevard between Granite Drive and Brace Road, addition of a northbound right-turn lane on Sierra College Boulevard at Brace Road, and signalization of the project site access to and from Sierra College Boulevard. If the transportation infrastructure improvements proposed in conjunction with project site development were not provided with site development, multiple additional significant impacts would have been identified in the Transportation Impact Analysis.

The Synchro-based analysis in the Transportation Impact Analysis shows that most or all of the Sierra College Boulevard study intersections will experience an increase in delay and queuing due to the project, not just the three intersections with significant impacts. This increase in delay and queuing would imply that travel times would increase and arterials speeds would decrease on the corridor, consistent with the statement on page 121 of the Transportation Impact Analysis that "the project increases delay, travel time, and reduces arterial speed for all peak hours and directions." However, not all increases in delay and queuing are large enough to trigger significant impacts under the Town's established significance thresholds, especially after implementation of transportation infrastructure improvements by the project.

Further, the Town will require substantial completion of the funded Town of Loomis widening of Sierra College Boulevard between Brace Road and Taylor Road (identified in the Town's adopted 2018-2023 Capital Facility Plan) prior to occupancy of the proposed project through Condition of Approval 9. Consequently, the Existing Plus Project condition is an analysis scenario that will not be physically realized, and no further analysis is necessary.

City of Rocklin-76

The commenter claims that Impacts 3.7-2 and 3.7-3 understate traffic congestion-related conditions with implementation of the project.

The simulation modeling presented in Comment City of Rocklin-76 was not required by the Town of Loomis as lead agency for this transportation analysis and is not required to address potential traffic congestion-related conditions associated with the proposed project (refer to the Response to Comment City of Rocklin-71). Regardless, the comments were considered, as summarized below.

Note that Attachment B of the Fehr & Peers letter only provides final processed delays and queues for the analyzed intersections. Attachment B does not provide any outputs from SimTraffic software. The attachment does not document any assumptions that were made when the commenter developed the simulation modeling results. Therefore, it is not possible to verify that the assumptions made in the simulation modeling provided by the commenter were consistent with the assumptions made in the Loomis Costco Transportation Impact Analysis. Any differences in assumptions would lead to differences in results.

Per Comment City of Rocklin-76, the change in weekday PM peak-hour LOS reported at the Sierra College Boulevard/Taylor Road intersection was from C to D based on simulation modeling prepared by the commenter (LOS C is the Town of Loomis operating goal for the intersection). By comparison, the Loomis Costco Transportation Impact Analysis shows the intersection at LOS D before and after project development and with more delay than reported in the commenter's analysis for either review period. The reason that Comment City of Rocklin-76 suggests a significant impact is related to the reported LOS degradation from C to D. The Loomis Costco Transportation Impact Analysis shows more delay at the intersection before and after site development compared to the comment. As noted in the Transportation Impact Analysis, the Town of Loomis will widen Sierra College Boulevard to six lanes south of this intersection and make additional improvements to this intersection prior to the opening of the proposed project. With this improvement in place, intersection operations have been mitigated and no further analysis is necessary. The Town will require substantial completion of the funded Town of Loomis widening of Sierra College Boulevard between Brace Road and Taylor Road (identified in the Town's adopted 2018-2023 Capital Facility Plan) prior to occupancy of the proposed project through Condition of Approval 9. Consequently, the Existing Plus Project condition is an analysis scenario that will not be physically realized.

The Loomis Costco Transportation Impact Analysis identifies a significant queuing impact under existing plus project conditions at the Sierra College Boulevard/Granite Drive intersection during the weekday PM peak hour and recommends mitigation. Further, note that the Loomis Costco Transportation Impact Analysis identified queue spillback on Sierra College Boulevard between Granite Drive and the I-80 WB ramp terminal during both the weekday PM and weekend midday periods and recommended mitigation to address the queuing impact.

Queuing issues are experienced on the Sierra College Boulevard corridor today, some of which are related to growth within and beyond Loomis. For example, northbound through traffic queuing on the corridor at Taylor Road periodically backs past Brace Road today, as documented in the Loomis Costco Transportation Impact Analysis. The combination of corridor improvements being provided on northbound on Sierra College Boulevard by the Loomis Costco project and the Town's Capital Improvement Project (CIP) between Brace Road and Taylor Road will address the existing northbound queueing issues. The Town will require substantial completion of the funded Town of Loomis widening of Sierra College Boulevard between Brace Road and Taylor Road (identified in the Town's adopted 2018-2023 Capital Facility Plan) prior to occupancy of the proposed project through Condition of Approval 9. Consequently, the Existing Plus Project condition is an analysis scenario that will not be physically realized, and no further analysis is necessary.

City of Rocklin-77

The commenter suggests that use of an alternative analysis methodology confirms the Recirculated DEIR findings and shows at least eight instances where the existing plus project scenario would represent a significant impact.

As noted by the commenter, the independent peer review microsimulation analyses concurred with the queuing affects disclosed within the Transportation Impact Analysis for the Existing Plus Project analysis. Further, please reference Response to Comment City of Rocklin-71 related to the lack of need for microsimulation in the Transportation Impact Analysis for this particular proposed project.

As stated in Section 2.6.2 of the Loomis Costco Transportation Impact Analysis, the Town and neighboring jurisdictions do not have adopted guidelines on queuing analysis methodology or criterion that establishes thresholds of significance for vehicle queues at intersections. In-lieu of applicable criterion, through conversations with Town staff, the Loomis Costco Transportation Impact Analysis defines a queue impact as "significant" when (1) the "no project" queue overflows the queue storage and the proposed project trips would add at least 5 percent of the total traffic for the movement or (2) project traffic would cause the queue length for a turn pocket to overflow its storage compared to "no project" conditions.

Given the that the Town of Loomis is requiring that Sierra College Boulevard widening to six lanes between Brace Road and Taylor Road be substantially completed prior to occupancy of the proposed project as a Condition of Approval 9, the Existing Plus Project condition is an analysis scenario that will not be physically realized and no further analysis is necessary.

City of Rocklin-78

The commenter has provided Tables 3 and 4.

Responses to information presented in Tables 3 and 4 are addressed in the Responses to Comments City of Rocklin-76 and 77.

City of Rocklin-79

The commenter claims that Impacts 3.7-8 and 3.7-12 understate cumulative short-term plus project congestion.

As stated in Section 3.4.1 of the Loomis Costco Transportation Impact Analysis, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans had adopted methodology or significance criteria for the simulation evaluation at the time of the Loomis Costco Project Notice of Preparation (NOP). SimTraffic analyses were not used or needed to evaluate project impacts and were shown for informational purposes only.

Note that Attachment B of the Fehr & Peers letter only provides final processed delays and queues for the analyzed intersections. Attachment B does not provide any outputs from SimTraffic software. The attachment does not document assumptions that were made when the commenter developed the simulation modeling results. Therefore, it is not possible to verify that the assumptions made in the simulation modeling provided by the commenter were consistent with the assumptions made in the Loomis Costco Transportation Impact Analysis. Any differences in assumptions would lead to differences in results.

Refer also to the Responses to Comments City of Rocklin-71 through 83.

City of Rocklin-80

The commenter claims that the Recirculated DEIR failed to disclose impacts related to traffic congestion at four intersections under cumulative short-term plus project conditions.

As noted in the Responses to Comments City of Rocklin-71 through 79, and as stated in Section 3.4.1 of the Loomis Costco Transportation Impact Analysis, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans had adopted methodology or significance criteria for the simulation evaluation at the time of the Loomis Costco Project Notice of Preparation (NOP). SimTraffic analyses were not used or needed to evaluate project impacts and were shown for informational purposes only.

Page 172 of the Loomis Costco Transportation Impact Analysis identifies 95th percentile queues that extend beyond the available storage at intersections, including but not limited to Sierra College Boulevard at Taylor Road, Brace Road, Granite Drive, and both I-80 ramp terminals. Page 173 of the Loomis Costco Transportation Impact Analysis further states that the reported queues would impact operations at upstream intersections.

In short, the Loomis Costco Transportation Impact Analysis appropriately identifies significant queueing impacts on Sierra College Boulevard at multiple intersections prior to mitigation and highlights multiple queue backups on the Sierra College Boulevard similar in nature to those highlighted in Comment City of Rocklin-80. Mitigation measures are identified in the Loomis Costco Transportation Impact Analysis and 2019 RDEIR to restore operations and queuing to acceptable or pre-project conditions, although since the Town does not fully control implementation of all improvements, in some cases, the RDEIR conservatively assumed that significant and unavoidable impacts would remain. No additional analyses are needed to address this comment.

Refer also to the Response to Comment City of Rocklin-83.

City of Rocklin-81

The commenter claims that Impacts 3.7-10 and 3.7-13 understate traffic congestion under cumulative long-term plus project conditions.

As stated in the Response to Comments City of Rocklin-71 through 79 and in Section 3.4.1 of the Loomis Costco Transportation Impact Analysis, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans had adopted methodology or significance criteria for the simulation evaluation at the time of the Loomis Costco Project Notice of Preparation (NOP). SimTraffic analyses were not used or needed to evaluate project impacts and were shown for informational purposes only.

Note that Attachment B of the Fehr & Peers letter only provides final processed delays and queues for the analyzed intersections. Attachment B does not provide any outputs from SimTraffic software. The attachment does not document assumptions that were made when the commenter developed the simulation modeling results. Therefore, it is not possible to verify that the assumptions made in the simulation modeling provided by the commenter were consistent with the assumptions made in the Loomis Costco Transportation Impact Analysis. Any differences in assumptions would lead to differences in results.

At the four intersections referenced in Comment City of Rocklin-81, the Loomis Costco Transportation Impact Analysis and 2019 RDEIR revealed that the intersection did not meet applicable LOS standards either under the “no project” scenario and/or the “Cumulative Long-Term with Project” scenario. All impacts were appropriately disclosed.

Further, the Loomis Costco Transportation Impact Analysis and 2019 RDEIR identifies significant queueing impacts on Sierra College Boulevard at multiple intersections and also highlights multiple queue backups on the Sierra College Boulevard similar in nature to those highlighted in Comment City of Rocklin-80. Mitigation measures are identified in the Loomis Costco Transportation Impact Analysis and 2019 RDEIR to restore acceptable operations and queuing. Since the Town does not fully control implementation of all improvements, in some cases, significant and unavoidable impacts would remain.

The assumption that Sierra College Boulevard would remain with two northbound lanes from south of Rocklin Road to Bass Pro Drive was predicated on information provided at the time of the NOP. Based on Comment City of Rocklin-70, addition of third northbound through lane on Sierra College Boulevard is now anticipated by the City of Rocklin. No further intersection analysis was prepared in response to Comment City of Rocklin-70; however, adding a third northbound lane on Sierra College Boulevard at the Stadium Driveway intersection would reduce the amount of delay projected in the Loomis Costco Transportation Impact Analysis and 2019 RDEIR.

It is unclear what applicable approval criteria relates to the changes in the "percentage of hourly travel demand" referenced in the comment. The impacts are disclosed appropriately through the LOS analyses, as required by the review agencies.

Refer also to the Response to Comment City of Rocklin-84.

City of Rocklin-82

The commenter claims that mitigation for cumulative short-term conditions is internally inconsistent and unacceptable to the City.

There is a minor error in the summary of mitigation measures in Table 4-10 of the 2019 RDEIR related to the Sierra College Boulevard/Granite Drive intersection. The mitigation measures identified in Table 4-10 of the 2019 RDEIR for the Sierra College Boulevard/Granite Drive intersection has been amended to reflect the mitigation measures summarized in Table 65 of the Loomis Costco Transportation Impact Analysis.

Table 73 of the Loomis Costco Transportation Impact Analysis and Table 4-11 of the 2019 RDEIR identify the Sierra College Boulevard/Granite Drive intersection impact as "significant unavoidable," recognizing that the identified mitigation measures (which improve the intersection operation to less-than-significant levels) is outside of the lead agency's jurisdiction to implement. The Town is working in good faith to reach an agreement with the affected agencies that would represent a fair-share contribution toward improvements based on the project's increased traffic volumes to the roadway system. The Town is working in good faith to identify improvements that would be acceptable to the affected agencies.

City of Rocklin-83

The commenter confirms that mitigation would be effective and that some mitigation identified is outside of the full control of the Town of Loomis, but that a portion of recommended mitigation is not acceptable to the City of Rocklin.

The comment confirms that recommended mitigation measures are effective. Table 8 in Comment City of Rocklin-82 shows lower simulated delay values at the study intersections north of I-80 compared to the values presented in the Loomis Costco Transportation Impact Analysis. Consistent with the 2019 RDEIR, improvements along the roadways under the City of Rocklin's jurisdiction cannot be guaranteed. Table 73 of the Loomis Costco Transportation Impact Analysis identifies both the Sierra College Boulevard/Granite Drive intersection and Sierra College Boulevard/I-80 WB ramp intersection impacts as "significant unavoidable," recognizing that the identified mitigation measures (which improve the intersection operation to less-than-significant levels) are outside of the direct control of the Town. The Town has worked, and will continue to work in good faith to reach an agreement with the affected agencies that would represent a fair-share contribution toward improvements based on the project's increased traffic volumes to the roadway system. The Town has and is working in good faith to identify improvements that would be acceptable to the affected agencies.

City of Rocklin-84

The commenter confirms that mitigation recommended for long-term conditions is effective, but that some congestion would still be present along the Sierra College Boulevard corridor.

The comment confirms that recommended mitigation measures are effective. Table 9 referenced in Comment City of Rocklin-84 generally shows comparable or lower simulated delay and LOS values at the study intersections north of I-80 compared to the values presented in the Loomis Costco Transportation Impact Analysis. Comment City of Rocklin-84 substantiates the effectiveness of the mitigation measures identified in the Loomis Costco Transportation Impact Analysis.

Table 7 in Comment City of Rocklin-82 shows that "percentage of hourly travel demand" is relatively low for all corridor intersections under Cumulative Long-Term No Project Conditions. This shows that other planned growth in the area is also projected to contribute to congestion on the Sierra College Boulevard Corridor. The Loomis Costco Project is not responsible to reduce congestion caused by other planned land use growth. Finally, as noted in Comment #81, we are unclear as to the applicable approval criteria that relates to the changes in the "percentage of hourly travel demand" referenced in the comment. The impacts disclosed are appropriate through the level of service analyses as required by the review agencies.

City of Rocklin-85

The commenter claims that the Recirculated DEIR fails to disclose impacts at the I-80/Horseshoe Bar eastbound ramps intersection.

Refer to the Response to Comment City of Rocklin-65 regarding the I-80 EB/Horseshoe Bar Road ramp terminal. As noted, the Loomis Costco Transportation Impact Analysis assumes that all drivers to and from the Costco site destined to I-80 eastbound use the Sierra College Boulevard interchange since this interchange represents the most direct route to and from the Costco site. No site trips are routed to/from I-80 eastbound using the Horseshoe Bar Road interchange since this would represent a substantial out-of-direction travel for most users. As such, no impacts are anticipated.

Refer to the Response to Comment City of Rocklin-84 for a response related to Table 9.

City of Rocklin-86

The commenter claims that the project driveway on Sierra College Boulevard would not provide enough storage to accommodate the proposed development.

The Loomis Costco Transportation Impact Analysis recommends mitigation of the anticipated queuing at the Sierra College Boulevard/Project Driveway through provision of traffic signal coordination along the arterial. This coordination assumed 150 second cycles at the adjacent signals and a 75 second signal cycle at the proposed project driveway traffic signal under Project Site Access Option 1A. The results of the queuing analysis are presented in the Transportation Impact Analysis and Table 10 of Comment City of Rocklin-86. While the recommended 75 second cycle improves southbound left-turn queuing at the proposed project driveway, it results in excessive northbound through queuing on Sierra College Boulevard.

After conducting additional operational and queuing analysis, the mitigation presented for the Sierra College Boulevard/Project Driveway Option 1A in Table 68 and 2019 RDEIR Tables 4-10 and 4-19 is amended to read as follows:

- TR MM2: Provide signal coordination. Coordinate signal timing with Granite Drive and I-80 ramps (match cycle length in use on Sierra College Boulevard at Granite Drive and Brace Road)

- TR MM7: Add storage to turn pockets. Modify median to provide additional storage (225 feet total) for southbound left turn lane (Project to implement with Sierra College Boulevard roadway widening along Project frontage).

The original and revised analysis results are documented in Appendix A to this FEIR.

After implementation of the revised recommended mitigations, the projected 95th percentile queue lengths at the Sierra College Boulevard/Project Driveway intersection under Cumulative Long-Term Plus Project conditions are as follows (Table 3-10):

Table 3-10. Revised Mitigation Queueing Analysis

Movement	Storage (feet)	Forecast 95th Percentile Queue (feet)
Northbound left-turn	160	69
Northbound through	550	554
Northbound right-turn	160	36
Southbound left-turn	225	226
Southbound through	600	530
Westbound left-turn	150[1]	312
Westbound through/right	150[1]	96

[1]Distance shown reflects distance to first driveway on-site, additional storage available on-site.

As shown in Table 3-10, the projected 95th percentile queues are accommodated for each of the movements, though the westbound left-turns leaving the Costco site are projected to block some internal drive aisles within the Costco property and the northbound through and southbound left-turn queues exceed storage by a few feet. The westbound queues can be accommodated on-site without impacting public street operations. The northbound through and southbound left-turn queues only exceed storage by 4 and 1 feet, respectively, and are not anticipated to affect operations of adjacent lanes or intersections.

The 95th percentile queues shown in the table above reflect conservative findings in that the operations analyses assumed (1) a two percent heavy vehicle factor for all movements (entering and exiting project site volumes are unlikely to be as high as two percent for all movements in the weekday PM peak hour, one percent or less is more likely based on the limited number of trucks visiting a typical Costco during the weekday PM peak hour) and (2) a relatively low peak-hour factor of 0.92, given the high through volumes predicted on Sierra College Boulevard in the long-term scenario. The peak hour factor reflects the amount of variability of traffic over the course of the hour. A peak hour factor of 1.0 indicates traffic demand is constant over the hour whereas lower factors reflect surges of traffic within the hour. By comparison, the existing conditions weekday PM peak hour factor on Sierra College Boulevard is 0.96 at Brace Road, 0.94 at Granite Drive, 0.94 at the I-80 Westbound Ramps and 0.95 at the I-80 eastbound ramps. Use of a higher peak hour factor and/or lower truck percentages results in additional queue length reductions compared to the values presented in the table. See Appendix C to this FEIR for updated analysis for Site Plan Option 1D.

City of Rocklin-87

The commenter claims that the Recirculated DEIR fails to disclose an impact at the I-80 westbound off-ramp at the Sierra College Boulevard interchange.

As stated in the Response to Comments City of Rocklin-71 through 79 and in Section 3.4.1 of the Loomis Costco Transportation Impact Analysis, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans had adopted methodology or significance criteria for the simulation evaluation at the time of the Loomis Costco Project Notice of Preparation (NOP). SimTraffic analyses were not used or needed to evaluate project impacts and were shown for informational purposes only.

Further, the findings presented in Table 11 in the comment reflect unmitigated conditions. As noted in the Response to Comment City of Rocklin-83, the commenter's simulation found "that the recommended mitigations would be effective at reducing delays and queuing within the Sierra College Boulevard corridor."

City of Rocklin-88

The commenter claims that the traffic analysis does not properly characterize existing and future congestion along Rocklin Road.

The commenter cites a reported 286-foot westbound weekday PM peak-hour queue on Rocklin Road at Aguilar Road obtained from page 1,174 of the Loomis Costco Transportation Impact Analysis as evidence that queuing is not properly modeled. However, the same appendix table also identifies a projected 531-foot westbound left-turn queue at the I-80 Westbound Ramps & Rocklin Road intersection and a 584-foot westbound through queue at the I-80 Eastbound Ramps & Rocklin Road intersection during the same analysis period. The existing PM peak-hour queues documented in the Loomis Costco Transportation Impact Analysis at the two ramp terminals exceed the available storage and result in existing queue spill back on Rocklin Road through the Aguilar Road intersection. The Loomis Costco Transportation Impact Analysis specifically acknowledges the condition identified in Comment City of Rocklin-88, stating "the westbound through at I-80 Eastbound Ramps & Rocklin Road would affect operations at Aguilar Road & Rocklin Road." This condition is noted in the Loomis Costco Transportation Impact Analysis for:

- Existing conditions, page 45
- Existing Plus Project conditions, page 119
- Cumulative Conditions – Short Term Baseline, page 146
- Cumulative Conditions – Short Term Plus Project, page 173
- Cumulative Conditions – Long Term Baseline, page 196
- Cumulative Conditions – Long Term Plus Project, page 223

Further, as shown in the Transportation Impact Analysis, the peak-hour trips from the proposed project are projected to be added to the Rocklin Road/Aguilar Road intersection as follows: 2 weekday AM peak hour trips (refer to Loomis Costco Transportation Impact Analysis Figure 11C) and 4 weekday PM peak hour trips (refer to Loomis Costco Transportation Impact Analysis Figure 11C). The number of project-generated trips at the intersection will have a negligible impact on intersection operations and will not result in a significant queuing impact (because the Costco Project would not contribute 5 percent of the total traffic for the movement).

Finally, the proposed project would not add any peak-hour trips to the Rocklin Road/Interstate 80 ramp terminals since use of this interchange to access I-80 would represent substantial out-of-direction travel for project trip-making. Instead, the project trips would use the Sierra College Boulevard/Interstate 80 ramp terminals since they are substantially closer to the project site.

City of Rocklin-89

The commenter has suggested that the EIR include details from meetings with Caltrans, and has asked for additional information related to the design and process for improvements planned to State rights-of-way.

To determine whether the project could have any impact on State facilities, traffic volumes on Interestate-80 during the weekday a.m. and p.m. peak hours were added to anticipated project-generated traffic. As shown, all study segments operate at acceptable LOS C with project traffic. In addition, the 2019 RDEIR includes a detailed analysis of queueing related to implementation of the proposed project. It is possible that queues could extend beyond the available storage lengths at the Horseshoe Bar Road & I-80 Westbound Ramp, the Sierra College Boulevard & I-80 WB Ramps, the I-80 Westbound Ramps & Rocklin Road (PM), and the I-80 Eastbound Ramps & Rocklin Road (AM and PM), as addressed in pages 37-30 through 3.7-34 of the 2019 RDEIR. The proposed project could contribute 5 percent or more of the total traffic at the Sierra College Boulevard & I-80 WB Ramps. The 2019 RDEIR imposes Mitigation Measure TR MM 1, which requires modifications to signal timing (to optimize cycle length and/or splits) at the intersections of Sierra College Boulevard & I-80 westbound ramps, among other locations. Since the Sierra College Boulevard & I-80 WB Ramps are outside the jurisdiction of the Town of Loomis, the Town cannot guarantee the improvements proposed to mitigate project impacts would be implemented. Therefore, the 2019 RDEIR assumed that, at the time of project approval, impacts at the three intersections are significant and unavoidable. For more detail, see Section 3.7 of the 2019 RDEIR.

Regarding the commenter's request for details related to meetings between the Town of Loomis and Caltrans, many coordination meetings occurred with Caltrans, as detailed in the Response to Comment City of Rocklin-28. During those meetings and phone communications, Caltrans representatives agreed that all data and analysis is correct. The Town has also drafted an agreement with Caltrans regarding proposed funding and improvements. The agreement has not yet been signed as no project approvals have been made by the lead agency. Although implementing the improvement (mitigation measure) would reduce the impact to a less-than-significant level, those impacts are conservatively identified as significant and unavoidable since the Town would rely on outside agencies to implement the improvements to which the Town has committed as a part of the EIR. No revision to the 2019 RDEIR is necessary, as the 2019 RDEIR continues to provide accurate information.

City of Rocklin-90

The commenter requests a change in location to the project driveway.

The proposed site plan has been revised multiple times to address building placement/neighboring property owner interests, shared access opportunities, including potential for improved future connectivity to the north and south, as well as site access and delivery circulation. The project applicant has also attempted to accommodate the suggested relocation of the traffic signal identified by the commenter. However, the alternative location would result in significant safety and access impacts. Key considerations are summarized below.

- It is not feasible to reconfigure the warehouse due to the presence of blue granite formations and the need to maintain separation of some project components from adjacent residences.
- The proposed signalized access on Sierra College Boulevard is located 625 feet from Granite Drive instead of 750 feet to avoid internal and external circulation conflicts and maintain pedestrian safety (as further elaborated, below).
- The proposed main drive enters the site from Sierra College Boulevard and aligns to the middle driveway in the parking lot. The proposed configuration provides a focused distribution of vehicles within the project parking lot, limiting the number vehicle trips circulating along the

drive aisle closest to the building, and therefore, limiting pedestrian/vehicular interactions. The City's suggested driveway location would focus vehicles in the area closest to the building, which would increase pedestrian/vehicular interactions.

- The warehouse entry is located at the southeastern corner of the building and provides the only Costco member pedestrian access to the warehouse. The warehouse entry is a sensitive pedestrian area where members pushing shopping carts, as well as children and older members, cross the drive into the warehouse. The project is designed to minimize pedestrian/vehicular interaction in this area by minimizing the number of vehicles that use the drive aisle directly in front of the warehouse.

- The Costco warehouse loading dock is located at the southwestern corner of the building. Relocating the signalized driveway closer to the warehouse would reduce the amount of room for the safe maneuverability of trucks exiting the dock onto the main driveway. The resulting configuration would create blind spots for truck drivers monitoring the presence of pedestrians. Entering trucks would need to maneuver in the main drive aisle to align with the warehouse dock doors, thereby creating undesirable interaction with other vehicles and pedestrians.

- Relocating the signalized entry to the main drive 100 feet to the north would cause an acute alignment connecting to the middle drive aisle that would reduce vehicle speeds and could lead to entry queue spillback onto Sierra College Boulevard. The relocated configuration would also impact vehicles exiting the site, reducing the number of vehicles exiting the site during a green cycle due to the horizontal curve connecting the traffic signal and the parking lot, resulting in additional queuing.

- Further, vehicle travel leaving the gas station would be negatively impacted with the signalized driveway relocated 100 feet to the north due to the conflict of the gas station exit and beginning of the acute driveway realignment.

While changes to the proposed signalized access location are not under consideration at time, it should be noted that the Loomis Costco Transportation Impact Analysis recommended extending the southbound left-turn lane at the signalized Costco driveway to address Cumulative Long-Term Plus Project conditions. As demonstrated in the Response to Comment City of Rocklin-86, the recommended extension of the southbound left-turn lane at the signalized Costco driveway is projected to be adequate to handle anticipated queuing (also note that Site Plan Option 1D includes an extension of the southbound left-turn lane an additional 25 feet).

Provision of dual southbound left-turns is not recommended due to the complexities of trying to accommodate dual entry lanes. Having two inbound travel lanes would result in weaving and lane balance issues entering the site, as the gas station would only be accessible via the southern receiving lane, and vehicles may merge lanes to access specific parking areas. The weaving could potentially lead to increased congestion and would increase the potential for side-swipe collisions at the project entrance, diminishing the potential effectiveness of having two left-turn lanes.

City of Rocklin-91

The commenter requests an additional dedicated right-turn inbound only driveway from Sierra College Boulevard that serves the fueling station.

See the Response to Comment City of Rocklin-90. Further, Site Plan Option 1D includes a revision to the fuel station area that provides additional on-site queue storage. Refer also to the Response to Comment City of Rocklin-66, which addresses potential fuel station queue spill back and demonstrates that the fuel station queues can be accommodated on site. Response elements include: (1) a change in the location of the fueling islands to increase on-site queue storage capacity; (2) a fuel station queue management plan that will be made a condition of approval (Condition of Approval 25); and, (3) supplemental data that further documents that fuel station queues can be accommodated on-site.

City of Rocklin-92

The commenter summarizes the intent of their comments.

The Town has incorporated appropriate analysis methods to identify future conditions related to traffic congestion and has re-designed the site and incorporated feasible mitigation to address all relevant congestion-related issues, as detailed in the previous responses to comments. In addition, the Town has revised mitigation for the Sierra College Boulevard/Granite Drive intersection in Table 4-10 of the 2019 RDEIR to reflect the mitigation measures summarized in Table 65 of the Loomis

Costco Transportation Impact Analysis and made minor revisions to TR MM 2 and TR MM 7 for the Sierra College Boulevard/Project Driveway Option 1A.

City of Rocklin-93

This comment provides a list of retail centers the commenter has studied during 25-year career as a transportation engineer at Fehr & Peers, along with Costco trip data, excerpts from the HCM, analysis guidance, and various worksheets.

See the Response to Comment City of Rocklin-1. This comment is unrelated to the analysis presented in the RDEIR and requires no response.

City of Rocklin-94

The City of Rocklin provides details from the project description of the Recirculated DEIR.

See the Response to Comment City of Rocklin-1. This comment is unrelated to the analysis presented in the RDEIR and requires no response.

City of Rocklin-95

The commenter provides details from the project description of the Recirculated DEIR.

See the Response to Comment City of Rocklin-1. This comment is unrelated to the analysis presented in the RDEIR and requires no response.

City of Rocklin-96

The commenter provides personal background and experience.

See the Response to Comment City of Rocklin-1. This comment is unrelated to the analysis presented in the RDEIR and requires no response.

City of Rocklin-97

The City of Rocklin states that the boundaries of the "historic central business district" as described in the Town of Loomis Objective 2.3.2.2 are unclear.

See the Response to Comment City of Rocklin-1. The Town's historic central business district is the Taylor Road corridor. This corridor includes older structures that comprise the original business district of the Town and that can be characterized by similar architecture or structural age. This does not include the former orchard areas south of Taylor Road. The project site is not located within the historic central business district and therefore would not conflict with the character, scale, or architecture of this district.

City of Rocklin-98

The City of Rocklin describes proposed signalized intersection on Sierra College Boulevard. The City of Rocklin further states that providing three exit lanes is an "acknowledgment of the high-traffic generating nature of the project" yet providing one entry lane continues to be of concern to the City.

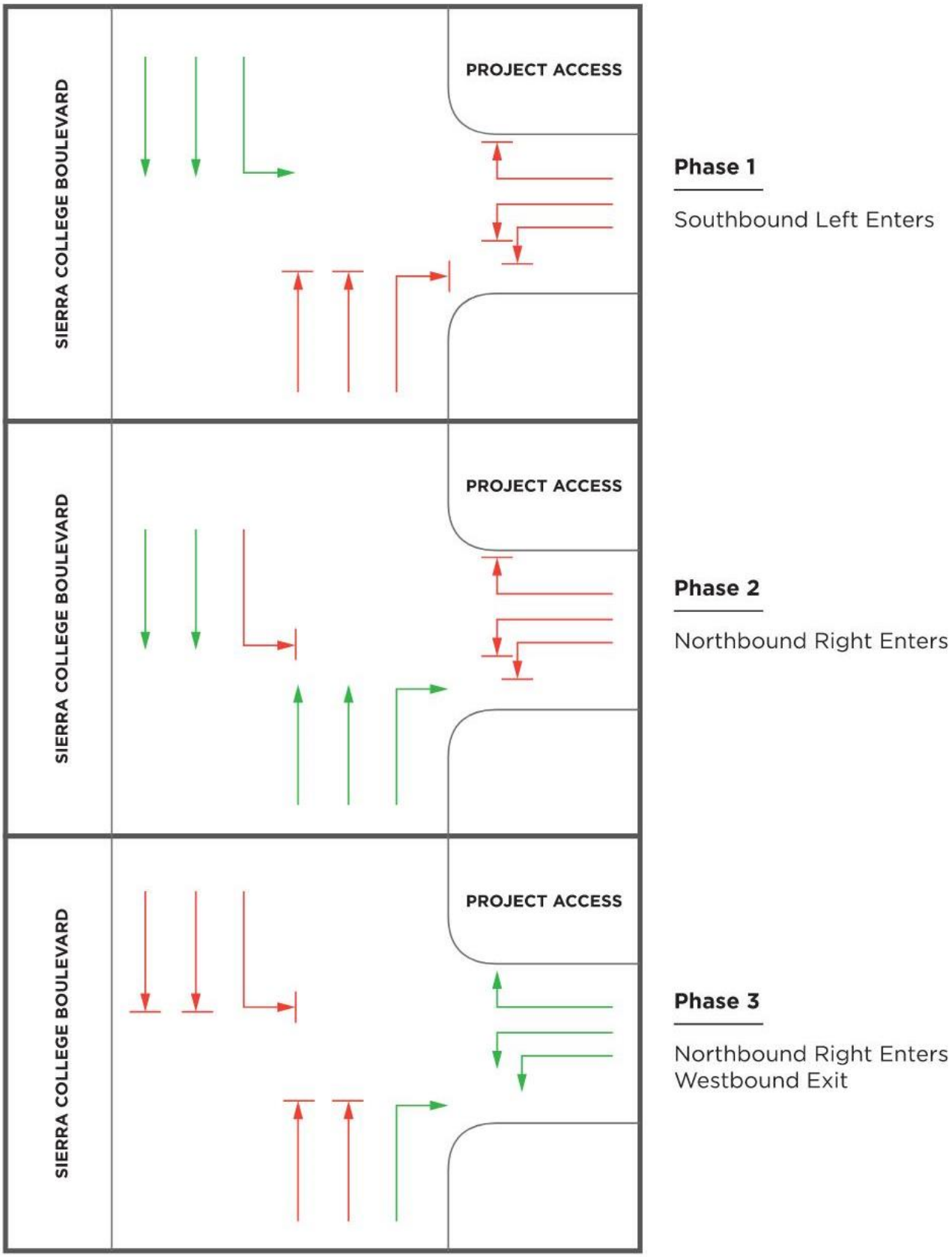
The original site plan, the robust and good-faith efforts of the Town in engaging parties interested in the transportation aspects of the proposed project, and the significant efforts the Town and project applicant have devoted to developing various site access options and revising the site plan reflect the Town's interest in ensuring an appropriate design for circulation and access.

The main entry aisle at the proposed project site was configured recognizing that the traffic signal at the main entry would be timed to give priority movements to Sierra College Boulevard as the City's arterial. Accordingly, more "green time" of the signal will be allocated to entry movements from Sierra College Boulevard, compared to exiting movements leaving the proposed project site onto Sierra College Boulevard, and therefore one entry lane is sufficient.

The three exit lanes at the signalized project driveway include two left-turn lanes (turning onto Sierra College Boulevard southbound) and a right-turn lane (turning onto Sierra College Boulevard northbound). The right-turn lane could be restriped to a shared through/right lane if/when a fourth approach is provided to the signalized intersection in conjunction with future development of the properties on the west side of Sierra College Boulevard.

Figure 3-11 illustrates the typical traffic signal cycle upon site development.

Figure 3-11. Sierra College Boulevard Project Site Traffic Signal Movements



Source: Kittelson & Associates, Inc. 2020

As shown in Figure 3-11, the two left-turn lanes exiting the proposed project site will only operate when north-south traffic on Sierra College Boulevard is stopped, a relatively shorter portion of each traffic signal cycle. In contrast, the northbound right-turn lane entering the project site will operate for much longer portions of the traffic signal cycle, stopping only when the conflicting southbound left-turn movement is activated to allow turns into the project site (a northbound right-turn arrow, known as an overlap phase, will direct right-turns into the proposed project site at the same time as the traffic signal is serving movements out of the site). Note also that southbound left-turn traffic on Sierra College Boulevard will also have the opportunity to turn left onto Brace Road to access the north side of the proposed project site.

City of Rocklin-99

The City of Rocklin states that the "need to amend the Loomis Zoning Code in six different locations further demonstrates that the size, scale, and type of use that a Costco warehouse represents was never contemplated for by the Town of Loomis."

The Zoning Code amendments address needed updates to reflect current practices, such as the need for dimensions for compact parking spaces or the need for types of driveways (signalized driveways) that were not previously defined and listed in the Code, as well as specific clarifications that are required for warehouse retail uses. Although the Town previously recognized warehouse retail as a use, it did not assign such a use to a particular zoning district or include requirements that address the unique needs of a warehouse retail use. The need for these additions and clarifications reflects the age of most sections of the Code and the lack of an existing warehouse retail presence in the area. The additions and clarifications do not reflect any past or present determination that warehouse retail would not be feasible or appropriate in the Town – as noted, warehouse retail is, in fact, defined in the Code as a land use.

Warehouse retail is different from other uses in the Town, primarily related to scale. Most retail in the Town is relatively smaller in scale. It is not true, as alleged by the commenter, that warehouse retail use has not been contemplated by the Town of Loomis. As noted, the Code ***does*** list warehouse retail in Table 2-6 under "Retail Trade" and defines warehouse retail in the Glossary (Code Section 13.80.020). Since this type of retail had not been proposed in the area, the Town did not fully clarify details related to lighting, limited location of warehouse retail, driveways, and other minor Code provisions. There had not been a previous pressing need to develop such minor details in the Code.

City of Rocklin-100

The City of Rocklin notes that project entitlements, not just an encroachment permit, would be needed for project access to Granite Drive.

This comment is unrelated to any adverse impacts associated with the proposed project. As discussed on page 2-30 of the 2019 RDEIR, if an additional project site access is provided to Granite Drive in the City of Rocklin, this would occur as a part of a separate proposed development project proposed to the City of Rocklin. The Town acknowledges that some type of project entitlements would be required for the referenced future development project.

City of Rocklin-101

The commenter notes that Brace Road is characterized as a minor street instead of an arterial.

The commenter is correct. The Loomis Costco Transportation Impact Analysis, page 28, and the 2019 RDEIR roadway segment discussion on page 3.7-3 incorrectly characterize Brace Road as a "minor street." Figure 2 on page IV-5 of the Town of Loomis General Plan shows Brace Road as a two-lane arterial (Low Access Control). The Loomis Costco Transportation Impact Analysis and the 2019 RDEIR have been corrected to state: "Within the Town of Loomis, Brace Road is an east-west roadway classified as a low access control arterial from Sierra College Boulevard across I-80 to Horseshoe Bar Road."

Per the General Plan, the function of an arterial is to "connect areas of major activity within the urban area of Loomis and function primarily to distribute cross-town traffic from freeways/highways to collector streets." Accordingly, the use of Brace Road to provide connections between retail and residential areas is consistent with the functional classification of the roadway. Correction of the stated functional class or the roadway cited in Loomis Costco Transportation Impact Analysis has no impact on the project trip distribution pattern or trip assignment.

City of Rocklin-102

The City of Rocklin notes the Recirculated DEIR was made available in electronic format; however the quality of exhibits was poor and not legible.

The Town has made all environmental documents available in electronic and hard copy format. In order to maximize document availability for people with different types of internet access,

documents are compressed so that they are possible for everyone to download and review. Although not necessarily the case for these environmental documents, sometimes compressing the files can decrease the quality of certain graphics.

City of Rocklin-103

The City of Rocklin states that the selection of viewpoints for the aesthetics analysis in the Recirculated DEIR does not take into consideration the viewpoints of those who live near the project site.

Section 3.2 analyzes visual impacts comprehensively. CEQA requires that an EIR consider in a non-urbanized area, whether a proposed project would 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 points (see Appendix G to the CEQA Guidelines). Impacts to private views of a few residents are not significant under CEQA. Therefore, the Recirculated EIR analyzes visual impacts to public views. See pages 3.2-11 through 3.2-38 of the Recirculated EIR.

City of Rocklin-104

The commenter suggests that a table demonstrating project consistency with the Loomis General Plan should be provided, similar to the one provided for comparison to development standards of the Loomis Municipal Code.

The commenter's suggestion is noted, and although not required for a land use consistency analysis, a General Plan consistency table has been included in the FEIR as a convenient reference (see Table 3-11). Neither the tabular formatting of a policy consistency analysis, nor the substance of the consistency analysis has revealed any adverse environmental effect that is any different from that presented in detail throughout the 2019 RDEIR. The 2019 RDEIR includes a discussion of the proposed project's consistency with relevant General Plan policies, at pages 5-14 through 5-18. CEQA only requires an analysis of a project's consistency with those policies adopted to address environmental impacts. The commenter's subsequent comments regarding the project's consistency with specific Community Design and Character Policies are addressed in the further responses to comments below.

Table 3-11. Consistency with the Loomis General Plan

Goal or Policy	Consistency
Land Use – Commercial and Industrial Policies	
1. Loomis shall retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future Town needs, where appropriate. Community development opportunities shall also be considered in terms of community need for increased sales tax revenues, and to balance with residential developments.	**Consistent:** The proposed project provides a new commercial retail shopping facility and a fueling station to meet existing and future Town needs and increased sales tax revenues.
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.	**Consistent:** The proposed project would provide retail shopping opportunities through implementation of and compliance with General Plan policies and the Town's Zoning Ordinance (see this consistency analysis table; 2019 RDEIR Section 3.1, "Aesthetics," Table 3.2-1; 2019 RDEIR pages 5-14 through 5-18; and responses to comments contained in the FEIR).
3. Loomis shall promote the redevelopment of the railroad right-of-way areas to celebrate and enhance the heritage of the Town.	**Not Applicable:** The project site is not located in a railroad right-of-way area.
4. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	**Consistent:** The project will be reviewed and conditioned, as necessary, to comply with Town design criteria. All new development in Loomis is subject to development standards to ensure that the proposed use is compatible with existing and future development on neighboring properties, and produces an environment of stable and desirable character, consistent with the General Plan. Review of a site plan to determine whether the design complies with relevant sections of the Loomis Municipal Code is part of the design review process.
5. New commercial development shall preserve and integrate existing natural features (e.g., creeks,	**Consistent:** The project design preserves existing native oaks, where feasible, and includes mitigation to plant additional native oaks consistent with the Town's Tree Preservation Ordinance. The

Table 3-11. Consistency with the Loomis General Plan

Goal or Policy	Consistency
native trees, rock outcrops) and topography into project landscaping.	project site does not have any creeks or other watercourses. The site is flat and the existing landform would be preserved.
6. Loomis shall require landscaping throughout off-street parking lots to mitigate the adverse visual impact of large paved areas and provide shading to assist in energy conservation within adjacent buildings.	**Consistent:** The proposed building and fueling station would be surrounded by landscaped planters, landscaped setbacks, and landscaped bioswales (see 2019 RDEIR Figure 3.2-16, "Landscape Plan"). The project is required to implement a tree protection plan, with replacement trees planted consistent with the Town's Municipal Code.
7. Circulation patterns within and around new commercial development shall be designed to avoid diverting traffic through existing residential neighborhoods, where feasible.	**Consistent:** As shown in Figure 2-1, "Site Plan," of this FEIR, primary access to the project site, including nighttime deliveries, would be provided from Sierra College Boulevard. A sound wall would be constructed on the west, south, and east sides of the Sierra Meadows Apartments to protect these residents. The eastern Brace Road access would be gated for emergency access only. The project will make improvements to ensue appropriate circulation to and from the Sierra College Boulevard access point, which is very close to Interstate 80. Project traffic would not be diverted through existing residential neighborhoods.
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.	**Not Applicable:** The proposed project does not include industrial development.
9. Loomis shall not allow new industrial uses that will adversely impact either the environment or surrounding land uses.	**Not Applicable:** The proposed project does not include industrial development.
10. Commercial land uses shall be discouraged away from the Town's core area, except when property is demonstrably unsuitable for residential use because of proximity to noise sources such as major arterials or railroad lines.	**Consistent:** The project site is located in the Downtown/Town Center Area, as shown on page 43 of the General Plan, which is described interchangeably as the Town's core area in the General Plan. The project site is designated for, and appropriate for the proposed uses. The project site is along Sierra College Boulevard, which is characterized as a major arterial (Loomis General Plan, page 63).
Community Design and Character Policies	
1. The design of development should respect the key natural resources and existing quality development on each site, including ecological systems, vegetative communities, major trees, water courses, land forms, archaeological resources, and historically and architecturally important structures. Proposed project designs should identify and conserve special areas of high ecological sensitivity throughout the Town. Examples of resources to preserve include riparian corridors, wetlands, and oak woodlands.	**Consistent:** The project design preserves existing native oaks, where feasible, and includes mitigation to plant additional native oaks consistent with the Town's Tree Preservation Ordinance; there are no watercourses on the project site; the site is flat and the existing landform would be preserved. There are no riparian corridors on-site and the EIR includes mitigation to address very small wetland swales located on the project site. There are no existing structures and the cultural resources database search and on-site survey conducted for the proposed project concluded there were no on-site features eligible for listing in the California Register of Historic Resources and are not considered a unique archaeological resource as defined in Public Resources Code Section 21083.2 and do not meet the qualifications for "historic resources" under CEQA.
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.	**Not Applicable:** The proposed project is a commercial project not a residential project.
3. Each development project should be designed to be consistent with the unique local context of Loomis. a. Design projects to fit their context in terms of building form, siting, and massing. b. Design projects to be consistent with a site's natural features and surroundings.	**Consistent:** The project design is consistent with the local context of Loomis and the project site is designated for the proposed uses. The project area includes vacant land, local roadways, Interstate 80, a Union Pacific rail line, and residential and commercial development. The project's form, siting, and massing have been designed in accordance with Town Development Standards (see 2019 RDEIR Section 3.2, "Aesthetics," for exterior project renderings and site plans, and see Table 3.2-1 for a detailed consistency analysis with Town Development Standards).

Table 3-11. Consistency with the Loomis General Plan

Goal or Policy	Consistency
	Landscaping and bioswales would be installed around the perimeter and throughout the interior of the project site, with setbacks from adjacent properties. The proposed project would be consistent with the site's natural features (flat, vacant land with scattered trees) and surroundings (vacant land, roadways, and residential and commercial development).
4. Design each project at a human scale consistent with surrounding natural and built features. a. Project design should give special attention to scale in all parts of a project, including grading, massing, site design and building detailing. b. Project design should follow the rules of good proportion, where the mass of the building is balanced and the parts relate well to one another.	**Consistent:** Project scale, grading, massing, site design, and building detailing is consistent with Town Development Standards (see 2019 RDEIR Section 3.1, "Aesthetics," for exterior project renderings and site plans, and see Table 3.2-1 for a detailed consistency analysis with Town Standards).
5. Design projects to minimize the need to use automobiles for transportation. a. Emphasize pedestrian and bicycle circulation in all projects. b. Give individual attention to each mode of transportation with potential to serve a project and the Town, including pedestrian, bicycle, transit, rail, and automobile. c. Plan for trail systems, where appropriate to connect areas of development with natural and recreational resources.	**Consistent:** The proposed project includes pedestrian and bicycle access, and is located adjacent to Sierra College Boulevard which provides transit service. The on-site circulation network provides for appropriate automobile access and parking. As detailed on page 37-36, the project will provide new pedestrian facilities (sidewalks) along the site frontages on Sierra College Boulevard and Brace Road, which will serve not only the project, but will also provide important missing connections between homes and destinations in the area. The frontage improvements would provide connectivity with existing facilities along both roadways and with new pedestrian facilities that would be provided on the project site. Pedestrian crosswalks would be provided at proposed new signalized Costco site access intersection on Sierra College Boulevard. The project would reconstruct the Type II bicycle facility on Sierra College Boulevard northbound along the site frontage, including providing separate northbound right-turn lanes at the proposed signalized project access and at Brace Road. In addition, the project would provide on-site bicycle parking for both members and employees. Transit service would be available to members and employees. Three routes operate in the project study area: two fixed routes and a dial-a-ride service.
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.	**Consistent:** The proposed project consists of one commercial building that provides residents with local retail shopping opportunities and a convenient fueling station for automobiles. The 17-acre project site accommodates a commercial use, in an area of other residential and retail uses. The project would construct pedestrian and bicycle improvements that improve safety and connectivity between residential areas and retail and services along the Sierra College Boulevard Corridor.
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	**Consistent:** The project site is designated for the proposed uses. The proposed building and fueling station would be surrounded by landscaped planters, landscaped setbacks, and landscaped bioswales (see 2019 RDEIR Figure 3.2-16, "Landscape Plan"). Native oak trees would be preserved where feasible, and the EIR includes mitigation to preserve oak woodland and implement replacement native plantings consistent with the Town's Tree Preservation Ordinance (Mitigation Measures AES-1 and BIO-1). Furthermore, there are no watercourses on the project site, and the site is flat, and the existing landform would be preserved.
8. Commercial development shall be subject to design criteria which visually integrate commercial development into the architectural heritage of the Town. Projects found inconsistent with Loomis' distinct character shall be denied or revised.	**Consistent:** The project will be reviewed and conditioned, as necessary, to comply with Town design criteria. All new development in Loomis is subject to development standards to ensure that the proposed use is compatible with existing and future development on neighboring properties, and produces an environment of stable and desirable character, consistent with the

Table 3-11. Consistency with the Loomis General Plan

Goal or Policy	Consistency
	General Plan. Review of a site plan to determine whether the design complies with relevant sections of the Loomis Municipal Code is part of the design review process. Please see the detailed analysis contained in 2019 RDEIR Section 3.1, "Aesthetics," Table 3.2-1.
9. New lighting (including lighted signage) that is part of residential, commercial, industrial or recreational development shall be oriented away from sensitive uses, and shielded to the extent possible to minimize spillover light and glare. Lighting plans shall be required for all proposed commercial and industrial development prior to issuance of building permits.	**Consistent:** See the detailed analysis contained in 2019 RDEIR Section 3.1, "Aesthetics," Table 3.2-1 and pages 3.2-36 and 3.2-37. The proposed parking field would be illuminated with downward-pointing lights. Project lighting was designed consistent with recommendations from the International Dark Sky Association to minimize the effects of outdoor lighting including skyglow and light intrusion. For example, light standards have been designed to distribute light evenly to promote vehicular and pedestrian safety, while timers would be programmed to shut off lights at closing to control illumination in the parking field. After operating hours, lights would remain on only along the main driveways, which would substantially reduce illumination levels compared to a typical commercial development. All lighting would incorporate the use of cutoff lenses to keep light from crossing the property boundary and illuminating adjacent parcels. A lighting plan has been submitted to the Town.
Public Health and Safety – 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.	**Consistent:** As described in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries will be prohibited from the Brace Road entrance and must use the Sierra College Boulevard entrance. The proposed project has been sited and designed to minimize the potential for noise to conflicts with existing land uses. Furthermore, as presented on 2019 RDEIR page 3.6-17, Mitigation Measure Noise-2 would reduce project-generated noise at the Sierra Meadows Apartments by requiring the construction of a sound wall on the east, south, and west sides of the apartment complex, as well as upgrades to windows at the apartment complex that face the western Brace Road entrance.
2. Loomis shall encourage the mitigation of noise impacts in all new developments as necessary to maintain the quiet, rural ambiance of the Town.	**Consistent:** 2019 RDEIR Section 3.6, "Noise," includes feasible mitigation measures to reduce the level of noise generated by the proposed project.
3. An acoustical analysis shall be required for new residential structures located within the projected noise contour of 65 dBA L_{dn}, showing that the structures have been designed to limit intruding noise in interior rooms to an annual level of 45 dBA L_{dn}.	**Consistent:** Even though the proposed project consists of new commercial rather than residential land uses, a noise study was performed and 2019 RDEIR Section 3.6, "Noise," includes feasible mitigation measures to reduce the level of noise generated by the proposed project.
4. Individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are meet. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels.	**Consistent:** A noise study was performed and 2019 RDEIR Section 3.6, "Noise," includes feasible mitigation measures to reduce the level of noise generated by the proposed project. Refer to the Response to Comment Mooney-20 for additional noise-related information.
5. Loomis shall discourage the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. New sensitive noise receptors shall not be permitted if the only feasible mitigation for noise impacts is a sound wall.	**Consistent:** The proposed project involves construction of a new commercial land use. As described in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries will be prohibited from the Brace Road entrance and must use the Sierra College Boulevard entrance. The proposed project has been sited and designed to minimize the potential for noise to conflicts with existing land uses. Installation of a sound wall around the Sierra Meadows Apartments complex is the only additional feasible alternative (along with upgraded windows in the apartment complex) to reduce noise impacts.

Table 3-11. Consistency with the Loomis General Plan

Goal or Policy	Consistency
6. Where noise mitigation is necessary, the following order of preference among options shall be considered: distance from the noise source; muffling of the noise source; design and orientation of the receptor; landscaped berms; landscaped berms in combination with walls.	**Consistent:** As described in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries will be prohibited from the Brace Road entrance and must use the Sierra College Boulevard entrance. The proposed project has been sited and designed to minimize the potential for noise to conflicts with existing land uses to the maximum amount feasible. Based on the results of the project-specific noise study, installation of a sound wall around the Sierra Meadows Apartments complex is the only feasible alternative (along with upgraded windows in the apartment complex) to reduce noise impacts.
7. Use the land use/noise compatibility matrix shown on Figure 8-4 to determine the appropriateness of land uses relative to roadway noise.	**Consistent:** Noise compatibility standards in General Plan Figure 8-4 were used to determine that the proposed commercial project in its current location is appropriate given the noise levels on nearby roadways. Refer to the Response to Comment Mooney-20 for additional noise-related information.
8. Work with Caltrans to install mitigation elements along freeways and highways adjacent to existing residential subdivisions or noise-sensitive uses to reduce noise impacts.	**Not Applicable:** The proposed project is not a Caltrans project.
9. Provide for alternative transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips.	**Consistent:** The proposed project involves a commercial retail store and associated fueling station. The project includes widening Sierra College Boulevard to provide a northbound Class II bicycle lane between Granite Drive and Brace Road, along with a landscaped pedestrian sidewalk along Sierra College Boulevard and the west end of Brace Road. The internal site circulation network has been appropriately designed for pedestrian access to parking and the Costco building.
10. Require that new equipment and vehicles purchased by the Town comply with noise performance standards consistent with the best available noise reduction technology.	**Not Applicable:** The proposed project does not include new equipment or vehicles purchased by the Town.
11. Work with public transit agencies to ensure that the buses, vans, and other vehicles used do not generate excessive noise levels.	**Not Applicable:** This policy does not apply to private developers.
12. Consider the use of rubberized asphalt paving material for future road paving and re-paving. Studies have indicated that such paving material can result in a 3 to 5 dBA reduction in noise.	**Not Applicable:** The project involves capacity improvements to ensure appropriate circulation in the vicinity of the project site, but transportation-related noise effects associated with the project are more associated with engine noise, such as that associated with delivery vehicles, and therefore the project has incorporated sound walls and restrictions on the location of delivery routes at noise-sensitive times of the day in order to reduce impacts.
13. Consider the use of traffic calming devices to reduce traffic noise in residential areas, when supported by the residential community in question.	**Not Applicable:** The proposed project does not include the routing of traffic through a residential neighborhood and is located next to a major arterial and Interstate interchange to facilitate access.
14. Work with the Union Pacific Railroad to properly maintain lines and establish operational restrictions during the early morning and late evening hours to reduce impacts in residential areas and other noise sensitive areas.	**Not Applicable:** The proposed project does not include the Union Pacific Railroad.
15. Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.	**Consistent:** The primary access to the project site for automobile and truck access will be off Sierra College Boulevard. As described in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries will be prohibited from the Brace Road entrance and must use the Sierra College Boulevard entrance. The eastern Brace Road entrance will be gated and used only for emergency access.
16. Require that when no other feasible location for industrial or commercial use parking exists other	**Consistent:** The Costco parking lot adjacent to the existing Sierra Meadows Apartments would be buffered by a screen wall and a

Table 3-11. Consistency with the Loomis General Plan

Goal or Policy	Consistency
than adjacent to residential uses, the parking shall be buffered from the residential uses by barriers.	landscaped bioswale and buffered from residential properties to the east by vegetation, a bio-retention area, and retaining walls.
17. Limit the use of leaf blowers, motorized lawn mowers, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise which adversely affects residential areas.	**Consistent:** Parking lot cleaning and landscape maintenance activities will be restricted to daytime hours, consistent with the Town's Noise Ordinance. Refer to the Response to Comment Mooney-20 for additional noise-related information.
18. Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at night.	**Consistent:** Nighttime warehouse deliveries would be required at the project site. However, all nighttime deliveries would be restricted to the Sierra College Boulevard entrance, away from adjacent residential uses. Scheduling deliveries at night is necessary to allow Costco employees to restock before the warehouse opens. In addition, scheduling nighttime deliveries will reduce the potential for truck conflicts with pedestrians and automobiles.
19. Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts.	**Consistent:** Section 13.30.070(C)(3) of the Loomis Municipal Code exempts certain activities in recognition that construction noise is temporary, is more acceptable when limited to daylight hours, and is expected as part of typical development. Implementing 2019 RDEIR Mitigation Measure Noise-1 would reduce the impact related to the exposure of sensitive noise receptors to project-generated construction noise to the maximum extent feasible. Among other requirements of Mitigation Measure Noise-1, construction shall be limited, as required by the Loomis Municipal Code (Section 13.30.070).
20. Future industrial or commercial development in areas determined to be near noise-sensitive land uses shall be subject to an acoustical analysis to determine the potential for stationary source noise impacts to neighboring land uses.	**Consistent:** An acoustical analysis (noise study) was performed and 2019 RDEIR Section 3.6, "Noise," includes feasible mitigation measures to reduce the level of noise generated by the proposed project. The detailed noise analysis conducted to support the 2019 RDEIR included analysis of stationary noise sources, in addition to all other relevant noise sources.
Natural Resources and Open Space Policies	
1. Air quality. Loomis will contribute toward the attainment of State and Federal air quality standards in the Sacramento Valley Air Basin through the following, and other feasible measures.	**Consistent:** 2019 RDEIR Section 3.3, "Air Quality," includes a project-specific air quality analysis. The small size of the project in addition to compliance with PCAPCD emissions reduction requirements would result in compliance with attainment of the Sacramento Valley Air Basin.
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.	**Consistent:** Required compliance with PCAPCD measures to reduce dust and limit pollutant emissions would result in less-than-significant impacts.
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.	**Consistent:** 2019 RDEIR Section 3.3, "Air Quality," includes a project-specific air quality analysis. The Placer County Air Pollution Control District thresholds of significance are considered the allowable amount of emissions each project can generate without conflicting with or obstructing implementation of the applicable air quality plans developed to maintain and attain ambient air quality standards. The proposed project would not generate emissions that would exceed the Air District thresholds, and thus, would not conflict with or obstruct implementation of any applicable air quality plan.
c. Local employers should be encouraged to consider flextime as a means of reducing peak morning and afternoon trips.	**Consistent:** The hours and operations of the project would generally allow employee trips to occur outside the peak periods of travel demand of the local transportation network.
d. 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	**Consistent:** The proposed building and fueling station would be surrounded by landscaped planters, landscaped setbacks, and landscaped bioswales (see 2019 RDEIR Figure 3.2-16, "Landscape Plan"). Native oak trees would be preserved where feasible, and the EIR includes mitigation to preserve oak woodland and

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number of trees along roadways and in parking areas shall be encouraged.	implement replacement plantings consistent with the Town's Tree Preservation Ordinance (Mitigation Measures AES-1 and BIO-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.	**Consistent:** 2019 RDEIR Section 3.3, "Air Quality," includes a project-specific analysis of carbon monoxide concentrations. As explained in Section 3.3 of the 2019 RDEIR, the vehicle fleet has changed substantially since the last Loomis General Plan Update, as it relates to carbon monoxide emissions and dispersion modeling is no longer required to demonstrate that there would be no concerns related to carbon monoxide concentrations. As the agency responsible for establishing policies to maintain a level of air quality within Placer County that is protective of human health, the PCAPCD-recommended screening criteria were selected as an appropriate threshold of significance to evaluate potential CO impacts in a manner that considers the protection of human health and meeting the requirements for selecting a threshold of significance defined in Section 15064 of the CEQA Guidelines. Dispersion modeling would not add any useful information and has no relationship to any potentially significant effect associated with the proposed project.
f. The Town shall support the Placer County Air Pollution Control District in its efforts to develop a feasible program to meet emission reduction requirements during the environmental review of all development proposals whose emissions exceed applicable significance thresholds.	**Consistent:** The results of project-specific emissions modeling presented in 2019 RDEIR Section 3.3, "Air Quality," indicate that the proposed project would not exceed PCAPCD significance thresholds.
g. The Town shall encourage that large residential projects be phased or timed to be coordinated with development that provides primary wage-earner jobs.	**Not Applicable:** The proposed project does not include residential land uses.
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.	**Consistent:** 2019 RDEIR Section 3.3, "Air Quality," includes a project-specific air quality analysis. The Town has proactively coordinated with the Air District to review the analysis and proposed mitigation.
i. New development shall pay its fair share of the cost to provide alternative transportation systems, including bikeways, pedestrian paths, and bus stop facilities.	**Consistent:** The project will construct new pedestrian facilities (sidewalks) along the site frontages on Sierra College Boulevard and Brace Road, which will serve not only the project, but will also provide important missing connections between homes and destinations in the area. The frontage improvements would provide connectivity with existing facilities along both roadways and with new pedestrian facilities that would be provided on the project site. Pedestrian crosswalks would be provided at proposed new signalized Costco site access intersection on Sierra College Boulevard. The project would reconstruct the Type II bicycle facility on Sierra College Boulevard northbound along the site frontage, including providing separate northbound right-turn lanes at the proposed signalized project access and at Brace Road. In addition, the project would provide on-site bicycle parking for both members and employees. There is an existing bus route that serves the vicinity of the project site, using Sierra College Boulevard and turning west on Granite Drive. Currently, Placer County Transit does not operate a bus line along this portion of Sierra College Boulevard in Loomis but does operate a Dial-A-Ride shuttle between Sierra College and the Auburn Transit Station, running along Sierra College Boulevard and Taylor Road. The Town and Costco have committed to funding their fair share of traffic funding

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	to the County and it is a determination of the County how those funds are used (for transit improvements or other uses).
j. The Town shall require that new developments dedicate land sufficient for park-and-ride lots, when the location is appropriate for such facilities.	**Consistent:** The project involves a proposed commercial development (retail shopping) and is not an appropriate location for use as a park-and-ride lot.
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 anadromous fish.	**Consistent:** A biological resources evaluation of the project site was performed by a qualified biologist, the results of which were incorporated in 2019 RDEIR Section 3.4, "Biological Resources." Compliance with regulatory agency requirements and implementation of Mitigation Measures BIO-1 through BIO-4 would reduce all project-related impacts on biological resources to a less-than-significant level.
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.	**Consistent:** Regardless of the time of year during which grading activities are necessary, the project applicant is required to implement appropriate Best Management Practices as required by the Central Valley RWQCB in the Storm Water Pollution Prevention Plan. Therefore, grading activities will not contribute to the direct cumulative degradation of stream quality. Furthermore, the project site is nearly flat; it does not contain slopes of 30 percent. The project site consists of vacant land with oak trees. The project design preserves existing native oaks, where feasible, and includes mitigation to plant additional native oaks consistent with the Town's Tree Preservation Ordinance.
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.	**Consistent:** The proposed project includes the development of a fueling station, which would store gasoline in underground storage tanks. The project applicant would obtain a permit for installation of underground storage tanks from Placer County Environmental Health. The underground storage tanks would be designed, installed, and monitored following all applicable regulations set forth by Placer County Environmental Health. Minor amounts of hazardous materials such as refrigerants, paints, and solvents, as well as oils and lubricants associated with the tire center, would be stored and used in accordance with local, state, and federal laws and regulations. The project site includes a landscaped buffer on all four sides. In addition, the drive aisles and parking spaces provide additional buffering between off-site land uses.
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	**Consistent:** Native oak trees would be preserved where feasible, and the EIR includes mitigation to preserve oak woodland and implement replacement plantings consistent with the Town's Tree Preservation Ordinance (Mitigation Measures AES-1 and BIO-1).

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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 policy on stream corridor protection.	
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.	**Not Applicable:** The proposed project site is not adjacent to any streams.
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.	**Consistent:** The project applicant is by the Central Valley RWQCB to implement appropriate Best Management Practices as a part of a Storm Water Pollution Prevention Plan during the construction phase of the project, and to comply with all design and maintenance requirements in the County's MS4 permit during the operational phase of the project.
b. The Town will periodically review its ordinances requiring erosion and sediment control, and will update them when necessary to ensure their continuing effectiveness.	**Not Applicable:** This policy does not apply to private development projects.
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.	**Consistent:** As detailed in Chapter 5 of the EIR, stormwater runoff would enter a series of infiltration trenches before discharging into the drainage system. Infiltration trenches are designed and sized to meet the regulatory standards of the Phase I Municipal Separate Storm Sewer System permit issued by the Central Valley RWQCB. The project applicant would be required to submit a notice of intent and prepare a storm water pollution prevention plan (SWPPP) for review by the Central Valley RWQCB to receive coverage for project activities under the SWRCB's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities. The applicant would prepare and implement an erosion and sediment control plan. These plans would contain BMPs specifically designed to prevent erosion and protect water quality and ensure that storm drains attenuate peak flows during storm events. The project must also address operational impacts on water quality through preparation and implementation of a post-development stormwater management plan.
8. Wetlands. The following policies apply to properties with wetland areas. Additional applicable policies may be found under "stream corridor protection," above. 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	**Consistent:** A wetland delineation has been prepared and is attached as Appendix C to the 2019 RDEIR. As discussed in 2019 RDEIR Section 3.4, "Biological Resources," the project site contains 0.15 acre of low-quality valley freshwater marsh in three, on-site swales. If required as part of the U.S. Army Corps of Engineers and Central Valley RWQCB permit processes, the applicant would prepare and implement a wetland restoration plan to address impacts on wetlands to ensure a no net loss to the

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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.	wetland functions. USACE jurisdictional areas must be replaced at a minimum 1:1 ratio. Compensatory mitigation, in lieu of applicant-created wetlands, may be permitted by the U.S. Army Corps of Engineers following consultation.
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. The Town shall cooperate with regulating agencies to ensure that concerns are adequately addressed.	**Consistent:** As discussed in 2019 RDEIR Section 3.4, "Biological Resources," the project site contains 0.15 acre of low-quality valley freshwater marsh in three, on-site swales. If required as part of the U.S. Army Corps of Engineers and Central Valley RWQCB permit processes, the applicant would prepare and implement a wetland restoration plan to address impacts on wetlands to ensure a no net loss to the wetland functions. USACE jurisdictional areas must be replaced at a minimum 1:1 ratio. Compensatory mitigation, in lieu of applicant-created wetlands, may be permitted by the U.S. Army Corps of Engineers following consultation.
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.	**Not Applicable:** The project site does not contain any vernal pools.
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.	**Consistent:** The 0.15 acre of on-site valley freshwater marsh cannot be preserved and still accommodate the proposed project; therefore, on-site preservation is not feasible. However, if required as part of the U.S. Army Corps of Engineers and Central Valley RWQCB permit processes, the applicant would prepare and implement a wetland restoration plan to address impacts on wetlands to ensure a no net loss to the wetland functions. USACE jurisdictional areas must be replaced at a minimum 1:1 ratio. Compensatory mitigation, in lieu of applicant-created wetlands, may be permitted by the U.S. Army Corps of Engineers following consultation.
9. Interagency coordination. Loomis will work cooperatively with state, regional, and local agencies in protecting natural resources.	**Not Applicable:** This policy does not apply to private development projects.
Cultural Resources Policies	
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.	**Not Applicable:** The project site does not contain any historic buildings.
2. The demolition of buildings deemed by the Town to be historically or aesthetically valuable shall be	**Not Applicable:** The project site does not contain any buildings that would be demolished.

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prohibited in cases where alternatives for reuse are found to be feasible.	
3. Loomis shall support the expansion and development of cultural facilities and programs, as a draw for visitors and residents to the downtown core.	**Not Applicable:** This policy does not apply to private development projects.
4. When feasible, and on public property, Loomis shall prohibit recreational activities that could damage or destroy archaeological sites in areas where archaeological sites have been identified.	**Not Applicable:** The proposed project is not located on public property.
5. As part of the environmental review process, the Town shall review all development proposals for their potential to disturb cultural resources. In areas where cultural resources are known to occur, give special consideration to development of facilities that enhance the operation, enjoyment, and maintenance of these areas.	**Consistent:** The cultural resources database search and on-site survey conducted for the proposed project concluded there were no on-site features eligible for listing in the California Register of Historic Resources nor are the considered a unique archaeological resource as defined in PRC Section 21083.2, and the resources do not meet the qualifications for "historic resources" under CEQA. Implementation of 2019 RDEIR Mitigation Measure CUL-1 would protect any as-yet-undiscovered significant cultural, archaeological, or historic resources that could be encountered during construction activities.
Energy Conservation	
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.	**Not Applicable:** The proposed project does not include residential dwelling units.
F.2. New land use patterns should encourage energy efficiency, to the extent feasible.	**Consistent:** 2019 RDEIR Section 3.8, "Energy" the proposed project intends to incorporate the use of locally sourced, renewable, and pre-manufactured building components. As part of the project design, the following actions are proposed for the construction phase, as detailed in 2019 RDEIR Chapter 2, "Project Description": • New and renewable building materials typically would be extracted and manufactured within the region. The materials for the masonry concrete would be purchased locally, minimizing transportation-related emissions and impacts on the local roadway system. • Pre-manufactured building components, including structural framing and metal panels, would be used during construction, thus minimizing waste generation. • Using locally sourced materials would reduce the project's energy requirements for transporting materials to the project site. Using renewable materials would reduce overall energy demand in extracting and manufacturing demands for such materials relative to new materials. Using pre-manufactured materials would reduce overall waste because the manufacturing process would be streamlined to reduce generation of waste materials and would allow excess materials from one process to be used in another. In addition, fuel savings would be achieved through the proposed use of locally sourced materials, and the amount of waste to be hauled off-site would be reduced. Furthermore, the grading plan does not call for the import or export of soils. • Specific energy conservation and sustainability features incorporated into the project operation include the following: • Parking lot light standards would be designed to distribute light evenly and use less energy than are used by a larger number of fixtures at lower heights. LED lamps would be used to provide a higher level of perceived brightness with less energy than other lamps such as the high-pressure sodium type. • Pre-manufactured metal wall panels with insulation would be use and carry a higher energy efficiency rating (R-Value) and greater solar reflectivity to help conserve energy consumed to

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	heat and cool the structure. Building heat absorption would be reduced further by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall. • A reflective "cool roof" material would be used to produce lower heat absorption, thereby lowering energy requirements during the summer when the HVAC system is running hard. This roofing material meets the requirements of the U.S. Environmental Protection Agency's Energy Star energy efficiency program. • HVAC comfort systems would be controlled by a computerized building management system to maximize efficiency. • HVAC units would be high-efficiency directed duct units. • Parking lot lights would be controlled by the project's energy management system • Energy-efficient transformers (i.e., Square D Type EE transformers) would be used. • Variable-speed motors would be used on make-up air units and booster pumps. • Gas and water heaters would be direct vent and 94% efficient or greater. • Tanks would be used to capture heat released by refrigeration equipment to heat domestic water in lieu of venting heat to the outside.

City of Rocklin-105

The City of Rocklin states that the proposed project appears to be inconsistent with Loomis General Plan Community Design and Character Policy 1.

See the Responses to Comments City of Rocklin-36, 38, and 112.

City of Rocklin-106

The City of Rocklin states that the proposed project appears to be inconsistent with Loomis General Plan Community Design and Character Policy 2.

See the Responses to Comments City of Rocklin-36, 38, and 112.

City of Rocklin-107

The City of Rocklin states that the proposed project appears to be inconsistent with Loomis General Plan Community Design and Character Policy 4.

See the Responses to Comments City of Rocklin-36, 38, and 112.

City of Rocklin-108

The City of Rocklin states that the proposed project appears to be inconsistent with Loomis General Plan Community Design and Character Policy 7.

See the Responses to Comments City of Rocklin-36, 38, and 112.

City of Rocklin-109

The City of Rocklin states that the proposed project appears to be inconsistent with Loomis General Plan Community Design and Character Policy 8.

See the Responses to Comments City of Rocklin-36, 38, and 112.

City of Rocklin-110

The City of Rocklin states that the proposed project appears to be inconsistent with Loomis General Plan Community Design and Character Policy 8.

See the Responses to Comments City of Rocklin-36, 38, and 112.

City of Rocklin-111

The City of Rocklin suggests that the change in visual character from loss of oak woodland intermixed with annual grassland should be discussed as part of the project's visual construction impacts in addition to visual operational impacts.

The change in visual character at the project site will be a result of both construction and operational activities. Section 3.2 analyzes visual impacts comprehensively. See pages 3.2-11 through 3.2-38 of the 2019 RDEIR. As noted, the project site is surrounded by commercial and residential properties, as well as vacant properties designated for development, and the project site is characterized by annual grassland, valley oak woodland, and valley freshwater marsh that would be changed as a result of the project. As noted, the density of on-site woodlands varies across the site and while most of the woodland contains oak trees, a few scattered foothill pines are also visible.

As detailed in Section 3.2 of the 2019 RDEIR, project construction would involve removal of vegetation (see pages 3.2-12 through 3.2-36 of the 2019 RDEIR). The project's construction phase would remove abandoned utilities and excavation would be backfilled with engineered fill. Soil on portions of the property would be over excavated and recompacted resulting in extensive disturbance to natural topography. As noted in the 2019 RDEIR, construction equipment in work zones and storage of material and earth necessary to carry out this work will cause temporary visual impacts. As further detailed in the 2019 RDEIR, the project would change the visual character from vacant land containing oak woodland intermixed with annual grassland to a developed condition with a warehouse retail store, parking field, and a fueling station. The 2019 RDEIR concludes that impacts would be temporary and less than significant.

City of Rocklin-112

The City of Rocklin notes the analysis provided on page 3.2-14 fails to acknowledge that the existing tree canopy consists of deciduous trees, that only three native valley oak trees will be preserved, and the proposed tree planting will take years for trees to mature and provide any screening benefit to nearby residents. The City of Rocklin further notes Figure 3.2-16 does not include a cross section detail.

As set forth on page 3.2-12 of the Recirculated DEIR, the relevant threshold of significance is:

> In nonurbanized 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?

As set forth on pages 3.2-29 to 3.2-35 of the 2019 RDEIR, the project will comply fully with all applicable Town development standards governing scenic quality, and impacts would be less than significant. Whether or not the trees will fully screen the project from view from nearby homes is not relevant to this impact conclusion. Moreover, such views are private, not public.

The comment fails to acknowledge the number of replacement trees planted, and that these trees would be of a size three times larger than is typically used for new commercial landscaping (24" boxes rather than 5 gallon) as shown on Figure 3.2-16 on page 3.2-17 of the Recirculated DEIR. The warehouse would also be situated well over 200 feet from the property line with these residences creating a significant visual setback. See the Response to Comment City of Rocklin-103.

City of Rocklin-113

The City of Rocklin states that the visual impact along Sierra College Boulevard is "downplayed" because of the anticipated site landscaping, but notes that most tree species will have limited screening ability when planted due to their small size, and that landscape plantings will be limited due to the presence of underground utilities.

Section 3.2 analyzes visual impacts comprehensively. Two key public viewpoints were identified for the detailed visual impact analysis, including Sierra College Boulevard. For the Sierra College Boulevard viewpoint, the 2019 RDEIR includes a rigorous analysis of the level of visual quality, visual concern, and viewer exposure. Sierra College Boulevard is not designated as a state scenic highway, nor does this roadway contain any scenic vista. Travelers on Sierra College Boulevard recognize this route as a major thoroughfare that connects with I-80. Motorists traveling north on this roadway past the project site will have traveled past two developed commercial areas in the city of Rocklin, including Rocklin Crossing and Sierra Crossing. Retail stores, freeway signage, and wide fields of parking fronting along the roadway characterize those two commercial centers and the Sierra College Boulevard corridor. No existing vegetation blocks views of the project site, so motorists traveling in either direction have extensive views. As described in Impact 3.2-1, the proposed project would incorporate development and use standards, and landscaping standards consistent with the Loomis Municipal Code, as well as design review of the proposed project to

reduce impacts on the visual character of the project site. The 15-gallon trees planted along the frontage would be 8 to 12 feet in height when initially planted, providing screening. While landscaping would be installed along the roadway near underground utility lines, utility lines would primarily be located within a pedestrian sidewalk between the road and landscaping. With incorporation of Mitigation Measure AES-1, impacts on visual character of the project area would be less than significant. See pages 3.2-12 through 3.2-36 of the 2019 RDEIR.

City of Rocklin-114

The City of Rocklin states that a photometric study should be conducted to demonstrate compliance with the metric of one foot-candle in the Town Development Standards, "Outdoor Lighting" (item c).

Table 3.2-1 analyzes the proposed project's consistency with the Town's development standards. The proposed project would include shielded light fixtures to limit light intrusion and minimize glare and incorporate the use of cutoff lenses to keep light from crossing property boundaries. These measures would ensure consistency with Chapter 13.30.080, Outdoor Lighting, of the Town's development standard. A photometric study is not required by the Town's development standards. See page 3.2-30 of the 2019 RDEIR. However, the project applicant did prepare a photometric plan, which demonstrates that light spillage at the southern property line would range from 0.0 to 1.8 foot-candles (an area zoned for commercial development), light spillage along the eastern property line would range from 0.0 to 0.2 foot-candles (a residential zoning district), and light spillage along the northern property line would range from 0.1 to 0.9 foot-candles (an area zoned for commercial and residential uses). Therefore, the project will comply with Chapter 13.30.080.

City of Rocklin-115

When considering compliance with the Town Development Standards, "Screening Between Different Land Uses," the City of Rocklin notes the consistency discussion refers back to item A.(1.), which does not discuss decorative elements, renderings, or walls and fences.

Section 3.2 analyzes visual impacts comprehensively. As described in Table 3.2-1, development standard Chapter 13.30.110, A.3. states "proposed walls and fences shall be designed to incorporate decorative features on both sides, as approved by the director, to avoid the appearance of long, unbroken flat planes without visual interest." The consistency analysis provided directs the reader to the discussion under A.1., which states "a solid wall 8 feet tall would be constructed along the eastern property boundary while a 13-foot noise wall is planned along the northern boundary Retaining walls are used to support graded slopes and are placed only at certain segments along the property perimeter where needed to support the graded pad. The height of the wall varies in order to avoid the look of a long, unbroken flat plane. The plan incorporates vegetated bioswales planted with native species into the perimeter landscape setback, which provides visual interest." See pages 3.2-30 through 3.2-31 of the 2019 RDEIR.

City of Rocklin-116

When considering compliance with the Town Development Standards, Chapter 13.38, "Signs," the City of Rocklin states that Recirculated DEIR Figure 3.2-11 depicts an entry sign suspended from an awning feature rather than at least one foot below the parapet as identified in the Chapter 13.38 standard, and the consistency discussion says that no awning signs are planned.

Aesthetic impacts are detailed in Section 3.2 of the 2019 RDEIR, including various renderings of the proposed project that allow the reader to fully understand how the proposed structures would look, once developed. Awning signs, as defined by the Town, are not proposed, and this signage is considered by the Town to be a wall sign. A similar example of this type of wall sign is the front signage at the Raley's store on Horseshoe Bar Road. In both cases, a portion of the wall projects forward with signage on that portion of the wall. The signage remains below the roofline. While not relevant to any adverse physical environmental impact of the project, as noted throughout this FEIR and the 2019 RDEIR, the project will be reviewed and conditioned, as necessary, to comply with Town design criteria. Review of a site plan to determine whether the design complies with relevant sections of the Loomis Municipal Code is part of the design review process.

City of Rocklin-117

The commenter notes that the construction emissions are below the PCAPCD threshold for nitrogen oxides (NOx) and that construction phases could overlap, causing emissions to be higher.

See the Response to Comment City of Rocklin-33.

City of Rocklin-118

The commenter discusses changes in operational emissions estimates of nitrogen oxides (NO_X) between the Draft EIR and the Recirculated Draft EIR.

Difference in emissions estimates between the 2018 DEIR and the 2019 RDEIR are primarily a result of updated mobile emissions estimates that represent the net change in mobile emissions attributable to the proposed project, specifically considering the net change in operational daily vehicle miles traveled (VMT). VMT was evaluated as part of the Transportation Impact Analysis in support of the 2019 RDEIR consistent with the guidelines in the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, but adding substantial improvements the detail of analysis based on information available to Costco that is not available to non-member retail establishments. Consistent with the OPR guidance, the VMT analysis considered the fact that new retail development typically redistributes shopping trips rather than creating new trips (although the analysis also includes tailored analysis of delivery and employee related VMT and emissions factors). The analysis summarized in the 2019 RDEIR estimates the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) as the best way to analyze a retail project's transportation impacts. Table 3.3-6, "Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors," in the 2018 DEIR did not take the same approach to quantifying the net change in mobile source emissions. This was explained qualitatively, but not quantified in the emissions summary table.

In response to comments on the 2018 DEIR, the Transportation Impact Analysis for the project was revised to quantify the net regional change in VMT, and this information was then available to be used in support of the 2019 RDEIR air quality analysis, as presented in Table 3.3-5, "Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors," in the 2019 RDEIR. A detailed presentation of assumptions and data inputs used to estimate all project-related emissions is available in Appendix B2 of the 2019 RDEIR. No change to emissions estimates or the impact analysis is necessary.

City of Rocklin-119

The commenter also states that the analysis is inconsistent with the Town of Loomis General Plan because it does not include carbon monoxide (CO) modeling for mobile source emissions at impacted intersections.

See the Response to Comment City of Rocklin-34.

City of Rocklin-120

The commenter discusses changes in operational emissions estimates of carbon monoxide (CO) between the Draft EIR and the Recirculated Draft EIR.

See the Response to Comment City of Rocklin-118. The explanation contained in this response pertaining to the mobile-source emissions of the proposed project is applicable to the difference in operational emissions estimates of CO in the 2018 DEIR and 2019 2019 RDEIR. No change to emissions estimates or the impact analysis is necessary.

City of Rocklin-121

The commenter discusses changes in impact determinations for air quality-related impacts (Impacts 3.3-1, 3.3-4, and 3.3-5) between the Draft EIR and the Recirculated Draft EIR.

Since the Town recirculated the EIR in its entirety, as explained on page 1-3 of the 2019 RDEIR, the Town is not required to respond to comments on the 2018 DEIR.

Impact 3.3-1 addresses the generation of criteria pollutant emissions from short-term construction-related activities associated with the proposed project. Construction-related air emissions were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, in accordance with Placer County Air Pollution Control District (PCAPCD) CEQA Handbook recommendations. Between the time of analysis for the 2018 DEIR and that in support of the 2019 2019 RDEIR, project-specific construction phasing and equipment data became available that could be used to refine the CalEEMod modeling estimate. Using project-specific data inputs is recommended by the developers of CalEEMod and the PCAPCD CEQA Handbook to get a more accurate emissions estimate. Using this project-specific activity data resulted in an estimate of emissions that did not exceed the PCAPCD thresholds of significance, specifically because this project-specific data includes an updated construction schedule that identifies construction phasing and ensures that certain construction phases would not overlap. Because construction activities would not result in criteria air pollutant emissions that would exceed PCAPCD-recommended thresholds, mitigation as presented in the 2018 DEIR for his impact was no longer required for the 2019 RDEIR. In addition, 2018 DEIR Mitigation Measures AQ-1a and AQ-1d required compliance with California state law to restrict idling time of heavy equipment and to comply with PCAPCD Rules and Regulations. Construction contractors are required to comply with state law and local

rules and regulations irrespective of findings or mitigation in the EIR. Therefore, while these laws, rules, and regulations were acknowledged in the analysis for the 2019 RDEIR, they were not written as mitigation measures and are not necessary as mitigation.

Impact 3.3-4 addresses the potential exposure of sensitive receptors to toxic air contaminant (TAC) emissions. This impact analysis for the 2018 DEIR was conducted qualitatively without the use of a quantified health risk assessment (HRA). As such, the 2018 DEIR found that the project would comply with the California Air Resources Board recommendations buffer distances between sensitive receptors and sources of TAC emissions, the impact analysis still concluded with a finding of potentially significant impacts without having conducted an HRA to confirm potential health risks. The 2018 DEIR Mitigation Measure AQ-3a required that an HRA be conducted and demonstrate that health risks do not exceed the PCAPCD significant risk thresholds. 2018 DEIR Mitigation Measure AQ-3b required the proposed project comply with PCAPCD Rules and Regulations to reduce potential health risks. The methodology for the 2019 RDEIR was revised to include a project specific HRA that was used to inform the impact analysis. As detailed in Impact 3.3-4 in the 2019 RDEIR, the HRA findings determined that the proposed project would not result in excess cancer risk or non-cancer health risks that would exceed PCAPCD-recommended thresholds of significance. In addition, the project is required to comply with existing regulations, including permit conditions associated with an Authority to Construct Permit and Permit to Operate for the proposed fueling station, regardless of the contents of the EIR. The requirement to comply with such regulations and permit conditions was taken into consideration in the impact determination. Therefore, Mitigation Measures AQ-3a and AQ-3b from the 2018 DEIR were no longer applicable to the 2019 RDEIR.

Impact 3.3-5 addresses the potential exposure of sensitive receptors to objectionable odors. Similar to the case with mitigation identified for Impacts 3.3-a and 3.3-4, detailed above, the mitigation proposed in the 2018 DEIR for this impact was to require that the proposed project comply with PCAPCD-recommended rules and regulations and related permit conditions associated with an Authority to Construct Permit and Permit to Operate. The requirement to comply with such regulations and permit conditions was taken into consideration in the impact determination. In addition, the project applicant and construction contractors are required to comply with state law and local rules and regulations regardless of the content of the EIR. Therefore, Mitigation Measures AQ-5a and AQ-3b proposed in the 2018 DEIR for this impact were no longer applicable to the 2019 RDEIR.

No change to emissions estimates or the impact analysis is necessary.

City of Rocklin-122

The City of Rocklin states that since oak trees can grow to heights 50–100+ feet tall and have canopies 60–100+ feet wide (depending upon the species), "according to horticultural/arborist resources oak trees should be planted 10–40 feet away from all other trees."

Oaks would be planted every 30 feet per the Town's standards. See also the Response to Comment City of Rocklin-123.

City of Rocklin-123

The City of Rocklin questions whether the project site supports enough room to accommodate the planting of 100, 15-gallon-container trees of appropriate oak species based on the necessary spacing required for mature oak trees. The commenter further questions whether a large asphalt parking area with small planting areas and it's associated "heat island" effect is an environment conducive to oaks prospering.

As discussed in 2019 RDEIR Impact 3.4-2 (page 3.4-25 through 3.4-27), findings as to the number and types of trees that would be affected, and the number and types of trees for replacement plantings both on- and off-site, were prepared by a certified arborist—Mann Made Resources (2016). The arborist's report is attached as Appendix C2 to the 2019 RDEIR.

The 17-acre project site includes 24,110 square feet of interior parking lot landscape consisting primarily of parking lot islands ranging in size from ~8' x 10' to ~34' x 26'. Additionally, the Preliminary Landscape Plan includes perimeter landscape strips ranging from ~10' to 20' wide. Interior live oak (*Quercus wislizeni*) is proposed to be planted in many of the smaller parking lot islands and in portions of the perimeter landscape. Valley oak (*Quercus lobata*) is proposed for planting in some areas of the perimeter landscape.

The Town of Loomis protects certain native oak trees under the Tree Ordinance (Chapter 13.54 of the Municipal Code). The goals of the tree ordinance are to maximize the preservation of native oak trees, ensure public safety by maintaining healthy trees, and promote a healthy tree canopy. The Tree Ordinance protects interior live oak, valley oak, blue oak (*Quercus douglasii*), and oracle oak (*Quercus x morehus*), and hybrids of these species, with a single trunk greater than six inches

in diameter or multiple trunks with a cumulative diameter of at least 10 inches. Mitigation is required for the removal of healthy protected native trees. The standard mitigation method is replacement planting of the removed tree with trees of the same species either on-site or off-site. Any planted mitigation trees that die within the first five years following planting must be replaced by the owner.

In parking lots and similar constrained areas, soil volume available for rooting is the most important limiting factor for mature tree size and longevity. Mature tree size has a linear correlation to available soil volume; approximately 1.25 cubic feet of soil are required per square foot of mature canopy. If sufficient soil volume is not available, a tree will never reach its mature size, and instead will stop growing at the size that the soil volume can support. Because the majority of roots are located in the upper two feet of soil, this depth is used to calculate the cubic feet of rooting area available in a planting area. Root volume can be shared between trees; trees planted in larger combined planters typically perform better than trees planted in smaller individual planting areas of the same volume (Urban 2008; Watson and Himelick 1997; Harris et al. 1999).

The typical planting area proposed for interior live oaks on the Preliminary Landscape Plan is ~8' x 10', which would provide ~160 cubic feet of root volume. This is not sufficient to support a mature interior live oak. Unless additional design measures are taken to provide additional rooting volume, such as structural soils or cells under pavement, combining planting areas, or expanding planting areas, these parking lot islands will not provide a suitable location for planting oak trees that are expected to grow to a mature size. The perimeter planting areas, in which valley oak planting is proposed, are generally both wider and provide a long linear shared root zone. These areas would provide suitable planting for oak trees that could grow to mature sizes. The larger planting islands that do provide adequate area to support mature oak trees are designated as stormwater treatment planters, and no native oak trees are currently proposed in these areas. Valley oaks, which are often found in riparian areas and are somewhat tolerant of inundation, may be suitable for these planters, but the other native oak species are not.

As discussed above, with the provision of adequate root volume to support the mature size of the tree, mitigation planting is viable in parking areas. However, the majority of the planting areas shown on the Preliminary Landscape Plan for this project do not provide the minimum soil volume for long-term success of native oak trees. Those planting areas that are large enough to support mature oaks are being used for stormwater treatment, which is incompatible with most native oak trees. Therefore, the Preliminary Landscape Plan would need to be revised to increase the available root area, the parking lot islands do not provide suitable locations for mitigation planting. Mitigation planting in the larger, perimeter planting areas is viable.

As detailed in the 2019 RDEIR, pages 3.4-19, 3.4-26, and 3.4-27, the project is required to mitigate for the loss of protected trees. The Town has assessed the loss of oak trees and required mitigation under the Town's Ordinance based on current conditions. The Preliminary Landscape Plan proposed a strategy to replace protected oak trees on the project site, and this preliminary plan may need to be revised to identify planting areas that have more soil volume, as described above. In addition, the Town's Tree Ordinance requires additional compensation for protected trees that cannot be replanted on-site. If off-site planting by the project applicant is not feasible, as noted on page 3.4-27 of the 2019 RDEIR, the applicant is required to pay in-lieu fees that are sufficient to compensate for the protected trees that cannot be replanted on-site or planted and maintained by the applicant off-site, in accordance with the Town's tree mitigation program. The funds would be used to either plant trees within the available areas identified in the Town's Draft Tree Mitigation Master Plan Planting Assessment or purchase tree preservation easement areas, as identified in the Tree Mitigation Master Plan.

A final landscape plan is required as part of the application for a building permit. The Town must approve the final landscape plan prior to the issuance of a building permit. Conditions of Approval 69, 70, 71, and 72 address requirements for the landscape plan, soil volume, payment of in-lieu fees, and ongoing maintenance and irrigation.

Concerns have also been raised about whether a parking lot environment is suitable for planted trees. Reflected heat, heat that is absorbed by asphalt, buildings, and cars, is then released back into the surrounding environment, making parking lots particularly challenging for plant survival. The impact of reflected heat on plants can be reduced by providing increased irrigation and by protecting young trees from sunburn damage to their trunk. These techniques would be effective for native oak trees, although care should be taken to avoid wet soil directly around the trunk and root crown in summer, as this makes the tree susceptible to root rot (Armillaria mellea) and other fungal diseases that proliferate in warm, moist soil (Hagen et al. 2007). High heat, especially for native oak trees, which are specially adapted to survive hot, dry summers, is generally not a substantial issue. The biggest limiting factor is water, not heat. As long as trees adapted to hot environments have plenty of water, they can survive heat (Ruehr, et. al, 2016). Urban heat has been shown to

benefit tree growth, rather than causing stress (Searle, et. al, 2012). As noted, the Town is requiring ongoing maintenance and irrigation as a part of the project conditions of approval, and the Town's Tree Ordinance requires that trees that die within the first five years following planting must be replaced by the owner.

City of Rocklin-124

The City of Rocklin suggests that Mitigation Measure Bio-1 be revised to use the word "and" rather than "or," such that providing evidence to the Town of Loomis that the conservation easement has been recorded "and" providing financial assurances would both be required.

The current language provided by Mitigation Measure Bio-1 (2019 RDEIR page 3.4-28) ensures the implementation of the required mitigation measure without need for any revision. If the easement has been already been recorded, then the financial assurance has already been provided in the recordation. If the easement has not yet been recorded before the grading permit is issued, then a financial assurance is needed for the permit to be released. The suggested text change is redundant and unnecessary. However, the requested revision has been made. See Chapter 4 of this FEIR for more detail.

City of Rocklin-125

The City of Rocklin states that Mitigation Measure Bio-3 should be revised to include a monitoring requirement if active nests are found and buffers are implemented, similar to Mitigation Measure Bio-2.

Unlike Mitigation Measure Bio-2, Mitigation Measure Bio-3 (2019 RDEIR page 3.4-31) prohibits construction activities of any kind within the buffer zone around nesting raptors until a qualified biologist has determined that the young have fledged or that the nest is no longer active. Mitigation Measure Bio-2 includes monitoring of protected nests (if they exist) to determine whether construction activity would affect nesting. However, in the case of Mitigation Measure Bio-3, construction activity within the buffer zone is simply prohibited, regardless of whether the construction activity would adversely affect nesting.

City of Rocklin-126

The commenter references that the SACOG MTP/SCS was updated.

The Town acknowledges the update to the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS). The analysis presented in Impact 3.5-2 partly references the 2016 MTP/SCS, including how the land use/transportation scenario in the SCS demonstrates the ability of the region to achieve the assigned per-capita passenger vehicle GHG reduction targets, the function of Community Types, the focus of MTP/SCS policies and strategies on Blueprint Principles, and how the proposed project is consistent with Policies 3 and 6.

As with the 2016 SCS/MTP, most of the policies and actions are either unrelated to the proposed project or only indirectly related and are more pertinent to jurisdictions when they update their general plans. Consistent with supporting Policy 1, the proposed project site is located in a community "where services, amenities, and transportation infrastructure already exist." Consistent with supporting Policy 2, the proposed project site is located near three Placer County Transit routes and the project would implement pedestrian and bicycle improvements to help ensure "[c]omplete streets that provide safe, comfortable, and equitable facilities for people of all agencies and ability to walk, bike and ride transit."

Rather than a Developing Community, the proposed project site is located in an Established Community in the 2020 MTP/SCS (see Figure 3.5), which represents the areas where development is to be focused under the 2020 MTP/SCS (Chapter 3, page 39):

> *"This regional growth strategy is built up from local land use plans. Nearly two-thirds of the region's new housing and 85 percent of its job growth is expected to be in Centers and Corridors, and Established Communities…"*

The updated 2020 MTP/SCS is similar to the 2016 MTP/SCS presented in the 2019 RDEIR and provides a similar framework for the analysis provided in Impact 3.5-2. No part of the updated SCS materially affects the analysis provided in Section 3.5 of the 2019 RDEIR.

City of Rocklin-127

The commenter discusses changes in operational greenhouse gas (GHG) emissions estimates between the Draft EIR and the Recirculated Draft EIR.

See the Response to Comment City of Rocklin-118. The explanation contained in this response pertaining to the mobile-source emissions of the project is applicable to the difference in

operational emissions estimates of greenhouse emissions in the 2018 DEIR and 2019 RDEIR. No change to emissions estimates or the impact analysis is necessary.

City of Rocklin-128

The City of Rocklin suggests that in support of SACOG's 2016 MTP/SCS Policy 3 and Recirculated DEIR Mitigation Measure GHG-1, the Town should work with Placer County Transit to establish a bus stop at the Costco project site, and that the Town should assist Placer County Transit with funding to support existing and additional transit services.

There is an existing bus route that serves the vicinity of the project site, using Sierra College Boulevard and turning west on Granite Drive. Currently, Placer County Transit does not operate a bus line along this portion of Sierra College Boulevard in Loomis but does operate a Dial-A-Ride shuttle between Sierra College and the Auburn Transit Station, running along Sierra College Boulevard and Taylor Road. The Town and Costco have committed to funding their fair share of traffic funding to the County and it is a determination of the County how those funds are used (Condition of Approval 76).

In response to a comment from the PCAPCD, a mitigation measure has been added to provide off-site mitigation and avoid emissions above levels recommended by the Air District significance threshold. See the Response to Comment PCAPCD-6.

City of Rocklin-129

The City of Rocklin states that it is difficult to understand why the noise from trains on the Union Pacific Railroad north of Taylor Road are not mentioned or discussed in the Recirculated DEIR.

As stated on 2019 RDEIR page 3.6-4, the Union Pacific Railroad line, which is oriented northeast to southwest and parallel to Taylor Road approximately 1,000 feet northwest of the project site, is an existing source of noise. Interstate 80, which is approximately 750 feet southeast of the project site, is a greater source of existing noise. 2019 RDEIR Section 3.6.2.3 presents the results of the ambient noise-level surveys conducted for the project site. Average daytime hourly noise levels ranged from 57 dBA L_{eq} to 66 dBA L_{eq}, with maximum noise levels between 63 and 83 dBA L_{max}. As discussed in Section 3.6.2.3, noise at the project site is dominated by vehicular traffic on the surrounding roadways, including Brace Road, Sierra College Boulevard, and Interstate 80. In other words, the continuous "roar" of traffic from nearby high-volume roadways drowns out the occasional sound of passing trains.

City of Rocklin-130

The City of Rocklin states that a 25-dBA reduction in sound levels for wooden structures, as presented in Recirculated DEIR noise Impact 3.6-1, can only be achieved by "modern structures," and therefore would not be correct for the older Sierra Meadows Apartment buildings.

As discussed on 2019 RDEIR pages 3.6-12 and 3.6-13, the 25-dBA noise reduction for wooden structures with doors and windows closed is the national average estimated by the U.S. Environmental Protection Agency (EPA) in 1974, for older buildings (EPA 1974, page 78). Modern residential construction and renovation (with insulated windows, door weatherstripping and thresholds, and exterior wall insulation) would be expected to provide an exterior-to-interior noise level reduction of at least 34 dBA with doors and windows closed (FHWA 2011; The Building Performance Centre 2007). The commenter provides no credible evidence that the projected 25-dBA noise reduction would not be achieved at the Sierra Meadows Apartment complex.

The City of Rocklin further states that for ambient noise measurement site LT-1 in the northern portion of the project site, Table 3.6-7 overstates the amount of noise reduction that would be achieved (i.e., 35 dBA rather than 25 dBA).

As the commenter has noted, 2019 RDEIR Table 3.6-7 (page 3.6-12) states that ambient noise monitoring site LT-1 would have a worst-case outdoor construction noise level of 89 dBA Leq and a doors and windows closed noise level of 64 dBA L_{eq}. However, contrary to the commenter's assertion, this is in fact a 25-dBA reduction (89 – 64 = 25).

City of Rocklin-131

The City of Rocklin states that since parking lot sweepers "perform best when parking lots are empty, which means after a store's operating hours, [i]t is difficult to accept that parking lot sweepers at the project site will only operate during the daytime," despite the provisions of Loomis General Plan Noise Policy 17 discussed in Impact 3.6-4.

The project applicant is required to comply with the Town's General Plan Noise Policy 17, which states, "[L]imit the use of leaf blowers, motorized lawn mowers, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise which adversely affects residential areas." Therefore, Impact 3.6-4 states that operation of operation of parking lot

sweepers would only occur during the daytime hours. Mitigation Measure Noise-2 has been revised to clarify this requirement, as shown below:

Mitigation Measure Noise-2: Minimize Operational Noise (All Site Options)

Prior to issuance of a certificate of occupancy, the project applicant shall construct or fund construction of the following improvements to address noise exposure experienced at sensitive receptors during operational hours:

- Construct a 13-foot tall soundwall along the western property boundary of the adjacent Sierra Meadows apartment complex in order to shield first floor sensitive spaces from ~~nighttime~~ truck delivery noise generated by diesel engines and exhaust stacks.
- Install dual pane windows with an STC rating of 35 or higher at second floor apartment units facing the delivery road in order to reduce interior noise levels.
- Construct a 8-foot soundwall along the eastern boundary of the project site at the residential property line ~~to reduce tire center noise~~.
- <u>All truck deliveries entering and exiting the project site between 10pm and 7am are restricted to the exclusive use of the Sierra College Boulevard driveway and shall not use the Brace Road access.</u>
- <u>The operation of parking lot cleaning equipment shall be restricted to the hours between 7am and 7pm.</u>
- <u>Noise-generating parking lot cleaning equipment shall not be used at the same time as noise-generating landscape maintenance equipment within 100 feet of the property line of any occupied residential use.</u>
- <u>Noise-generating parking lot cleaning equipment and noise-generating landscape maintenance equipment shall not be used for more than 5 minutes per hour within 100 feet of the property line of any occupied residential use.</u>
- <u>The tire center doors shall be closed whenever pneumatic wrenches and tire breakers are used, to the maximum extent feasible.</u>

City of Rocklin-132

The City of Rocklin states that Recirculated DEIR Impact 3.6-4 should also discuss the fact that daytime truck deliveries would occur, in addition to nighttime truck deliveries.

Both daytime and nighttime truck deliveries are discussed in Impact 3.6-4 (2019 RDEIR page 3.6-16). As stated therein, warehouse shipments would be received between 2 a.m. and 9 p.m., and would average 10 to 13 trips per day with most deliveries completed by 10 a.m. As also stated on page 3.6-16, five to seven fuel deliveries are anticipated per day on average, and these deliveries may occur any time between 6:00 a.m. and 7:00 p.m. Finally, nighttime deliveries are restricted to use of the Sierra College Boulevard driveway in order to further reduce potential impacts, as set forth in revised Mitigation Measure Noise-2. As impacts will be less than significant with mitigation, no additional restrictions on delivery hours is warranted.

City of Rocklin-133

The commenter claims that the transportation analysis underestimates the proposed project's trip generation.

Refer to the Responses to Comments City of Rocklin-58 through 60, as well as the Response to Comment City of Rocklin-8. As noted in these comments, use of the customized, Costco-specific trip generation data results in a *higher* number of trips using the transportation system than would be predicted using trip rates from the Trip Generation Manual (as published by the Institute of Transportation Engineers). The Transportation Impact Analysis does not "underestimate" trips but rather accounts for a higher number of trips at the study intersections. No revision is needed.

City of Rocklin-134

The commenter shares the opinion that the project could have an impact at additional intersections near the project site.

Refer to the Response to Comment City of Rocklin-75, which identifies transportation infrastructure being implemented in conjunction with project site development. Without the project-implemented infrastructure, additional LOS significant impacts would occur. In addition, the Loomis Costco Transportation Impact Analysis also notes mitigation requirements along Sierra College Boulevard at additional intersections related to queuing (as opposed to LOS) at the signalized study intersections.

In addition to identifying infrastructure needs in the immediate vicinity of the project site, the Loomis Costco Transportation Impact Analysis assessed the impact at multiple off-site locations, including some located miles from the proposed project site that were found to be significantly impacted from a LOS performance perspective. As noted in the Response to Comment City of Rocklin-134, the Loomis Costco Transportation Impact Analysis found that the stop-controlled Sierra College Boulevard/SR 193 intersection operates worse than the Placer County LOS operating goal under existing conditions and that the incremental increase in delay associated with project trips during the weekday PM peak hour represents a significant impact. A similar circumstance was identified at the stop-controlled Taylor Road/Penryn Road (south) intersection where the incremental increase in stop-controlled delay associated with project trips during the weekday AM peak hour represents a significant impact.

The location of identified significant traffic impacts at a given intersection is a function of many factors including, but not limited to, applicable performance criteria, baseline traffic volumes, the number and orientation of site-generated trips, and the traffic control device(s) at the intersection, as well as the amount of capacity available. Development projects can sometimes have greater impacts at intersections located further away from a project site compared to intersections closer to the site as a function of traffic control and/or available capacity. For example, a signalized intersection with capacity for hundreds of additional vehicles located adjacent to a site may not be significantly impacted by the addition of 100 trips associated with site development, whereas a stop-controlled intersection operating at or near its performance threshold could be significantly impacted by the addition of a few trips even though located farther away from the site (adding a left-turn movement to a stop controlled left-turn lane could trigger a level of service change from an acceptable condition to an unacceptable condition if the trips add an incremental amount of delay that changes the level of service).

City of Rocklin-135

The commenter has suggested that the Town should make a good-faith effort to negotiate with the City of Rocklin and Caltrans to implement mitigation outside the Town's control.

The Town is working in good faith to reach an agreement with the affected agencies that would represent a fair-share contribution toward improvements based on the Project's increased traffic volumes to the roadway system. The Town is working in good faith to identify improvements that would be acceptable to the affected agencies.

While the Town of Loomis has worked in good faith to meet all of Rocklin's requests – analytical suggestions, meeting requests, mitigation requests, design changes, additional access options, and other requests – it is not possible to meet the terms of all requests due to safety, the need to optimize access and circulation, feasibility, and related reasons. The record shows extraordinary effort by the Town to cooperate with the City's evolving requests, and to fulfill many of these requests. The Town has agreed to many of the City's requests. See the Responses to Comments City of Rocklin-57, 66, 82, 83, and 143.

Section 5.1.2 of the Loomis Costco TIA identifies transportation infrastructure that Costco will provide in conjunction with site development that includes 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, creating the opportunity to provide traffic signal coordination along the Sierra College Boulevard corridor north of Granite Drive.

The Town will work in good faith with the City of Rocklin and Caltrans to collaboratively develop and implement coordinated traffic signal timing along the Sierra College Boulevard corridor utilizing the conduit and interconnect equipment that would be installed between Brace Road and Granite Drive by the proposed project. A Draft Cooperative Agreement was provided to Caltrans on October 22, 2019, as discussed in the Response to Comment Rocklin-89, and a Draft Agreement Related to Improvements on Sierra College Boulevard was provided to Rocklin on October 21, 2019.

City of Rocklin-136

The commenter recommends that the construction traffic control plan is coordinated with the City of Rocklin.

The Town agrees. The traffic control plan (Mitigation Measure 3.7-4) will be coordinated with the City of Rocklin as some traffic control activity or devices will need to be located within the City limits to maintain vehicular movement and safety during roadway improvement activities. Typically, a project will prepare a traffic control plan following project approval and in conjunction with preparation of final site plans and construction specifications, and will submit the plan to the appropriate jurisdiction for review and approval. The Town of Loomis will keep the City of Rocklin informed of these activities.

City of Rocklin-137

The commenter states that the secondary effects associated with improvements to add a second left-hand northbound turn lane at the I-80 westbound off-ramp have not been evaluated.

The impacts associated with this improvement were characterized in the 2019 RDEIR, where appropriate, although the Town did not separate this improvement from the other physical changes associated with project implementation. Following construction, the additional lanes would not have any substantial effect on the visual character or add light or glare. The analysis of temporary construction-related air pollutant and greenhouse gas emissions effects includes conservative assumptions for the area that could be disturbed by adding the turn lane. The commenter does not identify any specific secondary effects or provide any evidence thereof.

City of Rocklin-138

The commenter suggests routing delivery truck traffic to the Horseshoe Bar Road interchange to address conditions related to future congestion.

The typical delivery time for the Costco warehouse is anticipated to be between 2:00 a.m. and 1:00 p.m., with most deliveries completed before the 10:00 a.m. warehouse opening time, as documented in Section 5.5 of the Loomis Costco Transportation Impact Analysis. As such, the routing of warehouse delivery vehicles would offer only limited (if any) capacity benefit to the study intersections during peak-hour traffic conditions. Further, the Costco warehouse delivery vehicles will be traveling between the Costco Depot site in Tracy, California and the proposed Loomis Costco site (traveling from the south on I-80). Delivery trucks typically follow the most direct route to and from a delivery site and that would involve traveling on Sierra College Boulevard, a designated truck route per the Town of Loomis General Plan Circulation Element, between I-80 and the project site. Routing delivery truck trips north past the Sierra College Boulevard interchange to the Horseshoe Bar Road interchange would create unnecessary out-of-direction travel and increased VMT.

As documented in Section 5.5 of the Loomis Costco Transportation Impact Analysis, the five to seven anticipated Costco fuel deliveries are expected to occur between 6:00 a.m. and 7:00 p.m. These delivery trips are also expected to travel between the fuel distribution source and the proposed project site via I-80 and would also result in unnecessary out-of-direction travel and increased VMT if routed via the Horseshoe Bar Road interchange.

Brace Road is not a designated truck route and has an existing posted weight limit restriction of 6 tons for single axle trucks, 9 tons for single trailer trucks, and 12 tons for trucks pulling two trailers (the weight restriction is related to a bridge structure located east of the project site).

While this would not have an appreciable benefit related to future congestion conditions, rerouting the delivery trucks could have noise impacts on the residential areas along Brace Road.

City of Rocklin-139

The commenter suggests that the analysis underreports impacts related to the proposed fueling station.

Refer to the Response to Comment City of Rocklin-66.

City of Rocklin-140

The City of Rocklin states that the information presented in the Recirculated DEIR project description related to the use of renewable building materials and the purchase of local materials for masonry concrete should be required as mitigation to ensure that energy impacts analyzed in Recirculated DEIR Section 3.8 would be less than significant.

The project applicant is required to adhere to and implement everything that is included as part of the project description contained in the EIR. By definition, the project description includes all of the elements of the proposed project, which is then analyzed for potential environmental impacts in the topic area sections of the EIR. Requiring the EIR to restate everything in the project description as mitigation is unnecessary and redundant.

City of Rocklin-141

The commenter states that cumulative air quality Impact 4.3-2 contains "the same shortcomings regarding construction phase overlaps and differences in modeled emissions between the prior 2018 Draft EIR and the Recirculated DEIR" as identified by the commenter for Impacts 3.3-1, 3.3-2, and 3.3-3.

Please see the Responses to Comments City of Rocklin-33 and 121.

City of Rocklin-142

The commenter states that cumulative GHG Impact 4.3-6 contains "the same shortcomings regarding differences in modeled emissions" identified by the commenter for Impact 3.5-1.

Please see the Response to Comment City of Rocklin-118.

City of Rocklin-143

The commenter has suggested that mitigation for transportation facilities related to the City of Rocklin should include a clause requiring the Town to make a good-faith [effort] to negotiate with the City of Rocklin, Placer County, and Caltrans to fund and implement the identified re-striping and signal optimization.

The traffic control plan will be coordinated with the City of Rocklin as some traffic control activity or devices will need to be located within the City limit to maintain vehicular movement and safety during roadway improvement activities. Typically, a project will prepare a traffic control plan and submit the plan to the appropriate jurisdiction for review and approval. The Town of Loomis will keep Rocklin informed of these activities. As provided on page 3.7-28 of the 2019 RDEIR, "The Town is working in good faith to reach an agreement with the affected agencies that would represent a fair-share contribution toward improvements based on the project's increased traffic volumes to the roadway system." The Town is making efforts to fund/secure the mitigation measures, and has developed agreements, but the impact is considered significant and unavoidable because the Town cannot ensure that other jurisdictions would use the funds received for this purpose or implement the improvements according to any specific timeline. See also the Response to Comment City of Rocklin-57. As noted, the Town of Loomis has worked in good faith to meet all of Rocklin's requests and the Town has made a robust and good-faith effort to cooperate with the City's evolving requests. The Town will continue to work in good faith with the City on such efforts.

City of Rocklin-144

The commenter suggests that the document does not detail the effectiveness of mitigation for intersections 9 and 17 for the cumulative long-term plus project scenario.

The mitigation measures identified for intersections #8 (Sierra College Boulevard/Granite Drive) and #12 (Sierra College Boulevard/Pass Pro Drive-Dominguez Road) address projected LOS and or LOS and queuing impacts. The mitigation measures identified for intersections #9 (Sierra College Boulevard/I-80 WB ramps) and #17 (Granite Drive/Rocklin Road) address queuing impacts. Table 4-20 only summarizes the intersection LOS mitigation analysis results and thus addresses only intersections #8 and #12. 2019 RDEIR Table 4-22 and Table 70 of the Loomis Costco Transportation Impact Analysis address the Cumulative Long-Term Plus Project intersection queue mitigation results and the mitigation effectiveness at intersections #9 and #17.

City of Rocklin-145

The City of Rocklin opines it is highly likely individuals outside of Loomis will seek employment at the new Costco warehouse and choose to relocate closer to their employment.

Neither the City nor the Town are in a position to speculate as to the future location of residence for employees of the proposed project. However, the 2019 RDEIR includes assumptions related to the location of the residences of future employees to the extent that they relate to potential adverse environmental effects. For example, as detailed in the 2019 RDEIR and this FEIR, the air quality and greenhouse gas emissions analysis uses conservative assumptions related to the length of employee trips. The noise analysis is informed by assumptions regarding the direction of travel that is needed for the detailed transportation noise included in the 2019 RDEIR. As discussed in the 2019 RDEIR, project operation would require an average daily workforce of 170 full-time employees. As of September 2019, the unemployment rate for Placer County was estimated at 2.6 percent, with the total number of unemployed persons looking for a job estimated at 6,400. As of April 2020, the unemployment rate was 13.3 percent (EDD 2020). If the Town were to try to predict future unemployment rates, this would be entirely speculative, and the commenter has not provided any evidence to support the opinion. While it is possible that future households with one or more employees of the project could make decisions to move from Loomis or to Loomis, this possible future activity does not represent a reasonably foreseeable potentially significant adverse environmental effect of the proposed project. See pages 5-3 and 5-4 of the 2019 RDEIR for more information.

City of Rocklin-146

The City of Rocklin notes the Recirculated DEIR did not address the impact of additional traffic on Sierra College Boulevard and other nearby roadways and how that affect's Rocklin Fire's response model. The City of Rocklin further states that issues with the development could potentially affect law enforcement within the City of Rocklin from traffic generated and associated congestion.

See Section 3.7 of the 2019 RDEIR, which addresses traffic congestion comprehensively. The Town is coordinating with the South Placer Fire District to ensure appropriate service to the project site, and the applicant will fund fire protection services through a Zone of Benefit or Developer Agreement with South Placer Fire District. That ongoing funding mechanism will be determined between those two parties and will be implemented per the terms of the agreement (see Condition of Approval 79). See Section 4.3.6 of the 2019 RDEIR – as shown, regional growth (without the project) will create congested conditions at several intersections in the vicinity of the project site. The incremental changes to future congested conditions are also described comprehensively in this section, along with feasible mitigation. Regional growth is accompanied by changes to emergency service provision, and there is no reasonably foreseeable adverse potentially significant impact to the environment that would be caused by the project related to emergency services. Emergency service providers have the ability to move through traffic, as necessary, to access properties in the vicinity of the project site and will be able to do so in the future, as well. While regional growth may cause additional congestion in the future, this does not necessarily directly relate to future increases in traffic accidents. While commenter speculates that accidents will increase, the commenter has provided no evidence in support. The drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to California Vehicle Code Section 21806. This section of the Vehicle Code states that drivers in California must yield to emergency vehicles. As described in the decision in *City of Hayward et al. v. Board of Trustees of the California State University* (Cal. Ct. App., May 30, 2012), increased demand for public services is not an environmental impact.

City of Rocklin-147

The City of Rocklin notes that the Alternatives chapter of the Recirculated DEIR states that Opportunity Site 1 would be inconsistent with the Loomis General Plan Community Design Element Policy 3 because placement of a new Costco facility at this location would be out of context with the existing historic downtown commercial district. The City of Rocklin further states that the same inconsistency issues occur with the proposed location of the Costco.

Unlike Alternative Opportunity Site 1, the proposed project would not be located in the historic downtown commercial district. Thus, the proposed project would not be inconsistent with Loomis General Plan Community Design Element Policy 3.

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3.3.2.2 Letter Placer County, Leigh Chavez, Principal Planner/Environmental Coordinator, February 10, 2020

Letter Placer County

COUNTY OF Placer

February 10, 2020

Town of Loomis
c/o Costco Comments
3665 Taylor Road
PO Box 1330
Loomis, CA 95650

via email: costcocomments@loomis.ca.gov

Subject: Placer County Comments on the Loomis Costco Recirculated Draft Environmental Impact Report

Dear Mr. Hauge:

Placer County appreciates the opportunity to engage at this stage in the process. After reviewing the submitted information, the County offers the following comments for your consideration regarding the proposed project: — Placer County-1

Placer County Flood Control and Water Conservation District
The following comment was not addressed and is repeated from the District's comment letter dated July 26, 2018 regarding the DEIR. The applicant has indicated within Section 5.3.2.4 entitled Hydrology and Water Quality that the proposed project will mitigate for increases in surface runoff by reducing stormwater runoff rates to 90 percent of the pre-developed condition for the 10-year and 100-year storm events. Please discuss how this will be accomplished (i.e., through underground or above ground detention, etc.). Please also confirm the current site plan provides the footprint area needed for the proposed detention facilities. The District noted there are no detention facilities shown on Figure 2-7 entitled Utility Plan or Figure 2-10 entitled Drainage. — Placer County-2

The District has conferred with the Placer County floodplain administrator and determined that the new FEMA floodplain mapping dated November 2, 2018, should be considered the most current best available information as this development moves forward. This new FEMA mapping became effective (final) on November 2, 2018. Please update the Flood Insurance Rate Map (FIRM) effective date reference within Section 5.3.2.4.4 entitled Flooding Hazards. — Placer County-3

Health & Human Services Environmental Health Division
The results of the initial sampling event, as summarized in the "Supplemental Phase II Environmental Site Assessment", dated March 19, 2018, prepared by Kleinfelder, indicates that surface soil at the site is impacted with elevated levels of arsenic and lead above human health screening levels. Based on the elevated arsenic and lead concentrations, this project will be referred to the California Department of Toxic Substances Control (DTSC) Voluntary Cleanup program for further review and/or assessment. The project is currently in the DTSC Voluntary Cleanup program (Envirostor Number 60002680, Site Code 102354) and shall obtain a "No Further" Action letter from DTSC prior to development. — Placer County-4

The bio retention/stormwater collection area located at the north end of the property will be approximately 25 feet from a public water well serving the Sierra Meadows Apartments which is — Placer County-5

Planning Division ▪ 3091 County Center Drive, #190 ▪ Auburn, CA 95603
(530) 745-3000 office ▪ (530) 745-3080 fax ▪ planning@placer.ca.gov

permitted by Placer County Environmental Health. As part of a permitted public water system this water well is subject to state requirements including maintaining adequate setbacks from potentially contaminating activities. A 50-foot control zone around a public well is important to prevent any contaminating activities from occurring nearby. Setbacks between a water well and potentially contaminating activities are outlined in California's Water Well Standards, Bulletin 74-81 and 74-90. The minimum separation distance between a sewer (sanitary or storm) and a water well source is 50 feet. Should this development occur, the Sierra Meadows Apartments public well would be out of compliance with this setback. The runoff entering the retention area will not only potentially contain oil, gasoline and antifreeze from the parking lot, but could also contain other hazards such as brake dusts and cleaning chemicals from the tire shop which will be approximately 70 feet away from the wellhead. The Water Well Standards describe that adequate setbacks should be maintained between a water well and areas with storage and preparation of chemicals. Placer County-5 (Cont.)

Placer County Environmental Health consulted with State Water Resources Control Board Division of Drinking Water regarding the effects this development may have on the Sierra Meadows Apartments public water system. The presence of stormwater runoff collecting into an area that is partially unlined poses a risk to the water quality of the public well. A contaminated water well would require the installation and monitoring of a treatment system or possibly the construction of a new public water well which can meet all requirements. Connection to a publicly treated water supply, in this case, Placer County Water Agency, would eliminate the potential hazards posed by the Costco Development on this small public water system. Placer County-6

Lastly, there will be conditions of approval for this project from Placer County Environmental Health. Environmental Health should be notified at the appropriate time for submission of this department's conditions of approval for the project. Placer County-7

Thank you again for the opportunity to comment on the Recirculated Draft Environmental Impact Report for the Loomis Costco project.

Should you have any questions, please contact Leigh Chavez, Environmental Coordinator at lchavez@placer.ca.gov or 530-745-3077.

Sincerely,

LEIGH CHAVEZ, PRINCIPAL PLANNER
ENVIRONMENTAL COORDINATOR

Letter PLACER COUNTY Response	Placer County Leigh Chavez, Principal Planner/Environmental Coordinator February 10, 2020

Placer County-1

The commenter states that Placer County appreciates opportunity to engage at this stage in the process.

The Town appreciates the County's detailed review of the environmental documentation and participation throughout the scoping, analysis, and documentation phases of the environmental review.

Placer County-2

The commenter states that Recirculated DEIR Section 5.2.3.4, "Hydrology and Water Quality," indicates that the proposed project will mitigate for increases in surface runoff by reducing stormwater runoff rates to 90 percent of the pre-developed condition for the 10-year and 100-year storm events, and requests a description as to how this will be accomplished (i.e., through underground or above ground detention, etc.). The commenter also requests confirmation that the current site plan provides the entire footprint area for the proposed project because no detention facilities are shown on Figure 2-7 or Figure 2-10.

A drainage plan is shown in Figure 2-10 on page 2-23 of the 2019 RDEIR, including the location of conveyance pipes, bio-swales, and bio-retention areas. Section 5.3.2.4.2 of the 2019 RDEIR analyzes impacts related to alteration of drainage patterns comprehensively. As stated on pages 5-12 and 5-13, the project applicant would prepare and submit final drainage plans to the Town of Loomis for review consistent with requirements of Chapter 14.36 of the Loomis Municipal Code. The drainage plan would demonstrate how on-site runoff would be appropriately contained and conveyed through the project site before being discharged into the off-site drainage systems. An accurate calculation of pre- and post-project runoff scenarios would be included in the drainage plans that accurately evaluates potential changes to runoff, including increased surface runoff, and demonstrates that stormwater runoff rates at each point of discharge from the project site are reduced to 90% of the pre-development runoff rate for the 10-year and 100-year storm events pursuant to the *Placer County Stormwater Management Manual* (Placer County Flood Control and Water Conservation District 1994) site design measures. The drainage plan would be reviewed by the Town to ensure protection from flooding and reduce downstream flooding. All measures to reduce the project's stormwater rate and volume would be located on the project site.

Placer County-3

The commenter notes that new FEMA floodplain mapping dated November 2, 2018 should be considered as the most current best available information and Recirculated DEIR Section 5.3.2.4.4 should be updated accordingly.

The 2018 FEMA floodplain mapping shows that the project site is not in the 100-year floodplain. Please see Figure 3-12.

Figure 3-12. Floodplain and the Project Site

Source: Federal Emergency Management Agency 2020

Placer County-4

The commenter notes that due to elevated concentrations of arsenic and lead, the proposed project will be referred to the California Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program for further review. The commenter further notes that the proposed project is currently in the DTSC Voluntary Cleanup Program, and the proposed project must obtain a "No Further Action" letter from DTSC prior to development.

The Town will obtain a "No Further Action" letter from DTSC prior to development.

Placer County-5

The comment states that a bio retention/stormwater collection area that is proposed to be located at the north end of the property (as part of the proposed project) will be approximately 25 feet from a public water well serving the Sierra Meadows Apartments. The comment further states that based on "California's Water Well Standards," Bulletins 74-81 and 74-90, the minimum separation distance between a sewer (sanitary or storm) and a water well source is 50 feet. Therefore, implementation of the proposed project would result in the Sierra Meadows Apartments' public well becoming out of compliance with the 50-foot setback.

As described in Chapter 2 of this FEIR, the proposed project has been modified to include a 50-foot setback from the 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 (DWR 1981, 1991), to maintain a minimum separation distance between the well and any potentially contaminating activities associated with the project, in consultation with the Placer County Environmental Health Department.

The comment further states that the project's runoff entering the retention area will not only potentially contain oil, gasoline, and antifreeze from the parking lot, but could also contain other hazards such as brake dusts and cleaning chemicals from the tire shop, which will be approximately 70 feet away from the wellhead.

The extensive proposed landscaped biotreatment planters in the vicinity of the Sierra Meadows Apartments would capture and treat stormwater runoff from the parking area at the side of the building, to ensure that project-site stormwater does not reach the apartment complex or its water well. As shown on 2019 RDEIR Figure 2-9, "Utility Plan," (page 2-21) and Figure 2-10, "Drainage," (page 2-23), the tire sales and installation area would be located on the southeast side of the proposed Costco building, nearly 200 feet from the Sierra Meadows Apartments' water well. As also shown on these figures, oil and grease separators would be installed underground at the tire center, and in several other locations at the project site, as required by municipal stormwater permits issued by the State Water Resources Control Board, in order to capture and retain any minor amounts of urban pollutants that may be present on the pavement before they enter the surface biotreatment areas. The on-site biotreatment facilities have been designed to meet the County's MS4 stormwater permit requirements. After biotreatment, storm water would be collected underground and directed into the existing storm drainage system.

As noted in the "Loomis General Plan Technical Background Report" (Town of Loomis 2001, page 47), distinct groundwater aquifers do not exist in the planning area due to the presence of shallow decomposed granitic soils and dense bedrock. Limited quantities of groundwater can provide a limited domestic household water supply within alluvial material of ancient buried stream channels, and along fractures buried deep underground within the bedrock. As further discussed under "Groundwater Supplies and Recharge" on 2019 RDEIR page 5-13, the geotechnical study prepared for the proposed project determined that the upper 10–20 feet of on-site soils consist primarily of silty sand overlying bedrock, and the depth to groundwater on the project site is more than 50 feet below the ground surface. Although seasonal perched shallow groundwater was observed within these sandy soils above the bedrock, on-site soil conditions prevent this seasonal perched shallow groundwater from infiltrating into the groundwater bearing zone. Thus, the on-site biofiltration planters have only been designed to function to a depth of approximately 2 feet below the ground surface; below that depth, bedrock prevents further percolation of stormwater to the groundwater. Therefore, stormwater that is captured and treated by the proposed biofiltration planters would not percolate to the groundwater that is used by Sierra Meadows.

Therefore, with the modification to the proposed project to include a 50-foot setback from the Sierra Meadows water well, and adherence to the County's MS4 permit requirements, operation of the proposed project would be sufficiently protective of water quality.

Placer County-6

The comment states that the presence of stormwater runoff from the proposed project collecting into an area that is partially unlined poses a risk to the water quality of the public well serving the

Sierra Meadows Apartments, and states that Placer County consulted with the State Water Resources Control Board Division of Drinking Water regarding the proposed effects on the well.

Please see the Response to Comment Placer County-5.

The comment further notes that if Sierra Meadows were to install a connection to a publicly treated water supply, in this case, Placer County Water Agency, the potential hazards posed by the Costco Development on the apartments' water system would be eliminated.

The Town notes that this comment by Placer County is directed towards Mr. Auguscik, the owner of Sierra Meadows Apartments, and is excerpted from a letter sent by the County to Mr. Auguscik dated February 6, 2020 suggesting that he retains the option to connect his water supply for Sierra Meadows Apartments to the adjacent existing Placer County Water Agency water supply line. Please see the Response to Comment Placer County-5.

Placer County-7

The comment states that conditions of approval will be required for the proposed project from the Placer County Environmental Health Department, and the Department should be notified at the appropriate time.

The Town will adhere to the conditions of approval as required by Placer County. Mitigation Measure HAZ-1 requires the project applicant to retain a licensed contractor to remove the domestic well within the Costco property in accordance with applicable local, state, and federal regulations, including those implemented by Placer County Environmental Health.

3.3.2.3 Letter Placer County Air Pollution Control District, Laura Moore, Air Pollution Control Specialist, February 10, 2020

Letter PCAPCD

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placerair.org
Erik C. White, Air Pollution Control Officer

February 10, 2020

Anders Hauge
Town of Loomis
3665 Taylor Road
P.O. Box 1330
Loomis, CA 95650

Subject: Review of Recirculated Draft Environmental Impact Report for the Loomis Costco Project (SCH#2017052077)

Dear Mr. Hauge:

The Placer County Air Pollution Control District (District) thanks you for the opportunity to review and comment on the Recirculated Draft Environmental Impact Report (RDEIR) prepared for the proposed Loomis Costco Project (Project). The District has the following comments on the Project's RDEIR for your consideration: PCAPCD-1

1. The District believes that the current method of calculating project trip generation may underestimate the total number of new trips generated by the proposed Project, which could therefore alter the VMT as well as the relevant air pollutants and greenhouse gases (GHG) emission values. The District recommends a more conservative approach to calculating the trips generated by the Project.

   Currently, the RDEIR identifies that the Costco will generate a total of 12,290 daily trips to the region[1]. It also states that only 8.7% of daily trips would be considered "new" to the region's roadways, based on the forecast that Costco membership is expected to increase by 8.7%[2]. Therefore, the RDEIR identifies that a total of 1,065 daily trips will result from the proposed Project. However, membership growth rate may not be synonymous with the trip growth rate associated with the proposed Project. PCAPCD-2

   The RDEIR identifies that 31% of existing members at the Roseville Costco would likely shift to shopping at the proposed Loomis store, due to shorter travel time and/or convenience[3]. Accordingly, it can be assumed that 31% of total trips existing at the Roseville store (3,367

[1] Loomis Costco RDEIR, Appendix E. Traffic Study; Section 5.6.2. Trip Generation and Trip Length. Table 15. Page 94.
[2] Loomis Costco RDEIR, Appendix E. Traffic Study; Section 5.6.2. Trip Generation and Trip Length. Page 94.
[3] Loomis Costco RDEIR, Appendix E. Traffic Study; Section 5.6.3. VMT Projection. Page 96.

trips) would likely be shifted to the proposed Loomis store. Considering that 3,367 of the total trips are preexisting on the region's roadways, and the RDEIR anticipates a total of 12,290 trips generated, the new daily trips generated by the proposed Loomis warehouse would be 8,923 (12,290 – 3,367 = 8,923), which is more than the total of 1,065 new daily trips identified by the RDEIR.

The District recommends that the RDEIR revisits the method used to identify the new daily trips generated by the proposed Project, not only from the proposed Loomis Costco but also from the existing Roseville warehouse. Based on the revised amount of new daily trips, the RDEIR should recalculate the relevant net VMT, as well as the related air pollutants and GHG emissions, from the proposed project. Accordingly, the RDEIR should identify any necessary mitigation measures to minimize the project-related air pollution and GHG emission impacts

The District's approach is explained in more detail in the attached document (Attachment C).

PCAPCD-2 (Cont.)

2. The RDEIR includes an estimated health risk from the fueling station's operations, based on a gasoline dispensing facility designed with a maximum of fifteen (15) product dispensers with thirty (30) gasoline dispensing nozzles and an annual gasoline dispensing throughput of 20,000,000 gallons per year. The proposed fueling station's operational throughput will be applied to the future District Authority to Construct / Permit to Operate that the applicant will be required to obtain prior to construction and operation, as referenced on page 3.3-25 of Chapter 3.3 of the RDEIR. The District recommends that the Town of Loomis (Loomis) include the annual dispensing throughput as an operational permit condition. This condition would provide assurance to neighboring residents and businesses that any future gasoline dispensing modifications, including increases in annual throughput or equipment, would require approval by Loomis and the District.

   In the absence of this recommended condition, the fueling station operator would have the option to apply for an increase in the dispensing throughput limit contained in the District permit that would only consider the emissions from the gasoline dispensing equipment (excluding traffic and other emissions) because that is the extent of an Air District's jurisdiction on such matters. Based on the proposed size of the facility, including the sizes of the underground storage tanks and the number of dispensers and nozzles, it would not be unreasonable for the facility to propose a future increase in throughput.

PCAPCD-3

3. In comparing Table 3.3-5[4] in the RDEIR with the Operational Emissions Summary Table in Appendix B: Air Quality[5], District staff noted a discrepancy in "footnote a". While the data in

PCAPCD-4

[4] Loomis Costco RDEIR, Chapter 3.3. Air Quality; Table 3.3-5. Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors. Page 3.3-18.
[5] Loomis Costco RDEIR, Appendix B. CalEEMod Air Quality Emissions Modeling and Health Risk Assessment. Operational Emissions

the two tables is consistent, "footnote a" in Table 3.3-5 indicates that the operational emissions were modeled for year 2020, and "footnote a" in Appendix B's Operational Emissions Summary Table states that the operational emissions were modeled for year 2018.

The District recommends that Project staff review the data presented from CalEEMod to ensure that the model year is correctly represented in both tables, as a change in the modelling year used can alter emission results.

PCAPCD-4 (Cont.)

4. It appears that the total daily air pollutant emissions for mobile sources, as shown in Table 3.3-5 of the RDEIR[6], only accounts for emissions produced by delivery trucks within Placer County. The mobile emissions from Table 3.3-5 and Appendix B[7] are summarized below for comparison and the full tables are attached.

   Data from Table 3.3-5. Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors:

	ROG	NOx	PM_{10} (Total)
Mobile	5.03	36.76	12.19

   Data from Appendix B: Air Quality. Emissions due to Delivery Trucks and TRU's:

	ROG	NO_x	PM_{10} (Total)
Within Placer County Air Pollution Control District	0.279	5.684	0.160
Within Sacramento Metropolitan Air Quality Management District	0.846	18.314	0.471
Within San Joaquin Valley Air Pollution Control District	0.825	18.405	0.422
Total	**1.95**	**42.403**	**1.053**

   It is clear from comparing the NO_x values in both tables that Table 3.3-5 does not include emissions generated in all three air districts, since the total NO_x from exclusively Delivery Trucks and TRU's across districts surpasses the NO_x from Mobile Sources presented in Table 3.3-5, which includes Delivery Truck and TRU emissions in addition to emissions from daily customer trips, daily worker trips, and idling of vehicles in queue at the fueling center.

   The District recommends that the RDEIR clarifies that the mobile emissions summarized in

PCAPCD-5

Summary. Page 6.
[6] Loomis Costco RDEIR, Chapter 3.3. Air Quality; Table 3.3-5. Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors. Page 3.3-18.
[7] Loomis Costco RDEIR, Appendix B. CalEEMod Air Quality Emissions Modeling and Health Risk Assessment. Delivery Trucks and TRU On-Road Emissions, Phase II Mobile Emissions. Page 11.

Table 3.3-5 only include emissions generated within Placer County. Furthermore, the District suggests that further explanation be included regarding how the summarized numbers are derived. For example, how much each type of mobile source contributes to the total emission value, and what type of model was used to derive the values.

PCAPCD-5 (Cont.)

5. The District recommends that the RDEIR include Off-Site Mitigation Measures to help mitigate the impact of Greenhouse Gas (GHG) Emissions described in Chapter 3.5, Greenhouse Gases, of the RDEIR. As described in Appendix F of the District's CEQA Handbook[8], the off-site mitigation measure for GHG emissions can be implemented by one of the following methods:

    1) the applicant can propose their own off-site mitigation project which generates carbon credits equivalent to the anticipated emission reductions and is implemented by an approved protocol from California Air Pollution Control Officers Association (CAPCOA), California Air Resources Board, or other similar entities determined acceptable by the District, **or**

    2) the applicant can purchase carbon credits from the CAPCOA GHG Reduction Exchange Program[9], American Carbon Registry (ACR), Climate Action Reserve (CAR), or other similar carbon credit registry as determined acceptable by the District.

    The District encourages the applicant to consider generating or purchasing local and California-only carbon credits as the preferred mechanism to implement the off-site mitigation measure for GHG emissions which facilitates the State to achieve the GHG emission reduction goal. The District will assist lead agencies with reviewing and verifying that the carbon credits, from either the proposed off-site mitigation projects or from the certification of purchase credits from selected carbon credit registries. The District will ensure the credits are retired.

PCAPCD-6

Thank you again for the opportunity to review and comment on the RDEIR. If you have any questions, please feel free to contact me at 530-745-2376 or lmoore@placer.ca.gov.

Sincerely,

Lauren Moore

Lauren Moore
Air Pollution Control Specialist

8 PCAPCD 2017 CEQA Handbook, Appendix F. https://placerair.org/1801/CEQA-Handbook
9 CAPCOA Greenhouse Gas Reduction Exchange (GHG Rx). http://www.ghgrx.org/

Planning & Monitoring Section
Placer County Air Pollution Control District

Cc: Yushuo Chang, Planning & Monitoring Section Manager
Ann Hobbs, Associate Planner

Attachments: A. RDEIR Table 3.3-5. Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors

B. RDEIR Phase II Mobile Emissions Table (Appendix B)

C. Placer County Air Pollution Control District Approach to Calculating Generated Trips

PCAPCD-7

Attachment A:

RDEIR Table 3.3-5. Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors

Table 3.3-5. Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors [a]

Emissions Source	Daily Emissions (lb/day)		
	VOC	NO_X	PM_{10}
Area	4.00	0.00092	0.00036
Energy	0.06	0.51	0.04
Mobile [b]	5.03	36.76	12.19
Evaporative (from fueling center operations)	28.05	0.00	0.00
Total Daily Operational Emissions [c]	**37**	**37**	**12**
PCAPCD Thresholds of Significance	**55**	**55**	**82**
Exceeds Thresholds?	**No**	**No**	**No**

Notes:

lb/day = pounds per day; NO_X = oxides of nitrogen; PCAPCD = Placer County Air Pollution Control District; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; TRUs = transport refrigeration units; VOC = volatile organic compound

See Appendix B for detailed modeling assumptions, outputs, and results. The trip rates and lengths in CalEEMod were adjusted so that the total net travel demand (vehicle miles traveled, or "VMT") matches the project-specific estimates and delivery and queuing-related emissions were estimated outside of CalEEMod.

[a] Operational emissions were modeled for year 2020.

[b] Mobile emissions include those from daily customer and worker trips, daily trips and on-site idling of warehouse and fueling center delivery trucks and associated TRUs, and idling of vehicles in queue at the fueling center.

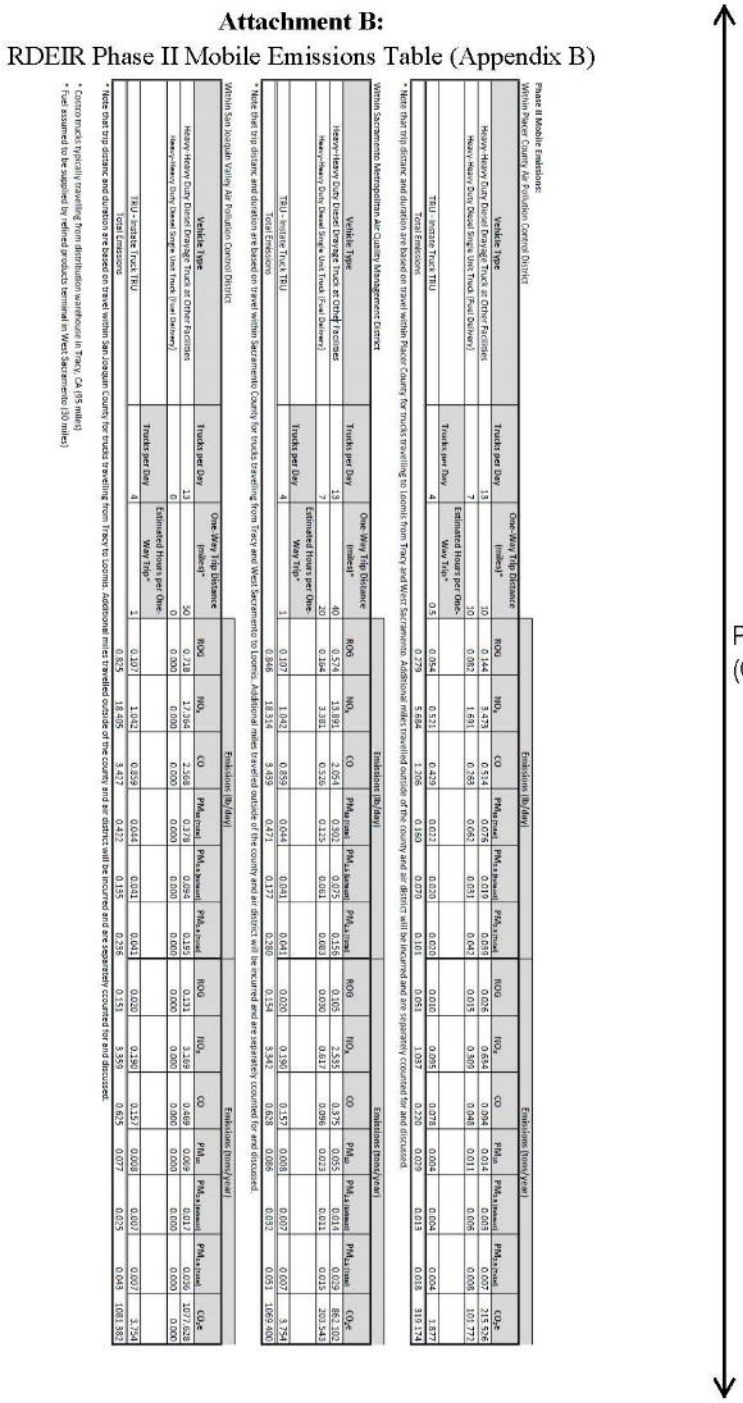
[c] Total emissions may not add correctly due to rounding.

Source: Data compiled by AECOM in 2019

PCAPCD-7 (Cont.)

Attachment B:

RDEIR Phase II Mobile Emissions Table (Appendix B)



Phase II Mobile Emissions

Within Placer County Air Pollution Control District

Vehicle Type	Trucks per Day	One-Way Trip Distance (miles)*	Emissions (lb/day)								Emissions (tons/year)							
			ROG	NO_x	CO	PM_{10} (total)	$PM_{2.5}$ (exhaust)	$PM_{2.5}$ (total)	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$ (exhaust)	$PM_{2.5}$ (total)	CO_2e
Heavy-Heavy Duty Diesel Dump Truck at Other Facilities	13	30	0.144	3.373	0.514	0.076	0.019	0.039	0.026	0.614	0.094	0.014	0.003	0.007	315.526
Heavy-Heavy Duty Diesel Single Unit Truck (Fuel Delivery)	7	10	0.082	1.691	0.293	0.043	0.011	0.022	0.015	0.309	0.048	0.011	0.006	0.008	161.772
		Estimated Hours per One-Way Trip*													
	Trucks per Day														
TRU - Instate Truck TRU	4	0.5	0.054	0.521	0.429	0.022	0.020	0.020	0.010	0.095	0.078	0.004	0.004	0.004	1.877
Total Emissions			0.279	5.684	1.206	0.150	0.070	0.101	0.051	1.017	0.220	0.029	0.013	0.018	319.174

* Note that trip distance and duration are based on travel within Placer County for trucks travelling to Loomis from Tracy and West Sacramento. Additional miles travelled outside of the county and air district will be incurred and are separately counted for and discussed.

Within Sacramento Metropolitan Air Quality Management District

Vehicle Type	Trucks per Day	One-Way Trip Distance (miles)*	Emissions (lb/day)								Emissions (tons/year)							
			ROG	NO_x	CO	PM_{10} (total)	$PM_{2.5}$ (exhaust)	$PM_{2.5}$ (total)	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$ (exhaust)	$PM_{2.5}$ (total)	CO_2e
Heavy-Heavy Duty Diesel Dump Truck at Other Facilities	13	40	0.574	13.491	2.054	0.302	0.075	0.156	0.105	2.535	0.375	0.055	0.014	0.029	862.102
Heavy-Heavy Duty Diesel Single Unit Truck (Fuel Delivery)	7	20	0.164	3.381	0.526	0.125	0.061	0.083	0.030	0.617	0.096	0.023	0.011	0.015	203.543
		Estimated Hours per One-Way Trip*													
	Trucks per Day														
TRU - Instate Truck TRU	4	1	0.107	1.042	0.859	0.044	0.041	0.041	0.020	0.190	0.157	0.008	0.007	0.007	3.754
Total Emissions			0.846	18.514	3.439	0.471	0.177	0.280	0.154	3.342	0.628	0.086	0.032	0.051	1069.400

* Note that trip distance and duration are based on travel within Sacramento County for trucks travelling from Tracy and West Sacramento to Loomis. Additional miles traveled outside of the county and air district will be incurred and are separately accounted for and discussed.

Within San Joaquin Valley Air Pollution Control District

Vehicle Type	Trucks per Day	One-Way Trip Distance (miles)*	Emissions (lb/day)								Emissions (tons/year)							
			ROG	NO_x	CO	PM_{10} (total)	$PM_{2.5}$ (exhaust)	$PM_{2.5}$ (total)	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$ (exhaust)	$PM_{2.5}$ (total)	CO_2e
Heavy-Heavy Duty Diesel Dump Truck at Other Facilities	13	50	0.718	17.304	2.568	0.378	0.094	0.193	0.131	3.169	0.469	0.069	0.017	0.036	1077.628
Heavy-Heavy Duty Diesel Single Unit Truck (Fuel Delivery)	0	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Estimated Hours per One-Way Trip*													
	Trucks per Day														
TRU - Instate Truck TRU	4	1	0.107	1.042	0.859	0.044	0.041	0.041	0.020	0.190	0.157	0.008	0.007	0.007	3.754
Total Emissions			0.825	18.405	3.427	0.422	0.135	0.234	0.151	3.359	0.625	0.077	0.025	0.043	1081.382

* Note that trip distance and duration are based on travel within San Joaquin County for trucks travelling from Tracy to Loomis. Additional miles travelled outside of the county and air district will be incurred and are separately counted for and discussed.

* Costco trucks typically travelling from distribution warehouse in Tracy, CA (85 miles)

* Fuel assumed to be supplied by refined products terminal in West Sacramento (30 miles)

PCAPCD-7
(Cont.)

Attachment C:
Placer County Air Pollution Control District Approach to Calculating Generated Trips

PCAPCD-7 (Cont.)

Placer County Air Pollution Control District Approach for Calculating New Trips generated by the Proposed Loomis Costco

According to the RDEIR, there are estimated to be a total of 10,860 Daily Trips[1] to the existing Roseville Costco, as summarized in the table below:

Table 1. Estimated Daily Costco VMT for Existing Roseville Costco.

Trip	Daily Trips
Primary Trips	3,815
Pass-by Trips	3,620
Diverted Trips	3,425
Total	**10,860**

Additionally, the "total average daily trip generation for the Project is approximately 12,290 trips" [2]. The trips are detailed in Table 12: Proposed Loomis Costco Trip Generation Estimate[3], summarized here:

Trip	Weekday Daily Trips
Primary Trips	4,330
Pass-by Trips	*4,090*
Diverted Trip Trips	*3,870*
Total Trips Generated	**12,290**

PCAPCD-7 (Cont.)

Furthermore, the RDEIR states that based on "Costco membership data, an estimated 31 percent of existing Roseville Costco members are located north of the project site"[4]. The RDEIR concludes that at least 31% of existing Roseville Costco members would transfer "to the project site [Loomis] out of convenience/shorter travel distance"[4]. Therefore, it can be assumed that 31% of the current total daily trips to the existing Roseville Costco will be shifted to the new Loomis Costco.

Accordingly, 31 percent of existing Costco members would be equivalent to at least 3,367 trips (10,860 * 31% = 3,367), leaving a remainder of 7,493 trips (10,860 * 69% = 7,493) going to the existing Roseville store.

	Roseville Costco Members
31% of Members (shift to Loomis)	3,367
69% of Members (remain in Roseville)	7,493
Total Current Members	**10,860**

[1] Loomis Costco RDEIR, Appendix E. Traffic Study; Table 16: Estimated New Costco Daily VMT for Roseville Site. Page 95.
[2] Loomis Costco RDEIR, Appendix E. Traffic Study; Section 5.6.2 Trip Generation and Trip Length. Page 93.
[3] Loomis Costco RDEIR, Appendix E. Traffic Study; Section 5.2.3 Trip Generation Estimate. Page 60.
[4] Loomis Costco RDEIR, Chapter 3.7. Transportation and Traffic. Page 3.7-23.

Therefore, it can be said that 3,367 of the total 12,290 trips generated by the proposed Loomis Costco are preexisting on the region's roadways. In other words, the new trip generation for the proposed Loomis Costco is the total number of expected trips (12,290) minus the preexisting trips shifting from the Roseville Costco, which comes to a total of 8,923 trips (12,290 – 3,367 = 8,923).

Since 31% of existing Roseville members shift to the Loomis Costco, new members are expected to join the Roseville Costco. The RDEIR estimates an overall 8.7 percent growth in membership for the region, as stated in Section 3.7.5.3 Significant Impact: "The Costco market projections estimate a total regional membership of 104,200 for both the Roseville and Loomis warehouses. Of these members 9,100 are projected to be new members (approximately 8.7 percent of the total membership)"[5]. As portions of existing Roseville members shift to the new Loomis Costco Store, new members will join the Roseville Costco store as projected membership growth (8.7% growth). These new members will generate new trips in addition to the existing trips from the remaining members at the Roseville Costco store, resulting in an increase of 652 trips (7,493 * 8.7% = 652) at the Roseville site.

PCAPCD-7 (Cont.)

Therefore, the proposed Loomis Costco store is projected to result in new trips from the growth of the members remaining at the Roseville Costco (652), in addition to the new trips projected for the Loomis Costco (8,923), as follows:

	Trips
New Trips Generated at Loomis Costco	8,923
New Trips Generated at Roseville Costco	652
Total New Trips	**9,575**

[5] Loomis Costco RDEIR, Chapter 3.7. Transportation and Traffic. Page 3.7-22.

Letter PCAPCD Response	Placer County Air Pollution Control District Laura Moore, Air Pollution Control Specialist February 10, 2020

PCAPCD-1

The Air District thanks the Town for the opportunity to review and comment on the Recirculated DEIR.

This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted

PCAPCD-2

The Air District believes that the method of estimating trip generation for the proposed project may underestimate the total number of trips generated, and that this may affect the VMT estimate and associated air pollutant and greenhouse gas emissions estimates.

The Air District's comments are appreciated and acknowledged. A VMT sensitivity analysis was prepared in response to the comments, as documented in detail in Appendix B to this FEIR.

The sensitivity analysis addresses the Air District's request for additional analysis. The additional requested analysis, consistent with the 2019 RDEIR, identifies VMT associated with new daily trips generated by the proposed Loomis Costco and also examines the VMT implications for the Loomis Costco at the existing Roseville Costco. The net VMT was calculated using the identified daily trips for both the Loomis Costco and Roseville Costco sites following the Air District's recommended approach for calculating new trips generated by the proposed Loomis Costco, as documented in Attachment C to the February 10, 2020 Air District letter.

The supplemental VMT sensitivity assessment prepared to support this FEIR found that the net VMT increase attributable to the project – considering both the new Loomis Costco and the change in Roseville Costco trip-making – was less than the VMT increase identified in the 2019 RDEIR. As such, the 17,865 VMT estimate presented in the 2019 RDEIR is conservative, and likely overestimates the actual net VMT increase attributable to the project. Please see Appendix B to this FEIR for more detail.

PCAPCD-3

The Air District recommends the Town include the annual dispensing throughput as an operational permit condition in the District Authority to Construct/Permit to Operate. The District further states the condition would provide assurance to neighboring residents and businesses.

While this comment is not related to the adequacy of the EIR for addressing environmental effects associated with the project, this comment has been included in this FEIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

PCAPCD-4

The Air District details a discrepancy between Table 3.3-5 and the Operational Emissions Summary Table in Appendix B: Air Quality. Table 3.3-5 indicates operational emissions were modeled for year 2020 and Appendix B's operational emissions summary table indicated operational emission were modeled for year 2018.

The note that is under the Operational Emissions Summary Table in Appendix B in the 2019 RDEIR is in error. The emissions inputs were modeled for operations for the year 2020 (e.g., the EMFAC2017 Emissions Rates used as the input for operational mobile emissions were for calendar year 2020).

PCAPCD-5

The Air District notes the total daily air pollutant emissions for mobile sources in Table 3.3-5 only account for emissions produced by delivery trucks within Placer County. The District recommends the Recirculated DEIR clarify that mobile emissions summarized in Table 3.3-5 only include emissions generated within Placer County. The District further suggests more explanation be included regarding how the summarized numbers are derived and inquiries about sub-categories of mobile source emissions.

The commenter is correct that truck delivery emissions analyzed in relation to thresholds recommended by the Air District are for travel within Placer County. Emission factors for T7 trucks are from EMFAC 2017. Emission factors for TRUs are from OFFROAD 2017. The deliveries, fueling station idling, and TRUs account for approximately 15 percent of the TOG emissions, approximately 20 percent of the NO_x emissions, and approximately 2 percent of the PM_{10} emissions.

PCAPCD-6 *The Air District suggests that the Town should add off-site mitigation, through the purchase of carbon credits.*

The Town has added Mitigation Measure GHG-1b, as shown below, consistent with the Air District's suggestion.

Mitigation Measure GHG-1b: Purchase and Retire GHG Emissions Credits.

- Prior to the issuance of a permit of occupancy, the project applicant shall develop a GHG emissions credit plan, for review and approval by the Town, demonstrating consistency with the requirements of this mitigation measure, including the specific criteria outlined below regarding the credit program selected. The Town shall share the GHG emissions credit plan with the Placer County Air Pollution Control District (PCAPCD) for review and comment.
- The project applicant shall purchase and retire GHG emissions credits in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less than cumulatively considerable using significance thresholds recommended by the PCAPCD through the year 2050 or through the end of the operational life of the project, if the project ceases operations prior to 2050. The current relevant threshold is 27.3 metric tons of carbon dioxide equivalent per year (MT CO2e/year), and the current minimum total required credits is 14,315 MT CO2e for the life of the project, but the purchase of credits under this mitigation measure shall be consistent with PCAPCD-recommended significance thresholds, including as these recommended significance thresholds may be revised in the future, as long as credits are purchased in an amount sufficient to reduce the project's net construction and operational emissions to a level considered less than cumulatively considerable using PCAPCD-recommended significance thresholds.
- The purchase and retirement of credits may occur through an applicant-commissioned off-site mitigation project or purchased through one of the following: (i) a California Air Resources Board (CARB) approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California Cap and Trade program; or (iii) through the CAPCOA GHG Rx and the PCAPCD. Such credits shall be based on protocols approved by CARB, consistent with Section 95972 of Title 17 of the California Code of Regulations, and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by the Town of Loomis and/or the PCAPCD. Off-site mitigation credits shall be real, additional, quantifiable, verifiable, enforceable, permanent, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2) and that satisfy all of the following criteria:
    - Real: emission reduction must have actually occurred, yielding quantifiable and verifiable reductions or removals determined using appropriate, accurate, and conservative methodologies that account for all GHG emissions sources, GHG sinks, and GHG reservoirs within the offset project boundary and account for uncertainty and the potential for activity-shifting leakage and market-shifting leakage.
    - Additional: an emission reduction cannot be required by an existing law, rule, or other requirement that applies directly to the proposed project, or otherwise have occurred in a conservative business-as-usual scenario, consistent with CEQA Guidelines Section 15126.4(c)(3).
    - Quantifiable: reductions must be quantifiable through tools or tests that are reliable, based on applicable methodologies, relative to the project baseline in a reliable and replicable manner for all GHG emission sources and recorded with adequate documentation.

- Verifiable: the action taken to produce credits can be audited by an accredited verification body and there is sufficient evidence to show that the reduction occurred and was quantified correctly.
- Enforceable: an enforcement mechanism must exist to ensure that the reduction project is implemented correctly.
- Permanent: emission reductions or removals must continue to occur for the expected life of the reduction project (i.e., not be reversible, or if the reductions may be reversible, that mechanisms are in place to replace any reversed GHG emissions reductions).

- The purchase and retirement of credits shall be prior to the start of each operational year at a level necessary to ensure that annual operational emissions and amortized construction emissions remain below current recommended threshold levels recommended by PCAPCD for that year. Purchase and retirement of credits can also occur for multiple years in advance.
- The applicant shall provide the Town and the PCAPCD with evidence of the purchase and retirement of credits in adequate amounts and appropriate timing.

The mitigation measure ensures that GHG emissions credits are in an amount necessary to avoid a cumulatively considerable impact, using the PCAPCD's locally tailored emissions, which PCAPCD has confirmed are consistent with the State legislative framework created by AB 32 and SB 32. This mitigation measure further ensures that emissions credits are real, additional, quantifiable, verifiable, enforceable, and permanent.

PCAPCD-7

The Air District provided the following attachments to the comment letter: Table 3.3-5, Appendix B, and Placer County Air Pollution Control District Approach to Calculating Generated Trips.

These documents were provided to support the District's comments in the letter dated February 10, 2020. Please see the Response to Comment PCAPCD-2. A VMT sensitivity analysis was prepared in response to the comments, as documented in detail in Appendix B to this FEIR. The VMT estimate presented in the 2019 RDEIR is conservative, and likely overestimates the actual net VMT increase attributable to the project. Please see Appendix B to this FEIR for more detail.

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3.3.2.4 Letter Placer County Sheriff, Devon Bell, Sheriff-Coroner-Marshall, January 29, 2020

Letter Placer County Sheriff-1

PLACER COUNTY
SHERIFF
CORONER-MARSHAL

EST. 1851

MAIN OFFICE
2929 RICHARDSON DRIVE
AUBURN, CA 95603
PH: (530) 889-7800 FAX: (530) 889-7899

SOUTH PLACER STATION
6140 HORSESHOE BAR ROAD, SUITE D
LOOMIS, CA 95650
PH: (916) 652-2400 FAX: (916) 652-2424

NORTH LAKE TAHOE STATION
P.O. BOX 1710
TAHOE CITY, CA 96145
PH: (530) 581-6300 FAX: (530) 581-6377

DEVON BELL
SHERIFF-CORONER-MARSHAL

WAYNE WOO
UNDERSHERIFF

LAW ENFORCEMENT IMPACT REPORT
Prepared by the Placer County Sheriff's Office
CAPTAIN TROY SANDER / FIELD OPERATIONS COMMANDER

1. **NAME OF PROJECT:** Costco Wholesale
2. **LOCATION:** Southwest corner of Sierra College Blvd. and Brace Road in Loomis, CA. APN: 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037.
3. **AGENCY/FIRM REQUESTING REPORT:**
   Town of Loomis
   Sean Rabe, Town Manager
   3665 Taylor Road
   Loomis, CA 95650
4. **COMMERCIAL:** Warehouse space: 155,000 square feet; tire center: 5,475 square feet; fueling station 7,560 square feet
5. **RESIDENTIAL:** None
6. **BUDGET IMPACT:** Impact unknown at this time
7. **SPECIAL PROBLEMS:** Impact unknown at this time
8. **WILL SERVE:** The ability of the Placer County Sheriff's Office (PCSO) to handle law enforcement needs generated by this development is dependent on the Town of Loomis authorizing funding equivalent to the needs anticipated in this report, as PCSO provides services to the Town of Loomis on a contract basis. Without the additional resources, appropriate service levels could be impaired.

Placer County Sheriff-1

Devon Bell

DEVON BELL
SHERIFF-CORONER-MARSHAL

Prepared January 29,2020 by: Katie Orcino, Administrative & Fiscal Officer II, Placer County Sheriff's Office

Letter Placer County Sheriff Response	Placer County Sheriff Devon Bell, Sheriff-Coroner-Marshall January 29, 2020

Placer County Sheriff-1 *The commenter notes that the ability of the Placer County Sheriff's Office to handle law enforcement needs generated by the proposed project is dependent on the Town authorizing funding equivalent to the needs anticipated in the document.*

Section 5.3.2.6.2 of the EIR analyzes impacts to police protection services comprehensively. The impact is considered less than significant, as the proposed project would not require additional PCSD staffing and would not decrease response times nor increase demand for PCSD services. See page 5-19 of the Recirculated Draft EIR. The project would lead to additional revenue in the Town, and the Town will continue to coordinate funding and provision of law enforcement services commensurate with growth.

3.3.2.5 Letter South Placer Fire District, Jeff Ingolia, Division Chief/Fire Marshall, December 24, 2019

Letter SPFD-1

Date: December 24, 2019 at 2:32 PM

Anders…

That is great… thank you for the quick reply!
I believe that our Chief may want to be a part of the meeting as well and he just left for the day. Let me talk to him on Thursday when we get back and I will email you some dates/times we are available. SPFD-1-1

Thanks again and have a wonderful Holiday!

Jeff Ingolia
Division Chief / Fire Marshal
South Placer Fire District
6900 Eureka Road
Granite Bay, CA 95746

Anders Hauge
Town Of Loomis
Costco Project Process Coordinator
916-307-7654

On Dec 24, 2019, at 2:06 PM, Jeff Ingolia wrote:

Anders-

I wanted to reach out to you and see if possibly, you would be the person we would need to speak with regarding a "Zone of Benefit" for the South Placer Fire Department who is the AHJ on the Costco Project. If you are not familiar with the term… the *zone of benefit*refers to the impact a large-scale business (such as this) has on the Fire Department in relation to the increased need for our services to this location for medical and fire emergencies. SPFD-2

In the past… projects such as the Raley's shopping center just down the street from the proposed Costco location have worked with us to identify the zone of benefit and the impact it has on our agency. I looked over the Revised Draft EIR and noticed that it addresses impacts on things such as noise, traffic, and transportation but nothing regarding Emergency Services so I wanted to ask if the EIR would be the appropriate location for those comments as well? SPFD-3

If you are not the correct person for me to contact regarding these items perhaps you may know whom that it is and could forward my email to them? We look forward to working with you and the Town of Loomis to bring this project to completion next year and ensure the it is safe for the employees and customers that will utilize its services. Thank you for your time and assistance – it is very much appreciated. SPFD-4

Sincerely,

<image002.png>

Letter	South Placer Fire District
SPFD-1	Jeff Ingolia, Division Chief/Fire Marshall
Response	December 24, 2019

SPFD-1-1

The comment explains the term "Zone of Benefit" as the South Placer Fire District (SPFD) area where increased medical and fire services are required to serve new projects.

The Town acknowledges the information provided related to the zone of benefit and will continue to coordinate with the District to ensure adequate service.

SPFD-1-2

The comment states that the Recirculated DEIR addressed noise, traffic, and transportation, but did not address emergency services, including medical and fire protection.

As stated in the "Executive Summary" (page ES-2 of the 2019 RDEIR), based on its review of existing information and the scoping process, the Town determined that the proposed project would have no impact, less-than-significant impacts, or less-than-significant impacts with mitigation related to a variety of environmental topic areas. Therefore, these topic areas were not carried forward for detailed environmental analysis (see PRC Section 21002.1[e] and State CEQA Guidelines Section 15143, which allow a lead agency to focus the evaluation of impacts in a DEIR on the "significant impacts on the environment" and to "limit the discussion on other effects to a brief explanation as to why those effects are not potentially significant"). In lieu of an Initial Study, the Town elected to prepare 2019 RDEIR Section 5.3, "Effects Found Not to Be Significant" (pages 5-3 through 5-22). Section 5.3 contains a brief analysis, and any recommended mitigation measures, for the following environmental topic areas that were not carried forward for further detailed analysis in the 2019 RDEIR: agriculture and forestry resources, cultural and tribal cultural resources, geology and soils (including paleontological resources), hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services (including fire protection), recreation, and utilities and service systems. Emergency services are addressed in Subsection 5.3.2.3.5, "Emergency Response" (page 5-11); Subsection 5.3.2.6.1, "Fire Protection Services" (pages 5-18 and 5-19); and Section 3.7, "Traffic," Impact 3.7-4 (pages 3.7-34 and 3.7-35). Fire services will also be addressed in the Town's review of the requested project entitlements.

SPFD-1-3

The comment requests the name of the appropriate person to contact to discuss concerns related to emergency services for the proposed project, and expresses a desire to work with the Town to ensure the safety of customers at the project site.

Since this comment was made, the Town has facilitated meetings with the District to ensure adequate service.

SPFD-1-4

The comment indicates that the commenter and the SPFD Fire Chief would like to participate in a meeting with the Town to discuss the provision of emergency services for the proposed project.

See the Response to Comment SPFD1-3.

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3.3.2.6 Letter South Placer Fire District, Eric Walder, EFO, Fire Chief, February 10, 2020

Letter SPFD-2

South Placer Fire District
6900 Eureka Road
Granite Bay, California 95746
Ph (916) 791-7059 Fax (916) 791-2199
www.southplacerfire.org

Providing Exceptional Service to Our Community

The South Placer Fire District (District) had requested to meet with Costco Representatives through the Town of Loomis Staff. The District scheduled a meeting with the Town of Loomis and Costco Representatives on January 8th, 2020 to discuss District concerns regarding the impact to the District and the citizens of the Districts emergency services. Real concerns that face the District when were impacted by commercial development, zoning changes, increased traffic, increased calls for service, and increased potential for high risk low frequency incidents by commercial development exist with this project. Many of these high-risk low frequency incidents can and do negatively impact the environment. SPFD-2-1

There are many commercial zones of benefit in place already within the District that enable the District to serve these commercial properties without negatively effecting current services. In the existing zones of benefit large commercial properties fund their share of existing and future services that are and will be needed. The District is requesting that the Costco project agree to a new zone of benefit that is based on the existing commercial properties zone of benefit model or enter into a like agreement with the District using the same criteria as existing large commercial properties. SPFD-2-2

Costco did not attend the meeting scheduled with the District on January 8th, 2020. Town Representatives attended, collected the concerns of the District, documentation provided by the District, and advised the District they would forward to the Project Mangers from Costco. Town staff stated they would suggest Costco set a meeting with the District before the closing of the EIR comment period. The District has not been contacted by Costco to date. SPFD-2-3

Additionally, the District is the authority on approving all life safety and fire code requirements on construction projects within the Town of Loomis and District. A will serve letter will need to be obtained from the District before any construction can begin on this or any project within the District. The District has not had the opportunity or been provided documentation regarding the Loomis Costco project. SPFD-2-4

The District looks forward to communication from Costco regarding the proposed plan and a equitable plan to mitigate the projects impacts to the Districts current and future services. SPFD-2-5

Sincerely,

Eric G. Walder, EFO
Fire Chief
South Placer Fire District

Letter SPFD-2 Response	South Placer Fire District Eric Walder, EFO, Fire Chief February 10, 2020

SPFD-2-1

SPFD scheduled meeting with the Town and applicant on January 8, 2020 to discuss emergency services impacts. Concerns include zoning changes, increased traffic, increased calls for service, and increased potential for high risk low frequency incidents.

The Town met with SPFD to discuss emergency services related to the proposed project, and the applicant has coordinated with SPFD regarding the appropriate funding mechanism, and is negotiating the terms of that agreement.

SPFD-2-2

SPFD states that commercial zones of benefit are in place to enable the District to serve commercial properties without affecting current services, and requests that the applicant agree to a new zone of benefit.

The Town will condition the project applicant to enter into an agreement with the South Placer Fire District to create a zone of benefit.

SPFD-2-3

SPFD notes the applicant did not attend the scheduled meeting with the District on January 8, 2020. Town staff suggested the applicant set a meeting with the District before the close of the EIR comment period. No response from the applicant has been received to date.

The Town has met, and will continue to meet with the SPFD to ensure resolution for any identified issues.

SPFD-2-4

SPFD states that it has the authority to approve life safety and fire code requirements. A will serve letter is required before proposed project construction may occur and the District has not yet been given documentation regarding the proposed project.

The Town will coordinate with the District, as requested.

SPFD-2-5

SPFD looks forward to communicating with the applicant regarding the proposed project and plans to mitigate impacts to the District's current and future services.

Please see the Responses to Comments 2-1 through 2-4.

3.3.2.7 Letter South Placer Municipal Utility District, Carie Huff, P.E., District Engineer, February 10, 2020

Letter SPMUD

South Placer Municipal Utility District
5807 Springview Drive
Rocklin, CA 95677
(916) 786-8555

February 10, 2020

Town of Loomis
c/o Costco Comments
3665 Taylor Road
Loomis, CA 95650

Subject: **Recirculated Draft Environmental Impact Report for Loomis Costco**
APNs: 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036 and 045-042-037

To Whom it May Concern,

Thank you for contacting South Placer Municipal Utility District (SPMUD) regarding the development of Costco at the corner of Sierra College Boulevard and Brace Road in Loomis. SPMUD-1

The owner/developer is responsible for the design and construction of all on-site and off-site facilities which may be required as a result of this project, including the acquisition and granting of sewer easements. All work shall conform to the Standard Specifications of SPMUD. Improvement plans shall be submitted to SPMUD for review and approval. A copy of the District's facility map has previously been provided for your use. Please refer to the SPMUD Sewer Code for information regarding participation fees. SPMUD-2

In addition to prior comment letters provided on June 14, 2017 and July 26, 2018, SPMUD has reviewed the Recirculated Draft Environmental Impact Report and has the following comments: SPMUD-3

1. Section 2.3.4.2: SPWA and SPMUD do not fund recycled water. SPMUD-4
2. A sewer study may be required as design progresses. SPMUD-5
3. Grease control is required per SPMUD Standards and Specifications. SPMUD-6
4. Minimum separation between utilities is required (10-feet between sewer and water from outside of pipe/structure to outside of pipe/structure and 5-feet between sewer and any other utility from outside of pipe/structure to outside of pipe/structure). SPMUD-7
5. Access to sewer facilities shall be maintained at all times and shall not be restricted by improvements (fence, landscape, etc.). Retaining walls and other structures are not allowed over the sewer pipe. SPMUD-8
6. Trees, including the drip line, are prohibited within 10-feet of public sewer facilities. Trees are not recommended over private sewer facilities due to eventual root-control issues. SPMUD-9

Additional requirements may apply as design information is provided.

1 of 2

Prior to issuing a will-serve letter for sewer service, the owner and/or owner's representative is required to schedule a meeting with District staff in order to discuss the project and to determine specific requirements. SPMUD-10

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

https://spmud.specialdistrict.org/files/4ea52eade/Standard-Specifications-and-Improvement-Standards-for-Sanitary-Sewers.pdf SPMUD-11

The District's Fee Schedule can be found at the following location:

https://spmud.ca.gov/files/a253ed4d9/Fee+Schedule_FY19-20.pdf SPMUD-12

Please do not hesitate to contact me at (916) 786-8555 extension 321 or chuff@spmud.ca.gov if you have any questions or need additional information.

Sincerely,

Carie Huff, P.E.
District Engineer

SPMUD-1

SPMUD thanks the Town for contacting the District regarding the proposed project.

This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.

SPMUD-2

SPMUD notes the applicant is responsible for design and construction of on-site and off-site facilities, including sewer easements, and all work must conform to SPMUD's Standard Specifications. Improvement plans must be submitted to SPMUD for review and approval.

As discussed in Section 5.3.2.8.2 of the 2019 RDEIR, all sewer lines would be constructed to meet SPMUD's *Standard Specifications and Improvement Standard for Sanitary Sewers* (SPMUD 2017). The Town will coordinate with SPMUD, as required, prior to construction to provide additional detail related to sewer facilities. A Utility Plan is shown in Figure 2-9 on page 2-21 of the 2019 RDEIR, including the location of sewer, storm drain, water, gas, and fire service lines.

SPMUD-3

SPMUD notes the District has provided comments in addition to the comment letters provided on June 14, 2017 and July 26, 2018.

Previous comment letters provided by SPMUD were considered during preparation of the 2018 DEIR and the 2019 RDEIR.

SPMUD-4

SPMUD notes that with regards to information about recycled water provided in Recirculated DEIR Section 2.3.4.2, SPWA and SPMUD do not fund recycled water.

This information has been corrected; see Chapter 4 of this FEIR.

SPMUD-5

SPMUD notes that a sewer study may be required.

Section 5.3.2.8.2 of the 2019 RDEIR analyzes wastewater collection, conveyance, and treatment comprehensively. Environmental impacts related to the development of on-site infrastructure are addressed throughout the appropriate technical sections of the 2019 RDEIR. Impacts related to wastewater collection and conveyance facilities were determined to be less than significant. See pages 5-20 through 5-21 of the Recirculated Draft EIR. As noted, the project will comply with applicable standards in providing service.

SPMUD-6

SPMUD notes that grease control is required per SPMUD Standards and Specifications.

Please see the Response to Comment SPMUD-2. A grease interceptor is proposed near the proposed tire center on the east side of the warehouse structure and near the loading dock on the west side of the warehouse, as shown on Figure 2-9 on page 2-21 of the 2019 RDEIR.

SPMUD-7

SPMUD provides details related to the required minimum separation between utilities.

Please see the Response to Comment SPMUD-2.

SPMUD-8

SPMUD states access to sewer facilities must be maintained at all times and must not be restricted by project improvements such as fencing or landscaping. SPMUD also notes that retaining walls and other structures are not allowed over the sewer pipe.

The Town will coordinate with SPMUD, as required, to provide additional detail related to sewer facilities to ensure compliance with relevant siting requirements. As shown in Figure 2-9 in the 2019 RDEIR, the sanitary sewer line is proposed primarily beneath the paved parking and drive aisles for the proposed warehouse.

SPMUD-9

SPMUD notes that trees (including the dripline) are prohibited within 10 feet of public sewer facilities and are not recommended over private sewer facilities due to root control issues.

Please see the Response to Comment SPMUD-8.

SPMUD-10 *SPMUD notes that the applicant is required to schedule a meeting with the District to discuss the site-specific requirements before the District will issue a will-serve letter for sewer service.*

The Town will coordinate with SPMUD as required prior to issuance of a will-serve letter for sewer service.

SPMUD-11 *SPMUD provides a website link to the District's Standard Specifications and Improvement Standards for Sanitary Sewers.*

Please see the Response to Comment SPMUD-2.

SPMUD-12 *SPMUD provides a website link to the District's fee schedule.*

The Town will coordinate with SPMUD and applicable fees will be paid, as required.

3.3.2.8 Letter Shingle Springs Band of Miwok Indians, James Sarmento, Executive Director of Cultural Resources, January 9, 2020

Letter Shingle Springs

RECEIVED
JAN 17 2020
TOWN OF LOOMIS

SHINGLE SPRINGS BAND
OF MIWOK INDIANS

Shingle Springs Rancheria
(Verona Tract), California
5168 Honpie Road
Placerville, CA 95667
Phone: 530-676-8010
shinglespringsrancheria.com

CULTURAL RESOURCES

January 9, 2020

Town of Loomis
c/o Costco Comments
PO Box 1330
Loomis, CA 95650

RE: Loomis Costco Warehouse and Fueling Station

Dear Anders Hauge,

Thank you for your letter dated December 20, 2019 in regard to the above mentioned project. Based on the information provided, the Shingle Springs Band Of Miwok Indians is not aware of any known cultural resources on this site. However, SSR would like to have continued consultation through updates, as the project progresses. This will foster a greater communication between the Tribe and your agency. Shingle Springs-1

SSR would also like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports. If during the progress of the project new information or human remains are found, we would like to be able to go over our process with you to protect such important and sacred artifacts (especially near rivers and streams). Shingle Springs-2 Shingle Springs-3

If such finds are made, please contact Kara Perry, Site Protection Manager, at (530) 488-4049 or kperry@ssband.org.
Thank you for providing us with this notice and opportunity to comment.

Sincerely,

James Sarmento
Executive Director of Cultural Resources

Letter SHINGLE SPRINGS Response	Shingle Springs Band of Miwok Indians James Sarmento, Executive Director of Cultural Resources January 9, 2020

Shingle Springs-1

The commenter indicates that there are no known cultural resources on the project site, and would like to continue consultation as the project progresses. The commenter observes that updates on the project will foster greater communication between the Tribe and the Town.

The Town appreciates the information regarding the lack of known cultural resources on the project site. The Town agrees that continued updates as the project progresses will foster good communication between the Town and the Shingle Springs Band of Miwok Indians, and the Town is committed to providing such updates and continuing to invite input. The Town will continue to communicate with the Shingle Springs Band of Miwok Indians, as requested, and encourages any additional input related to cultural resources. The Town sent a letter with updates on the project to the Native American Tribal representative on February 13, 2020, noting that continued notification through CEQA would occur. As a part of this February communication, the Town provided the cultural resources report, as was previously requested.

Shingle Springs-2

The commenter requests a copy of any and all completed record searches or surveys completed, including environmental, archaeological, and cultural reports.

Appendix F of the 2019 RDEIR includes a copy of the cultural resources inventory of the project site.

Shingle Springs-3

The commenter requests the Town notify the Shingle Springs Band of Miwok Indians if new information or human remains are found.

This comment has been included in this FEIR for decision maker review and consideration prior to contemplating any action on the proposed project. The Town will notify the Shingle Springs Band of Miwok Indians if new information or human remains are found, as requested.

3.3.2.9 Letter Sierra College, Laura Doty, Director of Facilities and Construction, February 7, 2020

Letter Sierra College

SIERRA COLLEGE

Feb. 7, 2020

Town Planner, Loomis
3665 Taylor Rd.
Loomis, CA 95650

SUBJECT: Loomis Costco Recirculated DEIR, dated Dec. 20, 2019

Thank you for another opportunity to comment on the proposed Costco project. This letter is intended to explain the Sierra College – Rocklin Campus concerns with the Recirculated DEIR, specifically the transportation impact study. Sierra College-1

1. The Sierra College – Rocklin Campus - Facilities Master Plan (FMP) is not included as an approved or pending project in either the Recirculated DEIR or in the associated traffic study, and we are therefore concerned that our project was not considered in the analyses for the Recirculated DEIR (RDEIR). It is more than just a reasonably foreseeable project as defined by CEQA; in fact, actions are already underway within the campus to implement this plan. The edge of our 192-acre campus is located a mere one-mile from the Costco site as the crow flies. What effect would inclusion of our project have on traffic and other areas of the RDEIR? Sierra College-2

   The Notice of Preparation for the FMP EIR was released in 2017, so there has been ample time to consider it. We published our Draft EIR in November 2018. The EIR was certified and the FMP was approved by the Sierra College Board of Trustees in 2019. The EIR can be found on our website at: https://www.sierracollege.edu/_files/resources/administrative-services/bids/Revised-Draft-EIR-reduced.pdf. We were disappointed not to see it among the numerous references that are listed in Section 7.0 (References) of the RDEIR.

2. Thinking that you may have considered our FMP Project but just forgot to list it, we compared your RDEIR traffic study with our DEIR traffic study to see if and how our FMP Project was considered in the RDEIR. The FMP traffic study is Appendix I of our DEIR. The Costco traffic study is Appendix E of the RDEIR. Sierra College-3
   a. Cumulative traffic levels at our two main Sierra College access points (see Table 1): We were quite surprised that despite the RDEIR making no mention of our FMP, the left hand turn into the campus from Rocklin Road during the morning peak was nearly identical (715 v 716). It was also very similar for traffic exiting the campus, turning right in the evening (360 v 355). But other volumes were very different.

Table 1 Traffic Volume Comparison – Cumulative + Project Conditions				
Movement	Sierra College FMP DEIR Traffic Study		Costco Loomis RDEIR Traffic Study	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
LEFT Hand Turn From EB Rocklin Road at Campus Drive	716	224	715	170
RIGHT Hand Turn From WB Rocklin Road at Campus Drive	199	50	115	50
RIGHT from Campus Drive onto WB Rocklin Road	89	360	65	355
LEFT from Campus Drive onto EB Rocklin Road	16	137	15	95
RIGHT Hand Turn From SB Sierra College Blvd at Stadium Way	917	235	785	175
LEFT Hand Turn From NB Sierra College Blvd at Stadium Way	310	95	175	60
RIGHT from Stadium Way onto SB Sierra College Blvd	34	219	15	175
LEFT from Stadium Way onto NB Sierra College Blvd	54	502	40	285
Total	2,335	1,822	1,925	1,365
Source: Figure 13 of Sierra College FMP Traffic Study and Figure 26B of Loomis Costco Traffic Study.				

Sierra College-3 (Cont.)

In total, the Costco Loomis DEIR Traffic Study predicts that our campus will generate 410 less AM trips and 457 less PM trips than our study did. We are concerned that the Costco project will use capacity that our already adopted FMP will be using and mitigated for. We have entered into a Memorandum of Understanding (MOU) with the City of Rocklin to make a proportionate payment for improvements to the I-80/Rocklin Road interchange to offset our impacts to it.

b. Cumulative traffic condition along Rocklin Road (see Table 2): This corridor is particularly important to us because it heavily used by our students, staff, and neighbors; we believe it is important that operations along it be properly characterized.

Sierra College-4

We were surprised to see the Level of Service assessment (LOS B in PM peak hour) shown in the RDEIR at Rocklin Road/Aguilar Road. Currently, the traffic exciting campus backs up to the El Don and Havenhurst entrances and can sometimes cause circulation problems within the campus. By contrast, our DEIR shows a LOS D at Rocklin Road and Aguilar Road, and both studies assume it is widened to six lanes. Additionally, our DEIR analysis showed poor operations even with the widening because the interchange needs more capacity. (It is our understanding that this is why the City of Rocklin plans to upgrade this interchange.) And recognizing that we should pay our fair share toward

that improvement, we entered into the MOU with the City to fund a portion of this cost. Doesn't the addition of this Costco store add some trips to this interchange, and if so, shouldn't it be held to the same standard we hold ourselves to in terms of mitigating our impacts?

Table 2
Traffic Volume Comparison – Cumulative + Project Conditions

Movement	Sierra College FMP DEIR Traffic Study		Costco Loomis RDEIR Traffic Study	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Rocklin Rd/WB 80 Ramps	48/D	44/D	36.3/D	57.7/E
Rocklin Rd/EB 80 Ramps	24/C	31/D	66.3/E	45.8/D
Rocklin Rd/Aguilar Rd	24/C	**49/D**	19.6/B	**13.8/B**
Rocklin Rd/El Don Drive/Campus Dr	23/C	**79/E**	33.3/C	**59.6/E**

Source: Table 20 of Sierra College FMP Traffic Study and Table 4-15 of Loomis Costco Traffic Study

Sierra College-4 (Cont.)

c. Stadium Way and Sierra College Boulevard: We are again surprised to see that your RDEIR is showing this intersection operating at cumulative LOS C during the evening peak hours while our DEIR had shown LOS F. The results do not make sense.

Sierra College-5

3. We do not understand the Costco project's VMT analysis in pages 3.7-21 through 3.7-23. Page 3.7-23 says that the project's VMT is estimated at 17,865. Our FMP Project was estimated to cause 151,511 new VMT. That was calculated based on our project adding 11,930 new vehicles each day with each trip being an average of 12.7 miles. We cannot understand why this Costco regional shopping destination (for which the Revised DEIR says would attract customers from an average of 22 miles away) would generate only 12% of the VMT that our *community* college project would generate.

Sierra College-6

4. Based on Figure 10 of the Costco Loomis RDEIR Traffic Study, 60% of project trips would pass through the Sierra College Boulevard interchange. The Executive Summary mentions mitigations for Impact 3.7-3 including improvements to the I-80 westbound ramps. We believe those improvements are critically important and should be a requirement of Costco to construct or at least fully fund. If the added Costco trips cause the Sierra College Boulevard interchange to worsen, more trips will instead use the Rocklin Road interchange. And this undermines our planning efforts to not further worsen the Rocklin Road corridor through strategic placement of new facilities within our campus.

Sierra College-7

Please let me know if you have any questions about these comments. Thanks again for the opportunity to participate in your CEQA process.

Sincerely,

Laura Doty
Director of Facilities and Construction
Sierra College

CC: E. Skinner, Vice president of Administrative Services, Sierra College

Sierra College-1

The commenter appreciates the opportunity to provide comments on the proposed project and notes that its comments on the Recirculated DEIR are specifically related to the transportation impact study.

Please refer to detailed responses on each topic raised in the material that follows.

Sierra College-2

The commenter notes that the Sierra College Rocklin Campus Facilities Master Plan (FMP) is not included as a pending or approved project in either the Recirculated DEIR or the transportation study, and notes that it is more than just a "reasonably foreseeable project" under CEQA because actions to implement the FMP are already underway at the campus, which is approximately 1 mile from the Costco project site. The commenter notes that the FMP NOP was published in 2017, the FMP DEIR was circulated in November 2018, and the FMP EIR was certified in 2019. The commenter asks what the effects would be on traffic and other areas of the Recirculated DEIR for the proposed project from inclusion of the FMP?

Section 7.0 Table 29 of the Loomis Costco Transportation Impact Analysis documents the approved/pending projects identified by the Town of Loomis, the City of Rocklin, and Placer County for inclusion in the analysis. At the May 15, 2017 date the Loomis Costco Project Notice of Preparation (NOP) was issued, the Sierra College FMP was not included in the approved/pending projects (the Sierra College FMP NOP was not issued until October 2017 and the traffic study for the College was not available) and as such, was not included in the Cumulative Conditions Short-Term analysis. However, as documented below, trips associated with the FMP were included in the Cumulative Conditions Long-Term analysis.

Per the Loomis Costco Transportation Impact Analysis (see discussion starting on page 180), the Cumulative Conditions – Long-Term Baseline traffic forecast was predicated on both the City of Rocklin's year 2030 travel demand model, as well as additional projects identified within the City of Rocklin that are not accounted for in the model. Based on a review of the City-provided 2030 forecasts, it appeared that additional trips associated with the Sierra College campus were needed to properly account for FMP TIS trip generation provided by Sierra College. The methodology to increase the Sierra College trips in the long-term cumulative condition was described on page 181 of the Loomis Costco Transportation Impact Analysis and are outlined below.

Sierra College representatives provided the Town of Loomis with Figure 9 of the Sierra College FMP Update Transportation Impact Study (FMP TIS) on November 9, 2018. This figure depicts the Traffic Volumes, Lane Configurations, and Intersection Control for Existing Plus Project Conditions for the College. Comparing the volumes in Figure 9 with the City of Rocklin 2030 model, it was determined the year 2030 volumes needed to be increased for the Loomis Costco Transportation Impact Analysis to reflect the Sierra College FMP trip generation. The adjusted level of trip generation coded into the City of Rocklin 2030 model scenario used to develop the Loomis Costco Transportation Impact Analysis Cumulative Long-Term Condition reflects the total FMP site trips shown in FMP TIS Figure 9. Geometric improvements related to the Sierra College project were not yet known or adopted at the time of the proposed Loomis Costco NOP and the information provided by Sierra College in shown in FMP TIS Figure 9 on November 9, 2018 was considered to be in draft form and subject to revision.

Sierra College-3

The commenter compares the projected traffic in the Costco Recirculated DEIR with the FMP DEIR traffic study, and notes that the Costco DEIR projects 410 fewer AM trips and 457 fewer PM trips from the Rocklin Campus FMP. The commenter expresses concern that the Costco project plans to use this roadway capacity for its vehicular traffic, when in fact the capacity does not exist, and notes that Sierra College has already entered into a Memorandum of Understanding (MOU) with the City of Rocklin to pay proportionate share traffic mitigation fees for its FMP traffic volume increase.

As documented in the Response to Comment Sierra College-2, the Loomis Costco Transportation Impact Analysis does account for the Sierra College FMP trips in the Cumulative Conditions Long-Term Analysis. Both the City of Rocklin 2030 model scenario and the Loomis Costco Transportation Impact Analysis assume Sierra College has three access points (two on Rocklin Road and one on Sierra College Boulevard). While the Loomis Costco Transportation Impact Analysis includes analysis of three College access points, the FMP TIS includes analysis of five College access points (FMP TIS assumes three on Rocklin Road and two on Sierra College

Boulevard). As a result, the College driveway site-trip generation (*number of trips*) depicted in the Loomis Costco Transportation Impact Analysis appears different because two Sierra College driveways were not identified for inclusion into the study (the two new Sierra College driveways were not identified as study intersections for the Loomis Costco Transportation Impact Analysis during the study scoping process).

The two new Sierra College driveways do not currently exist, were not identified for inclusion in the Loomis Costco Transportation Impact Analysis scope of work issued at the time of the EIR Notice of Preparation, and there was no data available from Sierra College explaining how or when the two driveways would be configured or constructed. Sierra College site-generated trips were assigned in the Cumulative Conditions Long Term scenario assuming the three existing College driveways for the Loomis Costco Transportation Impact Analysis and should not change the mitigation measures associated with the Costco project. The potential future presence of two additional Sierra College driveways helps the College address access into and out of its campus but does not change the off-site improvement needs identified in the Loomis Costco Transportation Impact Analysis.

Further, as noted above, the Transportation Impact Analysis relied on use of the City's model to distribute College-based trips to the transportation system, whereas the FMP TIS reflects a more detailed assignment of trips considering the location of vehicular parking on the campus. This level of detailed analysis is beyond the scope of a regional travel demand forecast. Not all of the specific turning movement volumes at the Sierra College access points documented in the FMP match those in the Loomis Costco Transportation Impact Analysis. However, the total number of FMP trips are included in the affected non-campus intersections and accounted for in the intersection analyses because they are included in the adjusted City of Rocklin model (refer to the Response to Comment Sierra College-2). The Loomis Costco Transportation Impact Analysis properly accounts for the Sierra College FMP in the long-term cumulative analyses, and the Transportation Impact Analysis includes a reasonable assessment of cumulative impacts.

Sierra College-4

The commenter provides information comparing the Level of Service (LOS) assessment for the Rocklin Road/Aguilar Road interchange in the Costco Recirculated DEIR and the FMP DEIR transportation study, and notes that although Sierra College has entered into an MOU to pay its fair share of required traffic improvements to this interchange, the Costco project does not appear to be paying for its fair share of the interchange improvements nor does it identify that any interchange improvements are necessary.

The Rocklin Road corridor serves students, employees, and visitors of Sierra College both today and in the future. The College and the City of Rocklin are making capital improvements to this corridor to facilitate vehicular travel today and in the future.

Both the Sierra College FMP and the Loomis Costco Transportation Impact Analysis identify the westbound through queue spillback from the I-80 Eastbound Ramps/Rocklin Road to the Rocklin Road/Aguilar Road intersection. See Loomis Costco Transportation Impact Analysis discussion on pages 45 (Existing Conditions), 119 (Existing Plus Project Conditions), 146 (Cumulative Conditions Short Term Baseline), 173 (Cumulative Conditions Short Term Plus Project), 196 (Cumulative Conditions Long Term Baseline), and 223 (Cumulative Conditions Long Term Plus Project), as well as the corresponding Intersection #19 I-80 EB Ramps/Rocklin Road Peak Hour Queues Synchro output included in the Loomis Costco Transportation Impact Analysis Appendix.

Peak-hour trips from the proposed Loomis Costco Project are added to the Rocklin Road/Aguilar Road intersection as follows: 2 weekday AM peak hour trips, 4 weekday PM peak hour trips and 8 weekend midday peak hour trips (refer to Loomis Costco Transportation Impact Analysis Figures 11C and 12C). The number of Costco project site-generated trips at the Rocklin Road/Aguilar Road intersection will have a negligible impact on intersection operations and will not result in a significant queuing impact (because the proposed project would not contribute 5 percent of the total traffic for the movement).

The Town acknowledges that the College has agreed to pay a proportionate share toward improvements at the I-80/Rocklin Road interchange based on FMP trip impacts, as noted in Comment Sierra College-4. The proposed Loomis Costco Project is not projected to add any weekday AM or PM peak-hour trips to the I-80/Rocklin Road interchange and thus has no impact or proportional share contribution. Instead, the Loomis Costco trips would use the Sierra College Boulevard/Interstate 80 ramp terminals that are much closer to the proposed project site. The Town of Loomis engaged with the City of Rocklin to try to develop an agreement for the Town/proposed project to pay a fair share of improvement costs at the Sierra College Boulevard /I-80 interchange. The discussions were unsuccessful in reaching an agreement.

Sierra College-5

The commenter compares the LOS assessment for the Stadium Way and Sierra College Boulevard intersection in the Costco Recirculated DEIR and the FMP DEIR transportation study, and notes that a substantial discrepancy exists.

As noted in the Response to Comment Sierra College-3 above, the turn movement projections to and from the Sierra College FMP included in the Sierra College FMP TIS reflect a different driveway trip assignment based on refined land use/trip data specific to the campus that was not reflected in the Cumulative Long-Term traffic volumes derived using the City of Rocklin 2030 model for the Loomis Costco Transportation Impact Analysis. Further, it appears the Sierra College FMP TIS includes a fourth (east) approach to the Stadium Way/Sierra College Boulevard intersection that was not identified in the City of Rocklin 2030 model nor the approved/pending project list available at the time of the Loomis Costco Notice of Preparation and therefore not reasonably foreseeable. The combination of different turn movement volume assumptions and intersection configuration assumptions provided to the two studies appear to be the reason for the differences observed. The Loomis Costco Transportation Impact Analysis was prepared in accordance with the information provided and there is no need to revise analysis or mitigation in response to the comments.

Sierra College-6

The commenter questions the reason why the Costco VMT analysis provided in the Recirculated DEIR (pages 3.7-21 through 3.7-23) for this regional shopping destination that would attract customers from 22 miles away would generate only 22 percent of the VMT that would be generated by the community college.

Trip type directly impacts VMT. As documented in the Loomis Costco Transportation Impact Analysis, many retail trips are convenience oriented. The Loomis Costco Transportation Impact Analysis considered primary trips (trips made for the sole purpose of traveling to and from Costco) and projected an average 22-mile travel distance for those trips; however, the Loomis Costco also documented there will be pass-by and diverted trips that stop at Costco, while traveling elsewhere for their primary trip. Pass-by trips reflect those trips already traveling on Sierra College Boulevard passing by the project site who travel to Costco. Pass-by trips were assumed to have no VMT impact (they simply turn in and out of the Costco site to shop – for example, a Costco member passing by who stops to purchase fuel or goods). Diverted trips reflect those trips already traveling on Interstate 80 (for example, commuting from Auburn to Sacramento for work) that turn onto Sierra College Boulevard, travel to the Costco site to stop and then travel back to Interstate 80. The diverted trips were assumed to add 0.5 mile of VMT for the trip from Interstate 80 north to Costco and another 0.5 mile returning to their original trip on Interstate 80. The combination of trip type and corresponding trip length results in a reduced VMT impact compared to the impact that would be estimated if all trips were new and if each required an average 22-mile drive.

As documented in the Loomis Costco Transportation Impact Analysis, Costco employee trips and delivery trips were all assumed to be new to the transportation system and the delivery trips were assumed to reflect a longer travel distance based on the delivery origin.

The difference in VMT assessed for the proposed Loomis Costco and that developed for Sierra College relates both to the number and type of trips. While the number of trips generated appear similar on the surface (12,290 per day for the Loomis Costco Project vs. 11,930 per day for Sierra College identified in Comment Sierra College-6), the trip types are very different, as described above. In the case of Costco, many of the members anticipated to use the Loomis warehouse are shopping at other locations in the vicinity currently and therefore already using the roadway system. When the new warehouse opens, these members will shift their travel paths to instead shop at the Loomis location, as it will be closer to their homes and/or workplaces or the route between their home and workplaces.

The analysis represents the net change in VMT. VMT was evaluated as part of the Transportation Impact Analysis in support of the 2019 RDEIR consistent with the guidelines in the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, but adding substantial improvements the detail of analysis based on information available to Costco that is not available to non-member retail establishments. Consistent with the OPR guidance, the VMT analysis considered the fact that new retail development typically redistributes shopping trips rather than creating new trips (although the analysis also includes tailored analysis of delivery and employee related VMT and emissions factors). The analysis summarized in the 2019 RDEIR estimates the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) as the best way to analyze a retail project's transportation impacts.

Presumably, the Sierra College trips were analyzed as being "new" to the transportation system assuming a growth in students, faculty, and staff in the future. This growth is not likely reflected in

the existing school/activities and as such are not reflected in trips made on the transportation system today. These trips would be considered “primary trips” and would be multiplied by the 12.7-mile trip length noted in Comment Sierra College-6.

See also the Response to Comment PCAPCD-2 and Appendix B to this FEIR, which confirms that the VMT estimate used to support the 2019 RDEIR is conservative, and would tend to overestimate the actual change in VMT attributable to the project.

Sierra College-7

The commenter suggests that given the critical nature of the improvements included in mitigation measures for Recirculated DEIR Impact 3.7-3, Costco should be required to construct or at least fully fund these improvements to avoid worsening the traffic at the Sierra College Boulevard interchange (which could in turn result in additional traffic at the Rocklin Road interchange, for which Sierra College is paying mitigation fees but Costco is not).

The Loomis Costco will be contributing financially to a Caltrans-delivered project at the interchange via a cooperative agreement with Caltrans (see Condition of Approval 76).