

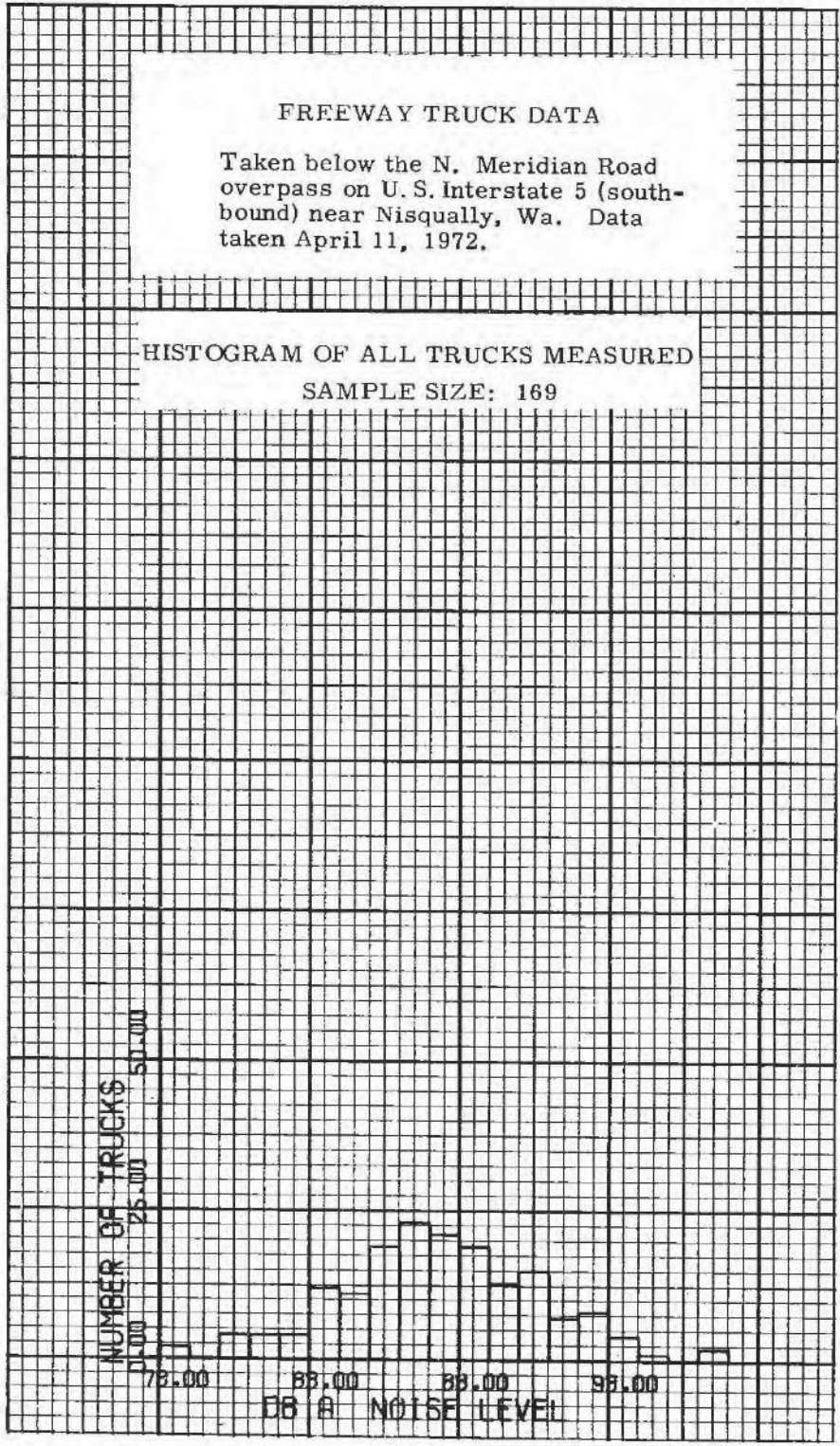
APPENDIX E

Auguscik-25
(Cont.)

DATA TAKEN APRIL 11, 1972, BELOW THE N. MERIDIAN ROAD OVERPASS ON U.S.
INTERSTATE 5 (SOUTHBOUND) NEAR NISQUALLY, WASHINGTON.

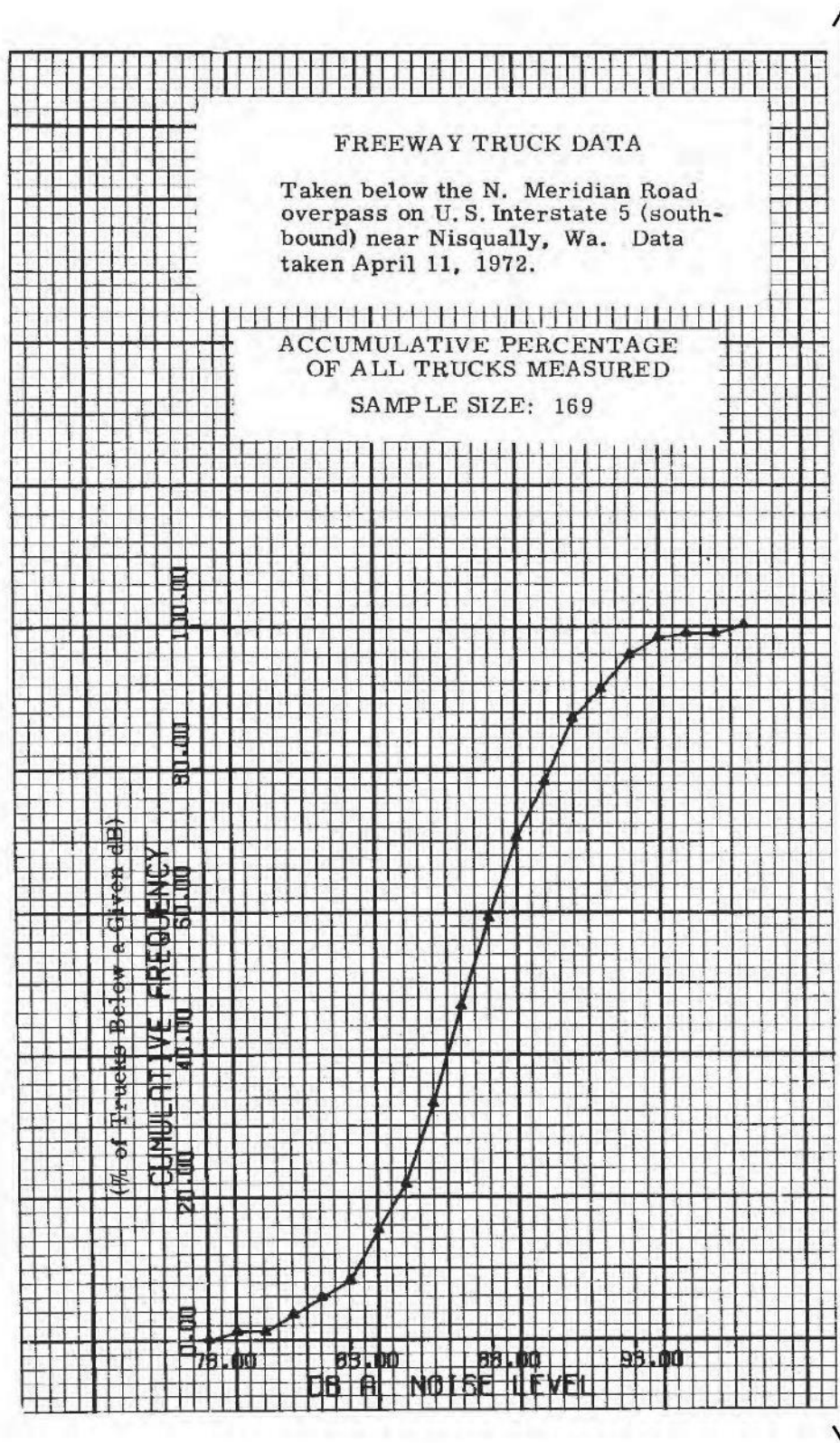
(See Figure 17 in main text for key to symbols representing each class of truck.)



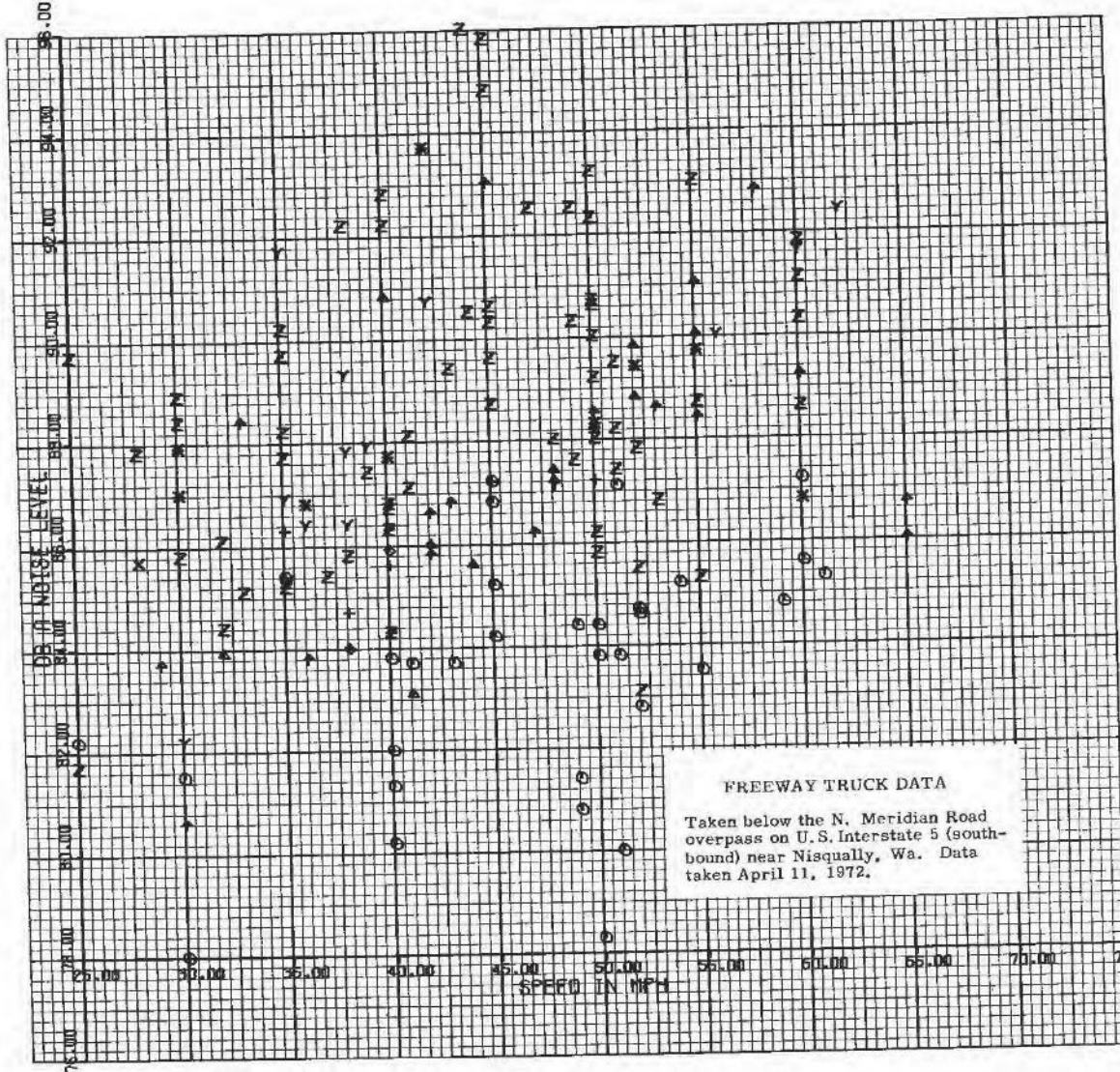


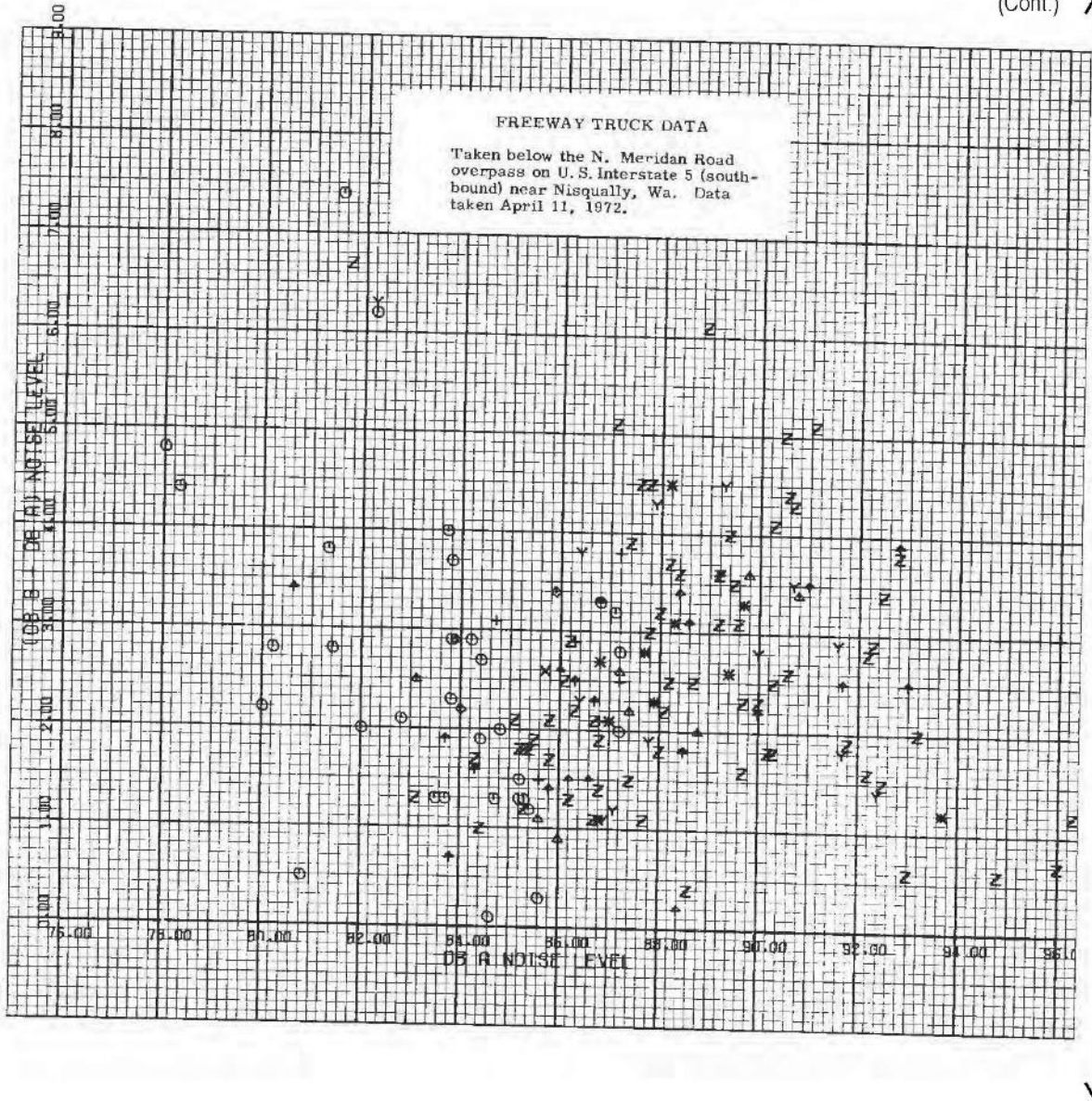
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APPENDIX F

**SURVEY OF EXISTING (1971) VEHICLE NOISE CONTROL LEGISLATION
FOR CONTINENTAL U.S. AND CANADIAN PROVINCES**

Auguscik-25
(Cont.)



Continental United States*

Alabama

No enacted or proposed law.

Arizona

No law which sets a specific dB noise level for motor vehicles; however, every motor vehicle is required to be equipped with a muffler to prevent excessive noise.

Arkansas

No enacted or proposed law which sets a specific dB noise level for motor vehicles; however, every motor vehicle is required to be equipped with a muffler to prevent excessive or unusual noise.

Auguscik-25
(Cont.)

* No information was solicited from Hawaii or Alaska

California

(Excerpts from Amended* California Vehicle Code)

23130. (a) No person shall operate either a motor vehicle or combination of vehicles of a type subject to registration at any time or under any condition of grade, load, acceleration or deceleration in such a manner as to exceed the following noise limit for the category of motor vehicle within the speed limits specified in this section:

	Speed Limit of 35 mph or less	Speed Limit of more than 35 mph
(1) Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 pounds or more and any combination of vehicles towed by such motor vehicle:		
(A) Before January 1, 1973	88 dB (A)	90 dB (A)
(B) On and after January 1, 1973	86 dB (A)	90 dB (A)
(2) Any motorcycle other than a motor-driven cycle	82 dB (A)	86 dB (A)
(3) Any other motor vehicle and any combination of vehicles towed by such motor vehicle. . .	76 dB (A)	82 dB (A)

23130.5. (a) Notwithstanding the provisions of subdivision (a) of Section 23130, the noise limits, within a speed zone of 35 miles per hour or less on level streets, or streets with a grade not exceeding plus or minus 1 per cent, for the following categories of motor vehicles, or combinations of vehicles, which are subject to registration, shall be:



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(Cont.)

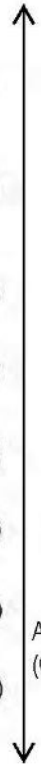
* Amended 11/71.

(1) Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 pounds or more and any combination of vehicles towed by such motor vehicle.....	82 dB (A)
(2) Any motorcycle other than a motor-driven cycle	77 dB (A)
(3) Any other motor vehicle and any combination of vehicles towed by such motor vehicle	74 dB (A)
27100. (a) No person shall sell or offer for sale, a new motor vehicle which produces a maximum noise exceeding the following noise limit at a distance of 50 feet from the centerline of travel under test procedures established by the department:	
(1) Any motorcycle manufactured before 1970..	92 dB (A)
(2) Any motorcycle, other than a motor-driven cycle, manufactured after 1969, and before 1973	88 dB (A)
(3) Any motorcycle, other than a motor-driven cycle, manufactured after 1972 and before 1975	86 dB (A)
(4) Any motorcycle, other than a motor-driven cycle, manufactured after 1974 and before 1978	80 dB (A)
(5) Any motorcycle, other than a motor-driven cycle, manufactured after 1977 and before 1988	75 dB (A)
(6) Any motorcycle, other than a motor-driven cycle, manufactured after 1987	70 dB (A)
(7) Any snowmobile manufactured after 1972	82 dB (A)
(8) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1967 and before 1973	88 dB (A)
(9) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1972 and before 1975	86 dB (A)



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(Cont.)

(10) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1974 and before 1978. . . .	83 dB(A)
(11) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1977 and before 1988. . . .	80 dB (A)
(12) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1987.	70 dB (A)
(13) Any other motor vehicle manufactured after 1967 and before 1973. . . .	86 dB (A)
(14) Any other motor vehicle manufactured after 1972 and before 1975. . . .	84 dB (A)
(15) Any other motor vehicle manufactured after 1974 and before 1978. . . .	80 dB (A)
(16) Any other motor vehicle manufactured after 1977 and before 1988. . . .	75 dB (A)
(17) Any other motor vehicle manufactured after 1987. . . .	70 dB (A)



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(Cont.)

Colorado

Connecticut

Proposed legislation under consideration which would follow California's standards.

Delaware

Presently has no law except for the requirement that vehicles be equipped with mufflers. A proposal is under study which would limit noise emissions from vehicles at 50 feet to approximately 80 dB for automobiles and a somewhat higher limit for trucks.

Florida

Noise study underway; no funding available so the Legislature in 1971 directed the Department of Pollution Control (noise being its responsibility) to work with the Department of Transportation in establishing the maximum decibels of sound permissible from motor vehicles and trucks operating on Florida highways.

Georgia

No law which sets a specific dB noise level for motor vehicles; however, every motor vehicle must be equipped with a muffler in good working order to prevent excessive or unusual noise.

Idaho

Presently in effect is the following law:

- (1) Every motor vehicle must be equipped with a muffler to prevent the emission of excessive or unusual noise.
- (2) Excessive or unusual noise includes any sound made by a motor vehicle at any time under any condition of grade, speed, acceleration or deceleration which exceeds 92 dB (A) measured at a distance of not less than 20 feet to the side of the vehicle.

Illinois

At present there is no law. Regulations governing stationary noise sources and airport noise will be submitted to the Illinois Pollution Control Board soon, after which motor vehicle noise will be investigated.

Auguscik-25
(Cont.)

Indiana

Iowa

No existing or proposed law.

Auguscik-25
(Cont.)

Kansas

No enacted or proposed law concerning noise abatement.

Kentucky

Highway noise-limiting legislation currently being studied.

Louisiana

No law which sets a specific dB noise level for motor vehicles; however, every motor vehicle must be equipped with standard mufflers and exhaust systems.

Maine

No existing or proposed legislation, except vehicles are required by law to have mufflers. A bill authorizing the study of noise pollution was introduced but failed to pass.

Maryland

Proposals to include noise as an area of air pollution whereby the noise standard shall not be greater than 108 PNdB (perceived noise, in decibels) failed to be enacted. Another bill presently proposed includes as an area of air pollution "noise which unreasonably interferes with the proper enjoyment of the property of others." No specific dB limits were proposed nor did the bill specifically mention the noise emitted by motor vehicles. No law at present.

Massachusetts

Michigan

Currently in effect is a law requiring that every motor vehicle be equipped with a muffler to prevent the emission of excessive or unusual noise. A noise bill patterned after California is presently being proposed.

Minnesota

Auguscik-25
(Cont.)

Presently in effect is the following law.

(169.691) No person shall operate a motor vehicle or combination of vehicles at any time or under any condition of grade, road, acceleration or deceleration which exceeds the noise limit specified below at a distance of 50 ft from the center of the lane of travel within the speed limits specified:

	<u>35 mph or less</u>	<u>more than 35 mph</u>
(1) Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 lb or more, any combination of vehicles towed by such motor vehicle, and any motorcycle:		
(a) Before Jan. 1, 1975	88 dB(A)	90 dB(A)
(b) On and after Jan. 1, 1975	86 dB(A)	90 dB(A)
(2) Any other motor vehicle and any combination of vehicles towed by such motor vehicle	82 dB(A)	86 dB(A)

(169.692) No person shall sell or offer for sale a new motor vehicle which produces a maximum noise exceeding the following noise limit of a distance of 50 ft from the centerline of travel:

Any motorcycle manufactured

(1) Before Jan. 1, 1972	92 dB(A)
(2) On or after Jan. 1, 1972 and before Jan. 1, 1973	88 dB(A)
(3) On or after Jan. 1, 1973	86 dB(A)

Any motor vehicle with a gross vehicle weight rating of 6,000 lb or more manufactured

(4) On or after Jan. 1, 1972 and before Jan. 1, 1975	88 dB(A)
(5) On or after Jan. 1, 1975	86 dB(A)

Any other motor vehicle manufactured

(6) On or after Jan. 1, 1972 and before Jan. 1, 1975	86 dB(A)
(7) After Jan. 1, 1975	84 dB(A)

Mississippi

Missouri

No enacted or proposed law.

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(Cont.)

Montana

No existing or proposed law.

Nebraska

Nevada

Law patterned after that of California (pre-amended).

New Hampshire

Letter forwarded to Legislative Services for response.

New Jersey

Presently there are no regulations governing noise; some bills proposed in the past and patterned after the California Law did not pass. However, the New Jersey Dept. of Environmental Protection has been authorized to make up regulations to control noise from motor vehicles and other sources.

New Mexico

Currently has no noise abatement law although legislation similar to that of California has been proposed in this session of the legislature. The city of Albuquerque has a comprehensive ordinance which prescribes noise levels for various vehicles.

New York

Presently in effect is the following law.

Sec. 386 of the Vehicle and Traffic Law - Motor vehicle noise limit

(1) No motor vehicle, other than an authorized emergency vehicle or a vehicle moving under special permit, which makes or creates excessive or unusual noise, shall operate upon a public highway.

(2) A motor vehicle which produces a sound level of 88 dB or more on the "A" scale shall be deemed to make or create excessive or unusual noise.

New York (cont.)

Auguscik-25
(Cont.)

(Excessive or unusual noise is defined as a sound pressure level (SPL) of 88 dBA or more measured on a standard sound level meter. The measurements of SPL shall be made at speeds of less than 35 mph with the microphone positioned 50 ft, \pm 2 ft, from the center of the lane in which the vehicle is traveling. SPL measurements shall be made according to the practices outline in the Society of Automotive Engineers Standard J672, "Measurement of Truck and Bus Noise" as approved Jan. 1957.)

(3) No arrest shall be made in cases where the noise limit is exceeded by less than a 2 dB tolerance.

(4) Every motor vehicle shall be equipped with an adequate muffler to prevent the emission of excessive or unusual noise.

North Carolina

No existing or proposed legislation except that no vehicle may emit excessive or unusual noise and must be equipped with a muffler to accomplish this.

North Dakota

The present law authorizes the state health council to establish reasonable standards and regulations necessary to prevent and minimize hazards to health and safety caused by the excessive noise of all sources including motor vehicles. No specific regulations were provided.

Ohio

Two bills have been introduced to the General Assembly but no action has been taken.

Oklahoma

No enacted or proposed law.

Oregon

Five bills introduced to the Legislature and only one passed; this measure requires Environmental Quality Commission to establish rules and regulations governing the noise emissions of various sources including motor vehicles.

Pennsylvania

Presently in effect is the following law.

(1) No motor vehicle, except for emergency vehicles, at any time or under any condition of grade, load, acceleration or deceleration,

Pennsylvania (cont.)

may exceed the following noise limit for the category of motor vehicle measured 50 ft from the center of the lane of travel within the speed limits specified:

	<u>35 mph or less</u>	<u>more than 35 mph</u>
(a) Any motor vehicle with manufacturer's gross vehicle weight rating of 7,000 lb or more, any combination of vehicles towed by such motor vehicle, and any motorcycle	90 dB	92 dB
(b) Any other motor vehicle and any combination of vehicles towed by such motor vehicle	82 dB	86 dB

(2) No new motor vehicle, except for emergency vehicles, may be sold which produces a maximum noise exceeding the following noise limit measured 50 ft from the center of the lane of travel.

(a) Same as (a) above with the addition of manufactured after Jan. 1, 1973	90 dB
(b) Same as (b) above with the addition of manufactured after Jan. 1, 1973	84 dB

Rhode Island

No enacted or proposed legislation.

South Carolina

No enacted or proposed legislation because of the highly rural nature of the state.

South Dakota

No existing or proposed legislation.

Tennessee

The present law requires all motor vehicles to be equipped with a muffler to prevent excessive or unusual noise. Proposed is a law which would limit the sound pressure level emitted by racing vehicles to be 86 dBA measured 50 ft from the centerline of the track or course.

Texas

Auguscik-25
(Cont.)

No existing or proposed legislation except for a muffler-type law.

Utah

No enacted or proposed law.

Vermont

Currently has no law although it is expected that legislation will be proposed giving the Secretary of Environmental Conservation authority to establish regulations governing noise levels for vehicles.

Virginia

Washington

No enacted legislation but efforts to get noise level limits passed are continuing.

West Virginia

No enacted or proposed legislation.

Wisconsin

Legislation patterned after that of California is presently being proposed in both houses of the state legislature.

Wyoming

No enacted or proposed legislation.

Canadian Provinces *

Auguscik-25
(Cont.)

Alberta

Presently there is no legislation for the whole province; however Calgary and Edmonton have fairly comprehensive noise abatement laws.

British Columbia

The 1971 Legislature has authorized the establishment of noise levels for motor vehicles. These limits will not be established until the present program for developing vehicle noise measurement techniques in Motor Vehicle Inspection Stations is completed.

Manitoba

Presently in effect is a law which requires a motor vehicle to be equipped with a muffler which would limit the noise emission below the level set for that class of motor vehicle under the regulations. However, the regulations prescribing the specific dB limits have not been drafted pending the possible adoption of noise level limits for motor vehicles at the manufacturers' level by the Federal government.

Ontario

No enacted or proposed law although studies of the whole field of noise pollution are being carried out by the Department of Environment.

Quebec

No enacted or proposed law.

Saskatchewan

The only legislation in effect to control noise levels is restricted to adequate muffling of vehicles to prevent undue or excessive noise.

Note:

The Federal Department of Transport, which is responsible for implementing standards governing new motor vehicles offered for sale in Canada, has established noise limits for new motor vehicles. Heavy duty vehicles are required to emit not in excess of 88 dBA measured in accordance with SAE J366 while light duty and off-road utility vehicles are required to emit not in excess of 86 dBA measured in accordance with SAE J986a.

* No information was solicited from New Brunswick

APPENDIX G
COMPILATION OF MUFFLER DATA



Auguscik-25
(Cont.)

ALEXANDER-TAGG INDUSTRIES (ATI) - Manufactures truck and bus mufflers only. No specific noise or back pressure specifications are given although it is stated that ATI "Engine Mated" mufflers comply with the 88 dB(A) noise limit set by some states when installed without drastic deviations from OEM (original equipment manufacture) exhaust systems. These mufflers also meet or better engine back pressure requirements and are also said to last a minimum of 100,000 miles.

AMF BEAIRD - The mufflers produced by AMF are primarily used on stationary land-based or marine installations. Typical attenuation curves over the audio spectrum (37.5 Hz - 9.6 kHz) were shown for the MAXIM standard silencers. The attenuation provided by the silencers averaged 25 dB in the low frequency range.

DONALDSON - Gives specific exhaust noise and back pressure information for muffler systems on particular engines. The exhaust noise levels for different muffling systems range from 78 dBA to 88 dBA at 50 feet. However, this is only the exhaust noise and does not take into account other truck noise contributions which may equal or even surpass the exhaust noise level. The conditions under which the information was taken (i.e. horsepower and rpm--usually maximum load) are also given. Data are given for Cummins and Detroit diesel mufflers wherein the particular engine series is listed opposite the mufflers which will satisfy certain silencing requirements. These requirements are divided into two major categories:

I. Automotive Silencing

- A. 125 "sones" and 88 dB(A): Mufflers in this class meet both AMA 125 "sonc" and state 88 dB(A) limits for over highway trucks.
- B. 88 dB(A): Mufflers in this class meet state 88 dB(A) legal requirements.

II. Construction & Industrial Silencing

- A. Moderate Silencing: Mufflers recommended will control exhaust, noise at operator's position to California 95 dB(A) contour.
- B. SAE 90 dB(A): Mufflers will control exhaust noise to meet SAE spectator noise spec of 90 dB(A) at 50 feet.
- C. Spark Arresters: For applications where only a minimum degree of muffling is required.

The life expectancy of their mufflers is over 100,000 miles.

GIII - Produces spark-arrester mufflers which are concerned with the entrapment of carbon and ash particles in the exhaust stream in order to reduce fire hazards. No noise or back pressure specifications are given.

HAPCO - No Noise or back pressure specifications were available.

HAVILAND - The Haviland Co. manufactures automotive mufflers and could not furnish any noise or back pressure information.

HAYES-ALBION - No noise or back pressure specifications were available.

OXY-CATALYST INC - They manufacture catalytic mufflers which are primarily concerned with the removal of carbon monoxide and other harmful fumes from vehicle exhaust. Although no specific noise or back pressure information was given, it was stated that these catalytic mufflers have noise reduction and back pressure characteristics similar to standard acoustic mufflers.

RIKER - No exact noise or back pressure specifications were given. However, a line of primarily "sound" mufflers are rated from 85-88 dBA depending upon truck make, model, and engine. The conditions and method under which these mufflers were rated was not stated. The company's present goal is mufflers which can satisfy a noise level of 84-87 dBA measured according to SAE J366 recommended practice. The average life of all Riker mufflers is about 200,000 miles.

STEMCO - Generally, no specific noise or back pressure levels are given although a group of mufflers is listed which keeps the pure exhaust noise down to 78-82 dBA (at 50 feet and maximum engine load) and will satisfy California's 88 dBA law. For over-the-road diesel trucks muffler life ranges from 200,000 to 300,000 miles.

APPENDIX H

DEFINITION OF dB TERMS

Auguscik-25
(Cont.)



The common unit for measuring noise is the decibel (dB). If, in addition, the frequency response is shaped for the A-weighting scale,* the result is referred to as dBA. The logarithmic scale for sound level was first introduced by telephone company engineers many years ago. They simply took the logarithm of the amount of power change that occurred in an amplifier or attenuator and named this unit a "Bell" in honor of their founder, Alexander Graham Bell. It was soon found that this was too coarse a unit, and it became common practice to use a unit ten times smaller, called a "decibel" (deci- meaning one-tenth).

In the case of sound measurement the level is always related to the sound pressure level of 0.0002 dyne/cm². This particular sound pressure level represents (approximately) the faintest sound that a human ear can hear in a very quiet room. This means that a sound with a level of 60 dB is approximately a million times more powerful than the faintest sound which can be heard. A sound level of 120 dB (which is near the threshold of pain) represents sound which is a million million times more powerful than the faintest audible sound.

If there are two noise sources and the noise power of each is known, the decibels are not added together to get the total sound level. Instead, one must change from decibels to sound pressures, add them, and reconvert to decibels. For example, if an automobile which is radiating a level of 80 dBA (as measured from a distance of 50 ft) is put next to an identical automobile also radiating 80 dBA, the resultant noise field will have twice the power. This will not give 160 dBA, but 83 dBA. Doubling the power adds only 3 dBA to the existing level. If the power is doubled again by adding two more such vehicles, the net result would be an 86 dBA sound level. Again doubling (for a total of eight such vehicles) would result in a total of 89 dBA, and further doubling (sixteen vehicles) would add 12 dBA to the level for a total of 92 dBA. In a hypothetical situation then, it would take 16 automobiles, each emitting 80 dBA, to equal one truck which is emitting 92 dBA.

The dBB scale is similar to the dBA scale described above, except that it allows more low-frequency sound to be "counted," hence a truck with a noisy exhaust would probably read higher on the dBB scale than on the dBA scale. The dBB scale is more representative of human hearing response to loud sounds.

*This scale discriminates against both high- and low-frequency sounds in somewhat the same manner as does the human ear.

Auguscik-25
(Cont.)

- Auguscik-1 *The commenter provides details from the Recirculated DEIR project description.*
- This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Auguscik-2 *The commenter suggests consideration should be given to the residential zoning along Brace Road to maintain a buffer between the existing residential properties and the proposed project. The commenter further states that commercial parking between the residential parcels on Brace Road and Hunter Drive would have a detrimental impact on surrounding residential properties.*
- While this comment is not related to the adequacy of the 2019 RDEIR for addressing environmental effects associated with the project, this comment has been included in this Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Auguscik-3 *The commenter states that the Recirculated DEIR did not address the need to rezone parcels from residential to commercial use*
- No rezoning is necessary, parking is allowed in the commercial and residential land use designations. Assessor Parcel Numbers (APN) 045-042-011 and -012 are zoned RM-5, while APN -045-042-034 and -036 are zoned both CG and RM-5. The portions of the properties that are zoned RM-5 would not include the warehouse structure, but would be developed as a parking lot and drive aisles. Development of a parking area and drive aisles is not in conflict with the current zoning, and therefore these parcels will not require rezoning. APN-045-042-023 is zoned RH, but would also be used exclusively for driveway access and parking, which is consistent with the RH zone. 2019 RDEIR Section 5.2.3.5 (pages 5-14 through 5-18) comprehensively evaluated project-related impacts related to land use and planning, including the need for rezoning.
- Auguscik-4 *The commenter states that new State law prevents the rezoning of residential property after January 1, 2020, and therefore the rezoning that would be necessary for the proposed project would violate the provisions of Senate Bill 330.*
- Senate Bill (SB) 330 does not prevent the rezoning of residential property. Rather, SB 330 requires that, with respect to land where housing is an allowable use, cities and counties may not adopt new General Plan policies or standards that would have the effect of changing the land use designation or zoning of a parcel of property to a less intensive use below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, that were in effect on January 1, 2018. SB 330 prevents existing residential zones from being down-zoned unless other properties are up-zoned concurrently, in order to meet the law's intent to prevent a loss in potential housing development. The Town does not intend to, and is not required to, rezone the properties. Furthermore, the CG zone allows multi-family units with a use permit at a density of 2-10 units in a mixed-use development, or as otherwise allowed by the Town during project review. Therefore, even if the site were rezoned, housing would still be allowed at levels equivalent to the RM-5 zone. See also the Response to Comment Auguscik-3.
- Auguscik-5 *The commenter notes the Recirculated DEIR site plan shows a shared entrance with Sierra Meadows Apartments. The commenter further notes there has been no discussion or agreement related to a shared entrance.*
- The original site plans contained in the 2018 DEIR indicated a shared Costco entrance on Brace Road with the Sierra Meadows Apartments. However, that was changed in the 2019 RDEIR, as shown in Figures 2-3, 2-4, and 2-5. The final site plan for the project site, as shown in Figure 2-1 of this FEIR, shows the same segregation of the Sierra Meadows Apartments as the 2019 RDEIR. Namely, a screen wall with landscape planters will be installed on the Costco project site around the east, south, and west sides of the apartment complex. Furthermore, the entrance on the east side of the Sierra Meadows Apartments from Brace Road will be gated and used for emergency access only. Thus, there will not be a shared entrance.

- Auguscik-6 *The commenter states that a “mutual entrance is not acceptable and will cause safety and logistic concerns with parking, garbage storage and pickup for the apartments.”*
Please see the Response to Comment Auguscik-5.
- Auguscik-7 *The commenter notes the shared entrance will interfere with traffic flows through parking lot and create loss of parking spaces.*
Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively (see pages 3.7-23 through 3.7-36). As shown in Figure 2-1, “Site Plan,” in Chapter 2 of this FEIR, a screen wall with landscaped planters would be constructed on the project site around the east, south, and west sides of the Sierra Meadows Apartment Complex, which are adjacent to the Costco project site. Therefore, none of the existing apartment complex parking spaces would be lost.
- Auguscik-8 *The commenter states that the proposed shared entrance would affect the accessibility of the Sierra Meadows office to prospective tenants.*
Please see the Response to Comment Auguscik-5.
- Auguscik-9 *The commenter states that planned barriers to prevent Costco customers from parking on Brace Road and Starlight Lane would be inadequate.*
While this comment is not related to the adequacy of the 2019 RDEIR for addressing environmental effects associated with the project, this comment has been included in this Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project. Refer also to the Response to Comment Benson-1-2.
- Auguscik-10 *The commenter states the proposed project will impair operation of the Sierra Meadow Apartments by impacting access, parking, and safety of residents.*
Please see responses to comments Auguscik-5 through Auguscik-9.
- Auguscik-11 *The commenter states that use of the Brace Road entrance for nighttime deliveries would be a violation of the General Plan, and that having two entrances within 20 feet of one another would also be a violation of the General Plan.*
As discussed in Chapter 2 of this FEIR, based on public workshops and feedback and comments on the original DEIR and the 2019 RDEIR, the proposed project has been changed such that nighttime deliveries to the proposed Costco facilities would be limited to the primary site access on Sierra College Boulevard.
With respect to the functional classification of Brace Road, 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”. Per Figure 2 on page IV-5 of the Town of Loomis General Plan, Brace Road is classified 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 street 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.” The minor changes in distribution would not materially change total VMT (VMT used in the 2019 RDEIR is conservative and would tend to overestimate actual effects attributable to the project as confirmed in Appendix B to this FEIR).
Turn movements at the access proposed on Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments referenced in Comment Auguscik-11 are proposed to be restricted to right-turns only. A raised median is proposed to limit the project driveway to right-turns only, while not restricting turn movements to or from either Sierra Meadows Apartments or the Homewood property to the north. Town engineers have reviewed the proposed project driveway placement on Brace Road and find that a spacing exception is appropriate for this driveway because (1) the proposed placement of the driveway is consistent with the Municipal Code and meets the Land Development Manual standards to the extent practicable, and (2) the placement of a right-in/right-out only Costco driveway near the Sierra Meadows apartment complex’s western driveway, which would also be right-in right-out only with installation of the proposed raised median on Brace Road, would not result in substantial use conflict due to both driveways having low usage

and turning limitations as both are right-in/right-out only, resulting in the same pattern of traffic movements. Please see also the Response to Comment Mooney-14.

Auguscik-12

The commenter states that the project's noise modeling did not account for noise levels at the Sierra Meadows Apartment Complex that would be produced by project-related delivery trucks. The commenter also states that a higher level of heavy truck noise should have been assumed for project modeling.

Section 3.6.4.4 of the 2019 RDEIR analyzes noise impacts comprehensively (see pages 3.6-12 through 3.6-18). Impact 3.6-3 (2019 RDEIR pages 3.6-14 and 3.6-15) analyzed impacts to sensitive receptors based on traffic noise modeling conducted for the proposed project, including heavy truck trips. The impact was found to be less than significant because the proposed project would not result in an increase in traffic noise above the 3-dBA threshold. See also 2019 RDEIR Appendix D, which contains the results of the traffic modeling. The amount of heavy truck noise that was used for project-related modeling is based on FTA guidance. Impact 3.6-4 (pages 3.6-15 through 3.6-18) evaluated potential noise impacts from nighttime deliveries of heavy trucks using the Brace Road entrance, and found that this impact would be significant. Mitigation Measure Noise-2 would be implemented, which includes construction of a sound wall around the apartment complex, and which recommends installation of new windows in some of the apartments to provide improved interior noise reduction.

As noted on page 3.6-11 of the 2019 RDEIR in Section 3.6.4.2, "Thresholds of Significance," the project's noise impacts are compared with "standards established in the local general plan or noise ordinance." In the case of Loomis, the General Plan (pages 138 through 141) provides different types of noise standards, which are evaluated in the 2019 RDEIR and this Final EIR, including long-term exterior noise standard for sensitive uses of 65 dBA Ldn and a long-term interior standard of 45 dBA Ldn. As established in a note in Table 8-3, the Town allows exterior noise greater than 65 dB Ldn/CNEL, so long as the best available noise reduction measures are implemented and the interior noise standards are not exceeded. The General Plan also has guidance for short-term noise in Table 8-4 vary according to the duration of the noise event and whether the noise occurs during the day/evening (between 7am and 10pm) or at night (between 10pm and 7am). The Town's Municipal Code includes the same guidance.

Existing daytime noise levels at adjacent residential uses north of the project site (apartments) were measured to be 54 dBA. Existing nighttime noise levels measured 50 dBA L_{eq} . Existing ambient noise levels currently exceed the Town of Loomis's exterior daytime and nighttime average hourly noise level standards of 50 dBA L_{eq} and 40 dBA L_{eq} , respectively.

Deliveries to the project site during operation would be from a secondary entry off of Brace Road, west of and adjacent to the existing noise-sensitive apartment building. Delivery trucks would enter the site approximately 50 feet from the apartment building façade. Warehouse deliveries would include up to three trucks per hour, resulting in an hourly noise level of 52 dBA L_{eq} .¹ The primary noise sources associated with the truck unloading areas are the heavy trucks stopping (air brakes), backing into the loading docks (backup alarms), pulling out of the loading docks (engines accelerating), and short-term refrigeration unit operation.

Instantaneous maximum noise levels attributable to delivery trucks entering or exiting the project site would be approximately 75 dBA L_{max} at the apartment building façade. Instantaneous maximum noise levels attributable to delivery trucks entering or exiting the project site would be approximately 70 to 78 dBA L_{max} at the apartment building property line.

In addition to the apartments north of the project site, there are residential uses east of the project site. Existing daytime noise levels at adjacent residential uses east of the project site's delivery access point were measured to be 64 dBA L_{eq} and 82 dBA L_{max} . The increase from existing noise levels at these residential uses attributable to the proposed project's delivery trucks would be less than existing L_{max} noise levels.

As discussed in Chapter 2 of this FEIR, the proposed project has been changed such that nighttime deliveries to the proposed Costco facilities would be limited to the primary site access on Sierra College Boulevard.

With respect to nighttime deliveries, Costco would use the Sierra College and not the Brace Road entrance/exit for all after hours/nighttime deliveries. All truck trips to and from the site after 10pm, Monday through Friday, and all truck trips after 7pm Saturday and Sunday will not go by the apartments near Brace Road but will enter instead using the new Sierra College Boulevard traffic

¹ This noise level estimate was changed relative to that included in the 2019 RDEIR (54 dBA L_{eq}) because a more reasonable speed of 15 miles per hour instead of 25 miles per hour was used. The revised estimate is more accurate.

light until 7am, seven days a week, and then use the Brace entry/exit during other times. Therefore, since daytime deliveries would produce noise levels that would not exceed existing ambient levels noise at the Sierra Meadows Apartments, since the project would construct a sound wall to further reduce noise levels, and since nighttime deliveries would no longer use the Brace Road access, the impact would be less than significant. Nighttime deliveries, assuming up to three trucks per hour, would result in an hourly noise level of 41 dBA L_{eq} and 66 L_{max} at the property line of the apartments (not including the benefit of shielding provided by the intervening warehouse building or the sound wall). Table 8-3 of the General Plan suggests using the property line of the receiving land use where the location of the outdoor activity area is unknown. Reporting noise at the property line would provide a worst-case assessment, since it appears that the area between the apartment buildings and the project site is used for parking, and there are no outdoor activity areas that would be affected by project noise on this side of the property. Effective noise barriers typically reduce noise levels by 5 to 10 decibels (dB) (FHWA 2017) and the noise level would be additionally reduced due to shielding provided by the proposed warehouse building. Truck delivery noise would be less than the hourly nighttime maximum in Table 8-4 of the General Plan (40 dB). Please see also the Responses to Comments Mooney-20, -21, -22, and -39.

Auguscik-13

The commenter states that the high noise levels generated by project-related heavy truck trips would have a negative effect on tenants at the Sierra Meadows Apartment Complex, would have a negative effect on rentability, and would result in a decrease in the apartments' market value.

Please see the Response to Comment Auguscik-12. Please see also the Responses to Comments Mooney-20, -21, -22, and -39.

Auguscik-14

The comment suggests that the proposed truck entrance from Brace Road should be relocated away from the Sierra Meadows Apartment Complex.

Please see responses to comments Auguscik-5, Auguscik-7, and Auguscik-12. Please see also the Responses to Comments Mooney-20, -21, -22, and -39.

Auguscik-15

The commenter states that the proposed wall around the Sierra Meadows Apartment Complex and the proposed upgrades to some of the apartment complex windows (to provide additional noise reduction as part of Mitigation Measure Noise-2), would still result in unacceptable noise and vibration levels for tenants in the apartment complex, and therefore the truck entrance should be relocated away from Brace Road.

Please see responses to comments Auguscik-5 and Auguscik-12. Please see also the Responses to Comments Mooney-20, -21, -22, and -39.

Heavy truck traffic can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. However, groundborne vibration levels generated from vehicular traffic are not typically perceptible outside of the road right-of-way. However, the closest buildings to the project site that would be considered vibration-sensitive under the proposed project would be approximately 50 feet from the truck delivery route. Based on Federal Transit (FTA) data, heavy trucks operating at 30 miles per hour (mph) would generate groundborne vibration of approximately 0.07 PPV (63 vibration decibels [VdB]) at a distance of 50 feet from the road's centerline (FTA 2018). As intuitively expected, higher speeds result in higher vibration levels. Doubling speed usually results in a vibration level increase of 4 to 6 decibels (FTA 2018). The truck's speed along the delivery truck routes near the project site would be lower than 30 mph and would result in lower than 0.007 PPV (63 VdB) vibration levels at the nearest sensitive uses. Like the vibration associated with on-site construction equipment described on pages 3.6-13 and 3.6-14 of the 2019 RDEIR, delivery trucks would not exceed the Caltrans-recommended standard of 0.2 in/sec PPV or the FTA-recommended standard of 80 VdB or less for residential uses and buildings where people normally sleep (infrequent events (FTA 2018). The impact is less than significant.

Auguscik-16

The commenter expresses disagreement that the screen wall proposed in Mitigation Measure Noise-2 will provide appropriate noise reduction for tenants in the Sierra Meadows Apartments.

Please see the Response to Comment Auguscik-12. The recommended screen wall to reduce noise is based on industry-standard practices and procedures. The sound wall will not be required

to be set back in a way that would substantially reduce the effectiveness of the sound wall. As requested, the truck route, for nighttime deliveries, has been routed away from the apartments.

Auguscik-17

The commenter states that the recommended noise wall along the Brace Road entrance will not prevent the headlights from nighttime truck deliveries from shining into the adjacent apartments.

As discussed in Chapter 2 of this FEIR, the proposed project has been changed such that nighttime deliveries to the proposed Costco facilities would be limited to the primary site access on Sierra College Boulevard. Therefore, headlights from nighttime truck deliveries would not shine into the windows of Sierra Meadows Apartments.

Auguscik-18

The commenter notes that the Recirculated DEIR found that the impact from noise of nighttime truck deliveries on nearby sensitive receptors, including the Sierra Meadows Apartments, would be a significant impact.

Please see the Response to Comment Auguscik-12. Please see also the Responses to Comments Mooney-20, 21, 22, and 39.

Auguscik-19

The commenter states that tenants at the Sierra Meadows Apartments will not be able to open windows at night due to truck delivery noise, which will result in a serious problem because the apartments do not have air conditioning, and that having windows open at night will result in sleep disruption and air pollution from diesel exhaust. Therefore, the commenter states that the truck entrance should be relocated away from residential buildings due to impacts to existing apartments.

As discussed in Chapter 2 of this FEIR, the proposed project has been changed such that nighttime deliveries to the proposed Costco facilities would be limited to the primary site access on Sierra College Boulevard. Therefore, a significant impact related to nighttime noise and diesel exhaust for tenants at the Sierra Meadows Apartments would not occur. Please see the Response to Comment Auguscik-12. Please see also the Responses to Comments Mooney-20, 21, 22, and 39. Please see also Chapter 4 of this FEIR, which details revisions to the health risk assessment (HRA), showing that the change to the site plan would reduce already less than significant health risks associated with the project.

Auguscik-20

The commenter requests that if the wall proposed in Mitigation Measure Noise-2 is built around Sierra Meadows Apartments, it should be aesthetically pleasing to the residential area.

The proposed screen wall would be designed in accordance with the Loomis Municipal Code, which regulates property development and use standards, landscaping, parking and loading, signage, and tree conservation. The proposed project must also comply with Loomis Municipal Code Section 13.62.040, which regulates the Town's Design Review process. Design review approval is required for all proposed nonresidential development, and the review authority may require any reasonable conditions of approval to ensure that a proposed project would comply with the findings of the design review. See also Table 3.2-1, "Compliance with Town Development Standards" (2019 RDEIR pages 3.2-29 through 3.2-35).

Auguscik-21

The commenter states that train traffic along Taylor Road currently creates a disruption to the existing traffic flow, and the traffic analysis for the proposed project does not account for the effects of these trains.

The traffic impacts of the proposed project, including traffic on surrounding roadways, such as Taylor Road and Sierra College Boulevard, were comprehensively evaluated in 2019 RDEIR Section 3.7, "Transportation and Traffic" (see pages 3.7-1 through 3.7-36). The Union Pacific Railroad at-grade crossing of Sierra College Boulevard north of Taylor Road is discussed on 2019 RDEIR page 3.7-11. Traffic counts and intersection levels of service for project area roadways were included in Appendices A and B of the Transportation Impact Analysis, which was included in 2019 RDEIR Appendix E.

The impact of passing trains was not evaluated in Loomis Costco Transportation Impact Analysis due to their irregular occurrence (train movements are not scheduled or predictable in a manner that can be readily accounted for in the Transportation Impact Analysis). During recent years, in other sections of the railroad line, there has been average of 20 freight trains between 7am and 10pm, approximately 20 freight trains between 10pm and 7am, and four passenger trains per day (Capitol Corridor Joint Powers Authority 2015).

The Town of Loomis will be constructing improvements at the Taylor Road/Sierra College Boulevard intersection that will improve traffic operations near the railroad crossing prior to the opening of the project. Page 131 of the Loomis Costco Transportation Impact Analysis documents that the Town of Loomis has a funded widening of Sierra College Boulevard between Brace Road and Taylor Road in the adopted 2018-2023 Capital Facility Plan. The Town's roadway project is expected to widen the roadway to provide three northbound vehicle travel lanes, three southbound vehicle travel lanes, as well as a Class II bicycle facility both northbound and southbound for the length of the project. The northbound approach of Sierra College Boulevard at Taylor Road will provide a separate left-turn lane, two through lanes, and a separate northbound right-turn lane with traffic signal overlap plus the separate bicycle lane.

Auguscik-22

The comment states that one of the proposed biofiltration filtration areas on the project site would be located within 25 feet of the existing Sierra Meadows Apartments' groundwater well, which is "within the 50 well site control zone."

Please see the Response to Comment Placer County-5. The biofiltration area has been relocated outside the well buffer zone.

The comment further states that the proposed biofiltration planter "may be in violation of Zone A-Microbial/Direct Chemical Contamination Zone with a minimum radius of 600 feet for all ground water drinking sources."

The "Zone A-Microbial/Direct Chemical Contamination Zone" referred to by commenter is taken out of context from Section 6.2.5 of a publication entitled "Drinking Water Source Assessment and Protection (DWSAP) Program," prepared by the California Department of Health Services' Division of Drinking Water and Environmental Management (1999). Section 6.2 of this publication relates to the recommended methodology that should be used for delineation of groundwater sources. Subsection 6.2.5, specifically referenced by the commenter, is titled, "Approach for Defining Groundwater Zones," and defines the screening methodology by which groundwater zones are defined. This is not related to the proposed project in any way. Please see also the Response to Comment Placer County-5.

Auguscik-23

The commenter states the project would have detrimental effects on surrounding residential properties including the Town of Loomis. The commenter further states the project should be "studied and evaluated carefully because it pushes the boundaries between existing residential use and proposed warehouse use that will have a major impact to the livability of the adjacent residential properties".

The 2019 RDEIR disclosed potential impacts on nearby residential properties, including impacts from noise and toxic air contaminants, and imposed mitigation measures to reduce these impacts to the extent feasible. The commenter does not identify any impacts that were not adequately addressed.

Auguscik-24

The commenter states that the Recirculated DEIR appears incomplete "in the areas of traffic planning and control, town planning and zoning, air pollution, aesthetics, and life and safety effects on adjacent residential properties and surrounding area". The commenter further urges the Town of Loomis to conduct additional studies "to ensure the welfare of existing residential properties and the Town itself."

Section 5.3 of the 2019 RDEIR analyzes resource areas and effects found not to be significant, including land use and planning, and hazards and hazardous materials (see pages 5-3 through 5-22 of the 2019 RDEIR). Section 3.2.3.4 of the 2019 RDEIR analyzes aesthetic impacts comprehensively (see pages 3.2-13 through 3.2-37 of the 2019 RDEIR). Section 3.3.3.3 of the 2019 RDEIR analyzes impacts to air quality comprehensively (see pages 3.3-16 through 3.3-27 of the 2019 RDEIR). Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively (see pages 3.7-23 through 3.7-36 of the 2019 RDEIR). The commenter does not provide any specifics as to additional studies that he believes should be conducted.

Auguscik-25

The commenter has provided attachments to support his comments.

The Town has reviewed the attachments provided by the commenter and has considered the content of those attachments in responses to comments Auguscik-1 through Auguscik-24.

3.3.3.2 Letter Cheryl Benson, February 8, 2020

Letter Benson-1

From: Cheryl Benson
To: Costco Comments; Jan Clark-Crets
Subject: Fw: Objection to the Revised Draft EIR
Date: Saturday, February 8, 2020 12:08:54 PM

The placement of a Costco on Brace Road and Sierra College Blvd. creates a monstrous traffic problem. In addition, the close residences (Loomis Town Citizen) will be dealing with Costco shoppers in their neighborhood. We already have a mass of cars parking on the street from Homewood. This is something never address during the Homewood development. So, now it's time to address how employee and Costco shoppers parking will burden our neighborhood. Along with Costco customers, knowledge that parking in the near by neighborhood may help avoid the traffic jam on Sierra College and Brace Road... will be a future issue. Permit parking "ONLY" will be a must. Then who will enforce those parking permits? Traffic enforcement in Loomis is lacking at numerous locations at this writing. Will the additional tax money really pay for the additional ongoing daily problems and services created/needed by this huge box store?

Benson-1-1

Benson-1-2

Benson-1-3

Benson-1-4

Benson-1-5

It does not help that Loomis took the Costco project right out of the hands of County of Placer. Which recent events makes it look like Loomis will get little to no help from Placer County with all this traffic. Loomis claims that Costco will benefit Loomis. Will it really benefit Loomis? The placement of Costco at that location make Loomis look desperate. As does promoting the invitation of Costco to build in Loomis close to houses, lacking the infrastructure, law enforcement, traffic management, maintenance to roads and Loomis responsibility to Placer County to keep transportation moving safely is a questionable feat by the Town of Loomis. What we are supporting is more government to support a Costco. Which is exactly why Costco leasing land from Placer County made sense in unincorporated Auburn area.

Benson-1-6

Benson-1-7

Benson-1-8

So, here we are. Loomis wants all the money from Costco and not willing to pay the price of this poor chosen location by working with Rocklin for a in/out driveway on Granite Drive in Rocklin. Which for the Costco project location is the best option for access to Costco.

Benson-1-9

I read the Rocklin comments presented to Loomis in the EIR. Those comments did NOT appear like Rocklin was NOT willing to work with Loomis. Putting a in/out driveway (Costco Access) between the Apartment building on Brace and 4000 Hunters Drive lacks the support of neighboring residents, will create a traffic jam at peak traffic hours and not a responsible option for the Costco project at this location.

Benson-1-10

----- Forwarded Message -----

From: Cheryl Benson
To: Cheryl Benson

Sent: Friday, February 7, 2020, 8:15:58 PM EST
Subject: Fw: Objection to the Revised Draft EIR

----- Forwarded Message -----

From: Cheryl Benson
Sent: Friday, February 7, 2020, 8:09:10 PM EST
Subject: Objection to the Revised Draft EIR

- Benson-1-1 *The commenter notes placement of Costco on Brace Road and Sierra Colleges creates a traffic problem and nearby residents will be dealing with Costco shoppers in the neighborhood.*
- Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. Impact 3.7-1 details degradation of Levels of Service at intersections in the project area. As shown in Tables 3.7-10, 3.7-11, and 3.7-12 (2019 RDEIR pages 3.7-24 through 3.7-28), existing plus project traffic would not cause intersection levels of service to degrade below Town standards at Brace Road or Sierra College driveway locations; therefore, mitigation measures related to Brace Road and Sierra College are not required.
- Benson-1-2 *The commenter suggests addressing “how employee and Costco shoppers parking will burden our neighborhood.”*
- The Costco parking area is designed to accommodate the needs of both its members and employees. Further, the parking supply and location within the lot has been oriented to discourage member parking near or along Brace Road.
- Costco has performed numerous studies at other locations to understand the number of parking spaces needed per 1,000 square feet of warehouse building provided. In some jurisdictions, the parking supply needed to satisfy Costco’s operational requirements exceeds the minimum jurisdictional parking requirements. In the case of Loomis, each of the three site plan options provide an average of 5.1 vehicular parking spaces per 1,000 square feet of building area, which results in a need for between 781 and 784 total spaces, whereas the Town of Loomis minimum requirement is 765 spaces. The final site plan included in this Final EIR provides 781 parking stalls. Accordingly, the on-site parking supply is adequate to satisfy both the Town’s and Costco’s own minimum parking requirements.²
- The proposed warehouse building entrance/exit used by Costco members is located at southeastern corner of the warehouse, well away from Brace Road. Further, the proposed on-site parking area shown south of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only. All customer and employee parking will be accommodated on-site and not create on-street parking demand.
- Finally, the current presence of on-street parking along the south side of Brace Road associated with the Sierra Meadows Apartments is recognized. The configuration of the proposed project site frontage improvements along Brace Road will preserve the existing on-street parking along the Sierra Meadows Apartments property.
- Benson-1-3 *The commenter notes that providing permit parking in the nearby neighborhoods may help avoid traffic on Sierra College and Brace Road but will be a future issue.*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Benson-1-4 *The commenter inquires who will enforce permit parking.*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

² In the 2019 RDEIR, on Figures 2-3 and 2-5 for site plan Options 1A and 1C, a layer in the graphic was turned off, so that approximately 60 parking stalls planned as a part of those site plan options did not show. Regardless of the site plan option ultimately approved by the Town, the appropriate amount of parking will be provided on-site to provide for parking demand, in accordance with Town Municipal Code requirements.

- Benson-1-5 *The commenter inquires if the “additional tax money [will] really pay for the additional ongoing daily problems and services created/needed by this huge box store?”*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Benson-1-6 *The commenter notes “it does not help that Loomis took the Costco project right out of the hands of the County of Placer.”*
- This comment is incorrect and unsupported. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Benson-1-7 *The commenter inquires if the Costco will benefit the Town.*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project. The project would create short-term construction jobs that would provide income to local residents and will spur an increase in demand for goods and services in the surrounding area during the construction period. The project would provide full-time jobs that would contribute to the Town’s job/housing balance. The project site is designated for commercial use by the Town of Loomis General Plan. Project operation would improve Loomis’s commercial base to increase municipal revenues through increased retail sales taxes, as well as employee spending and provide a wider range of goods and services for local residents.
- Benson-1-8 *The commenter suggests that the project site is too close to existing houses, and that it lacks the necessary infrastructure, law enforcement, traffic management, and road maintenance by the Town of Loomis.*
- The 2019 RDEIR comprehensively evaluated land use and planning, utilities and service systems, and transportation and traffic, in Section 5.3.2.5 (pages 5-14 through 5-18), Section 5.3.2.6 (pages 5-18 and 5-19), Section 5.3.2.8 (pages 5-20 through 5-22), and Section 3.7, “Transportation and Traffic” (pages 3.7-18 through 3.7-36). Impacts related to land use and planning, and utilities and service systems were found to be less than significant. Feasible mitigation measures were recommended to reduce the level of traffic impacts.
- Benson-1-9 *The commenter states, “Loomis wants all the money from Costco and [is] not willing to pay the price of this poor chosen location by working with Rocklin for a in/out driveway on Granite Drive in Rocklin.”*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Contrary to the commenter’s allegation, the Town recirculated the DEIR in part to add additional site access options suggested by the City of Rocklin, including a Granite Drive access, and has met with representatives of the City of Rocklin on many occasions to discuss and accommodate the City’s requests, as feasible, as detailed in the Response to Comment City of Rocklin-57. This includes analysis of an access point at Granite Drive, which representatives of the City of Rocklin later indicated they no longer supported. In addition, the Town and Costco have evidenced a willingness to mitigate impacts and improve roadway conditions through the Town’s Capital Improvement Program, with all improvements funded by Costco and/or the Town.
- Benson-1-10 *The commenter reviewed the City of Rocklin comments presented to the Town in the EIR and notes that a driveway on Brace Road between Sierra Meadows Apartments and Hunters Drive lacks the support of local residents, will create traffic issues at peak hours, and “is not a responsible option.”*
- Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. Impact 3.7-1 details degradation of Levels of Service at intersections in the project area. As shown in Tables 3.7-10, 3.7-11, and 3.7-12 (2019 RDEIR pages 3.7-24 through 3.7-28), existing plus project traffic would not cause intersection levels of service to degrade below Town standards at Brace Road;

therefore, mitigation measures related to Brace Road are not required. Furthermore, as described in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries through the western Brace Road entrance would be prohibited, and the eastern Brace Road entrance would be gated and used for emergency access only. It should be noted that this access was developed in response to the City of Rocklin's previous request for such access, and was not originally proposed as a part of the project, as this added driveway was not found to be necessary in the traffic analysis. In response to public comment, this access is identified as a gated emergency-only access under Site Plan Option 1D.

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3.3.3.3 Letter Cheryl Benson, February 9, 2020

Letter Benson-2

From: [Cheryl Benson](#)
To: [Costco Comments](#); [Jan Clark-Crete](#)
Subject: Fw: Objection to the Revised Draft EIR
Date: Sunday, February 9, 2020 2:16:53 PM

An alternate to in/out driveway between Starlight Lane and 4000 Hunter Drive could be a emergency only access. There is a emergency access only at the southeast end of Hunter Drive. This seems to be an effective way to solve required access issues. FYI: I believe neighbors would support this option.

Benson-2-1

Cheryl Benson

For responses to below, please see Letter Benson-1

----- Forwarded Message -----

From: Cheryl Benson
Sent: Saturday, February 8, 2020, 12:02:07 PM PST
Subject: Fw: Objection to the Revised Draft EIR

The placement of a Costco on Brace Road and Sierra College Blvd. creates a monstrous traffic problem. In addition, the close residences (Loomis Town Citizen) will be dealing with Costco shoppers in their neighborhood. We already have a mass of cars parking on the street from Homewood. This is something never address during the Homewood development. So, now it's time to address how employee and Costco shoppers parking will burden our neighborhood. Along with Costco customers, knowledge that parking in the near by neighborhood may help avoid the traffic jam on Sierra College and Brace Road.... will be a future issue. Permit parking "ONLY" will be a must. Then who will enforce those parking permits? Traffic enforcement in Loomis is lacking at numerous locations at this writing. Will the additional tax money really pay for the additional ongoing daily problems and services created/needed by this huge box store?

It does not help that Loomis took the Costco project right out of the hands of County of Placer. Which recent events makes it look like Loomis will get little to no help from Placer County with all this traffic. Loomis claims that Costco will benefit Loomis. Will it really benefit Loomis? The placement of Costco at that location make Loomis look desperate. As does promoting the invitation of Costco to build in Loomis close to houses, lacking the infrastructure, law enforcement, traffic management , maintenance to roads and Loomis responsibility to Placer County to keep transportation moving safely is a questionable feat by the Town of Loomis. What we are supporting is more government to support a Costco. Which is exactly why Costco leasing land from Placer County made sense in unincorporated Auburn area.

So, here we are. Loomis wants all the money from Costco and not willing to pay the price of this poor chosen location by working with Rocklin for a in/out driveway on Granite Drive in Rocklin. Which for the Costco project location is the best option for access to Costco.

I read the Rocklin comments presented to Loomis in the EIR. Those comments did NOT appear like Rocklin was NOT willing to work with Loomis. Putting a in/out

driveway (Costco Access) between the Apartment building on Brace and 4000 Hunters Drive lacks the support of neighboring residents, will create a traffic jam at peak traffic hours and not a responsible option for the Costco project at this location.

----- Forwarded Message -----

From: Cheryl Benson

Sent: Friday, February 7, 2020, 8:15:58 PM EST

Subject: Fw: Objection to the Revised Draft EIR

----- Forwarded Message -----

From: Cheryl Benson

Sent: Friday, February 7, 2020, 8:09:10 PM EST

Subject: Objection to the Revised Draft EIR

Benson-2-1

The commenter suggests that the proposed site access between Starlight Lane and Hunter Drive could be an emergency-only access.

As described in Chapter 2 of this FEIR, the recommended project has been modified such that the proposed site access between Starlight Lane and Hunter Drive would be gated for emergency use only. This recommended approach is known as Site Plan Option 1D.

2019 RDEIR Loomis Costco Transportation Impact Analysis Site Plan Options 1A and 1C are predicated on an assumption for public access to the eastern Brace Road Project driveway. Site Plan Option 1B does not have the eastern Brace Road driveway. The full access eastern Brace Road Project access, included in Site Plan Options 1A and 1C, is primarily expected to serve Costco members destined east of the project site along Brace Road as well as a limited number of trips traveling to Sierra College Boulevard. Note that the Loomis Costco Transportation Impact Analysis projects the number of project-generated vehicle trips added to Brace Road east of the project site will be approximately 4 vehicle trips during the weekday AM peak hour (when only the Costco Gasoline fueling station will be open), approximately 12 vehicle trips during the weekday PM peak hour, and approximately 18 vehicle trips during the weekend midday peak hour, when the Costco site experiences its peak demand. Per the Costco Loomis Transportation Impact Analysis findings, all three site plan options can be accommodated from a transportation perspective assuming implementation of the recommended mitigation measures.

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3.3.3.4 Letter Cheryl Benson, February 10, 2020

Letter Benson-3

From: [Costco Comments](#)
To: [Christy Consolini](#); [Mona Ebrahimi](#); [Gerken, Matthew](#); [Jeffrey Mitchell](#); [Sean Rabe](#); [Britton Snipes](#); [Mario Tambellini](#); [Sabrina Teller](#); [Mary Beth Van Voorhis](#)
Subject: FW: Parking and additional traffic in the Hunters Neighborhood.
Date: Monday, February 10, 2020 4:18:16 PM

Anders Hauge
Town of Loomis
Costco Project Manager

From: Cheryl Benson <ca.benson@yahoo.com>
Reply-To: Cheryl Benson <ca.benson@yahoo.com>
Date: Monday, February 10, 2020 at 2:03 PM
To: Costco Comments <CostcoComments@loomis.ca.gov>
Subject: Parking and additional traffic in the Hunters Neighborhood.

If permit parking is installed due to the close proximity of Costco, who will enforce illegal parking? A system for reporting outside of the general complaint system will need to be put in place. The issuing of residence parking permits should include a reporting system by email/phone. And a reporter can send a picture of the car showing no permit and a license plate of the car. Allowing the email owner to issue a citation timely. This would be important due to parking needs by neighborhood residents and everyday quality of life.

Benson-3-1

Benson-3-2

When I moved to Loomis, the Costco site was estate residential. Costco wasn't even a distance possibility. So, talking about parking permits in the area I live seems unbelievable. Please understand this is going to effect neighborhoods quality of life. Please take our concerns seriously.

Cheryl Benson
5515 Brace Road
Loomis, Ca 95650

Benson-3-1

The commenter inquires who will enforce illegal parking. The commenter further notes a reporting system should be put in place and provides functionality details.

Please refer to the Responses to Comments Benson-1-3 and 1-4. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

Benson-3-2

The commenter states that the proposed project will adversely affect the neighborhood's quality of life.

Please refer to the Responses to Comments Benson-1-3 and 1-4. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

3.3.3.5 Letter Citizens Object, February 10, 2020

Letter Citizens Object

Town of Loomis
c/o Costco Comments
3665 Taylor Road
P.O. Box 1330
Loomis, Ca 95650

Subject: Recirculated DEIR for the Loomis Costco

To Whom This May Concern,

Citizens object to a full movement (in/out) driveway located on Brace Road onto the Costco parking lot. Also, to the placement of a gas/fueling station on the Costco project site. Attached is a copy of the circulated petition that confirms our objection.

Citizens
Object-1

The placement of an in/out driveway does not take into consideration the adverse effects on the very close neighborhood or the dumping of traffic onto Brace Road. This is NOT responsible growth or a responsible plan for Loomis.

Citizens
Object-2

Attached is a copy of the town's notice and the circulated petition that confirms our objections.

Citizens
Object-3

Respectfully Submitted



RECEIVED

FEB 10 2020

TOWN OF LOOMIS

PUBLIC NOTICE Town of Loomis

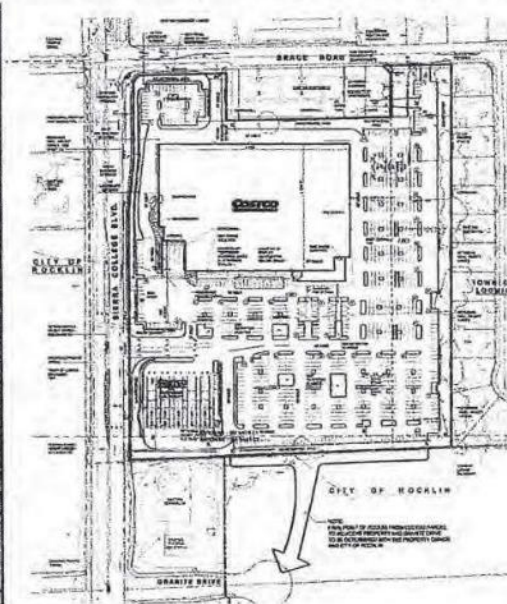
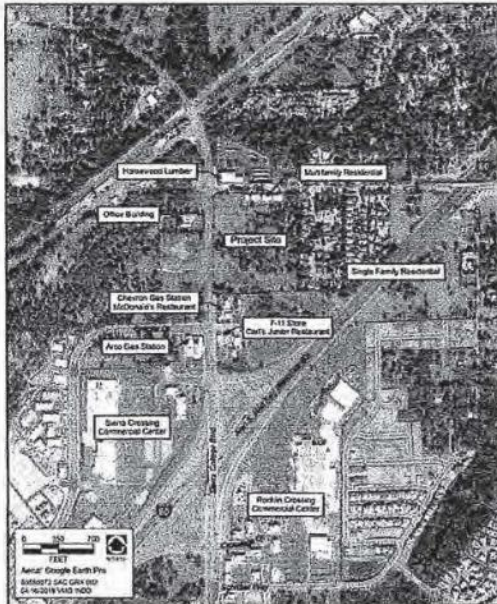
Availability of The Recirculated Draft Environmental Impact Report (Recirculated DEIR) for the Loomis Costco Project (SCH# 2017052077) and Notice of Opportunity to Provide Written Comments on the Recirculated DEIR

Public Notice is hereby provided that, as Lead Agency, the Town of Loomis, after reviewing all comments received on the Draft EIR circulated in June and July 2018, has caused a Recirculated Draft Environmental Impact Report (Recirculated DEIR) to be prepared for the Loomis Costco Project. Written comments on the Recirculated DEIR are invited for a 52-day comment period extending from December 20, 2019 through February 10, 2020.

Project Location: The proposed project site is located in the Town of Loomis, in Placer County, approximately 25 miles northeast of the city of Sacramento. Loomis is in the western portion of the Loomis Basin, an 80-square-mile area of the Placer County foothills. The location corresponds to Section 28 of Township 11 North, Range 7 East on the 7.5-minute Rocklin, California U.S. Geological Survey quadrangle map. More specifically, the 17.4-acre site is located at the southeast corner of the Sierra College Boulevard and Brace Road intersection. The project site consists of seven parcels, identified as Assessor's Parcel Numbers 045 042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037. Interstate 80 (I-80) provides regional access to the site and Sierra College Boulevard provides local access.

Project Description: The project includes a proposed warehouse retail store and a fueling station, enclosed by a retaining wall of varying height up to eight feet tall. The warehouse structure would be approximately 33 feet tall and would provide approximately 155,000 square feet of floor space. The warehouse would be located near the northern boundary of the project site, while the fueling station would be located on the southwest corner of the site. The project site consists of three site access option plans, Option 1A, Option 1B, and Option 1C. The proposed site plan (Option 1A) provides access to the site at three locations, including a new signalized intersection on Sierra College Boulevard, a right-in/right-out only driveway located on Brace Road, and a full movement driveway located further east on Brace Road. Option 1B includes three public access points: an unsignalized right-in/right-out only on Brace Road, a new signalized intersection along Sierra College

Citizens
Object-3
(Cont.)



Loomis Costco Project Recirculated DEIR December 20, 2019

Boulevard, and a roadway connection between the south side of the Costco site and Granite Drive. Option 1C includes four public site access points: an unsignalized right-in/right-out only on Brace Road, and unsignalized full access on Brace Road, a new signalized intersection along Sierra College Boulevard, and a roadway connection between the south side of the Costco site and Granite Drive.

The proposed project would be constructed in a single phase over a period of 6 months, with an anticipated opening date in late 2020/early 2021. Preparation for construction would begin with the demolition of existing building foundations and grubbing to remove vegetation. Abandoned utilities in the proposed development areas, including a domestic well and other existing features (if encountered), would be removed and the excavation(s) would be backfilled with engineered fill. Once this work has been completed, soil on portions of the property would be over-excavated and recompact to reduce the potential for differential settlement and provide uniform support for the proposed warehouse and associated facilities. According to the preliminary grading plan, the finished floor elevation for the warehouse would be approximately 331.50 feet above mean sea level. The warehouse building pad area would be raised as much as approximately 10 feet by fill and would transition to an area of cut as deep as 5 feet. Excavations for deep utilities and the loading dock may exceed 4 feet and installing the underground storage tanks for the fueling facility would require excavation up to about 20 feet deep.

Significant Impacts: The Revised DEIR identifies project-specific significant impacts in the following environmental issue areas: aesthetics, air quality, biological resources, greenhouse gases and energy, noise, traffic and transportation. Cumulative impacts are identified for biological resources, greenhouse gasses and energy, and traffic and transportation.

Hazardous Materials/Waste on Site: The project site does not contain sites listed on the State databases pursuant to California Government Code Section 65962.5.

Public Review Period: December 20, 2019 to February 10, 2020.

Public Review Location: The Revised Draft EIR and reference documents will be available on December 20, 2019 for public review and download on the Town of Loomis website at <http://loomis.ca.gov/>. Printed copies of the document may be purchased from the Town of Loomis for \$20.00 and the document and all supporting and referenced materials are available for public review at the following locations during normal business hours:

Loomis Town Hall
3665 Taylor Road
Loomis, CA 95650

Loomis Library
6050 Library Drive
Loomis, CA 95650

Questions: If you have questions, please contact Anders Hauge, Town of Loomis Costco Project Process Coordinator: costcocomments@loomis.ca.gov or leave a message for Anders to return your call at (916) 652-1840.

Written Comments: All comments on the Revised DEIR must be in written form and received by the Town no later than 5:00 pm on February 10, 2020 to be considered timely. Written comments on the Draft EIR should be sent by mail or email to:

US Postal Service:

Town of Loomis
c/o Costco Comments
3665 Taylor Road
P.O. Box 1330
Loomis, CA 95650

e-mail:

costcocomments@loomis.ca.gov

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature	Print Name	Address
-----------	------------	---------

Cheryl Benson	CHERYL BENSON	5515 BRACE RD.
Char Altman	Char Altman	5515 Bruce Rd
Court Edwards	Court Edwards	5519 Bruce Rd
Jane Kawamoto	JANE KAWAMOTO	3987 Howard Lane
Shane Pariba	SHANE PARIBA	3975 HOWARD LN.
Payton Herron	Payton Herron	3958 Howard Ln
Nick Giovanni	Nick Giovanni	3958 Howard Lane
Robert Giovanni	Robert Giovanni	3958 Howard Lane
Leslie Giovanni	Leslie Giovanni	3958 Howard Ln Loomis
Jacob Giovanni	Jacob Giovanni	3958 Howard Ln
Lynda Foiles	LYNDA FOILES	3965 Howard Lane
Eugene Foiles	Eugene Foiles	3965 Howard Lane
Eugene Foiles	Eugene Foiles	" "
Stephen Bray	STEPHEN BRAY	4514 LAIRD ROAD LOOMIS
Dallin Merrill	Dallin Merrill	5340C Brace Road Loomis
Ryan Craig	Ryan Craig	5340C Brace Rd Loomis
Cynthia Harmon	Cynthia Harmon	5501 Brace Rd Loomis
Nick Bair	Nick Bair	5735 Stone Ed. Loomis
Ray Krue	RAY KRUE	4850A STARTE LN LOOMIS CA

Citizens
Object-3
(Cont.)

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature	Print Name	Address
<i>Richard Jackson</i>	RICHARD JACKSON	4000 Hunters Dr Loomis
<i>Adam Au</i>	Adam Au	4008 Hunters Dr Loomis
<i>Donell Breen</i>	DONELL BREEN	4008 HUNTERS DR LOOMIS
<i>Diane Jackson</i>	Diane Jackson	4000 Hunters Dr Loomis
<i>Kit Keister</i>	KITKESTER	4016 HUNTERS DR LOOMIS
<i>Victoria Koberlein</i>	VICTORIA KOBERLEIN	4024 Hunters Dr, "
<i>Jane Terry</i>	Jane Terry	5405 Ash Ct, Loomis
<i>Mike Terry</i>	MIKE Terry	5405 Ash Ct, Loomis
<i>Candace DeCarlo</i>	Candace DeCarlo	4040 Hunters Dr. Loomis
<i>Andrew B. Rocha</i>	Andrew B. Rocha	4056 Hunters Dr. Loomis
<i>Sam Haeman</i>	Sam Haeman	4080 HUNTERS DRIVE, LOOMIS CA
<i>Katy Dandini</i>	Katy Dandini	4088 Hunters Dr. Loomis
<i>Joan Hentzen</i>	Joan Hentzen	4108 Hunters Dr Loomis
<i>Maren Cortese</i>	Maren Cortese	4124 Hunters Dr LOOMIS
<i>Tracy Skolnick</i>	Tracy Skolnick	3901 Brace Ranch Rd Loomis
<i>Anthony Marengo</i>	Anthony Marengo	3901 Brace Ranch Rd Loomis
<i>Evan Trude</i>	Evan Trude	3901 Brace Ranch Rd Loomis
<i>Nicholas Poe</i>	Nicholas Poe	3907 BRACE RANCH RD LOOMIS CA 95650
<i>David Shield</i>	David Shield	3919 Brace Ranch Rd Loomis 95650

Citizens Object-3 (Cont.)

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature Print Name Address

Chris Saunders C. SAUNDES 5390 BRACE Apt A
 Rich Salmeron 5390 Brace rd
 Joe [Signature] S Dressler 5380 Brace Rd
 [Signature] Isaac Hanley 5380 Brace KDA 66B
 D. Korman Dwight KRISMAN 5411 ELM CT
 [Signature] Jeffrey Lewis 5360 Brace Rd Apt A
 [Signature] Mindy Smith 5370 Brace
 [Signature] Anthony Spina 5340 BRACE RD A
 Randy Freeman RANDI FREEMAN 5340 BRACE RD Loomis
 [Signature] Enya Curiel 5340 Brace Rd. Apt. B
 [Signature] Rebecca Mattenhon 5404 Ash Ct. Loomis
 [Signature] Randy Kattenbagen 5404 ASH COURT LOOMIS
 [Signature] Jose Diaz 5400 Ash Court LOOMIS
 Jen Russell RUSSELL 5408 Ash Ct Loomis CA 95650
 [Signature] Jan T. Russell 5408 Ash Ct Loomis CA 95650
 [Signature] Scott McComb 5409 ASH CT. LOOMIS, CA 95650
 [Signature] TIFFANY SHIPE 5410 ELM CT LOOMIS CA 95650
 [Signature] Nathan Blanson 5414 Elm Ct Loomis
 [Signature] Garrett Coal 5411 Elm Ct.
 [Signature] MARIA LUGO 5411 Elm Ct Loomis, Ca 95650

Citizens
Object-3
(Cont.)

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

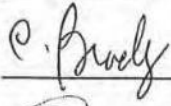



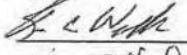
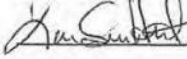
Signature Print Name Address

Manuela Inesie Marvel A Irvine 4020 Hunter Oaks Lane
 John Smith 5821 Lincoln Ave Rocklin Ca.
 Theresa Bateman 5030 Dove Tail Dr. #3027 Rocklin
 GARY HURSH 2601 Coldwater Ct Rocklin
 Jose Vazquez Jose Vazquez 5000 S. Loomis
 Leah Martin 6017 Princeton Beach Way
 NORBERT J. PERDUTA 5441 BRACE RD
 NORBERT J. PERDUTA 5441 BRACE RD
 MARK D HANON 5501 BRACE ROAD
 Amy Gordon 5504 Mallard Ct
 INESSA MILLER 5508 Mallard Ct.
 Elvira S. Marez 5512 Mallard Ct
 Erica Wilanick 5512 Mallard Ct
 Sannie Smith 5508 Grouse Ct
 Angie Gundolf 5512 Grouse Ct
 Cody Oldwin 5509 Grouse Ct
 Damon Chamberlain 4040 Hunter Oaks Ln
 Amy Chamberlain 4040 Hunter Oaks Ln.
 Erin Brady Erin Brady 4048 Hunter Oaks Ln

Citizens
Object-3
(Cont.)

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature	Print Name	Address
	Cheryl Brady	4048 Hunter Oaks Ln
	TAD MATWICA	5509 SAGEHEN CT
	Shane Elting	4039 Hunter Oaks Lane
	Ryan Loria	5552 Sage Hen Ct.
	Ken Weddle	5402 Elm Ct.
	Karen Hunt	2102 N. Kirby

Citizens
Object-3
(Cont.)



The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature	Print Name	Address
<i>Merald W. Neal</i>	Gerald W. Neal	5490 Brace Rd Loomis 95650
<i>Tina Sinnott</i>	Jane S. Sinnott	"
<i>Andrew Sinnott-Neal</i>	Andrew Sinnott-Neal	"
<i>Katherine Sinnott Neal</i>	Katherine Sinnott Neal	
<i>Allison Brownell</i>	Allison Brownell	5870 Brace Rd Loomis CA 95650
<i>Joe Sauska</i>	JOE SAUSKA	3967 MARTIN LANE Loomis
<i>Barbara Lee</i>	Barbara Lee	3949 Martin Lane Loomis
<i>Wade Malen</i>	Wade Malen	5470 Brace Rd, Loomis

Citizens
Object-3
(Cont.)

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
<i>[Signature]</i>	Jen Russell	5408 Ash Ct Loomis, CA 95650
<i>[Signature]</i>	Jon Russell	5408 Ash Ct Loomis CA 95650
<i>[Signature]</i>	Scott McComb	5409 Ash Ct, Loomis, CA 95650
<i>[Signature]</i>	Dorothy Robinson	5501 MAZUR APT LOOMIS CA 95650
<i>[Signature]</i>	Brian Robinson	5501 MAZUR APT LOOMIS CA 95650
<i>[Signature]</i>	TIPFANY SHOE	6410 ELM CT LOOMIS CA 95650
<i>[Signature]</i>	Nathan Robson	5414 Elm Ct Loomis CA 95650
<i>[Signature]</i>	Janine Bloxson	5414 Elm Ct Loomis CA 95650
<i>[Signature]</i>	Garrett Crowl	5411 Elm ct.
<i>[Signature]</i>	MARIA LUGO	5411 Elm Ct. Loomis, CA 95652
<i>[Signature]</i>	Jeffrey Mustuck	4016 Hunter Oaks Loomis CA 95650
<i>[Signature]</i>	Marvel A Irvinie	4020 Hunter Oaks Ln. Loomis CA 95650
<i>[Signature]</i>	BENNY D NIELSON	4024 HUNTER OAKS LN Loomis 95650
<i>[Signature]</i>	MICHAEL NIELSON	4024 HUNTER OAKS LN Loomis 95650
<i>[Signature]</i>	Theresa Bateman	5030 DoveTail Dr. Rocklin 95607 #3027
<i>[Signature]</i>	Gary Horch	2601 Caldwell Ct - Rocklin
<i>[Signature]</i>	Jose Varguez	3986 Noah Ln Loomis
<i>[Signature]</i>	Priscilla Dawson	4395 Dias Ln.
<i>[Signature]</i>	LeAnn Martin	6017 Princeton Ranch Granite Bay, way CA

Citizens
Object-3
(Cont.)

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
	Ryan Craig	5340 C Brace Rd Loomis
	Dallen Merrill	5340 C Brace Rd Loomis
	Cynthia Harmon	5501 Brace Rd Loomis
	Nick Bair	5735 Stone Rd Loomis
	CHRIS SAUNDERS	4888 A STAVELAND Loomis?
	Richard Salmeron	3950 Brace apt A
	S Dresslar	5390 Brace
	Isaac Hanley	5380 Brace Rd
	Dwight KRIZMAN	5370 BRACE RD.
	DAVID Wilson	5370 Brace Rd.
	Jeffrey Lewis	5360 Brace Rd Apt.
	Mandy Spina	5370 Brace Rd Loomis
	Anthony SPINA	5340 BRACE RD # A Loomis
	RANDI FREEMAN	5340 Brace Rd Loomis
	Enya Guriel	5340 Brace Rd Loomis?
	Rebecca Kattenhorn	5404 Ash Ct. Loomis
	Randy Kattenhorn	5404 Ash Court Loomis
	Jose Diaz	5100 Ash Court. Loomis

Citizens
Object-3
(Cont.)

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
	Richard Jackson	4000 Hunters Dr Loomis
	Adam Uno	4008 Hunters Dr Loomis
	DONNELL BREEN	4008 HUNTERS DR LOOMIS
	Diane Jackson	4000 Hunters Dr Loomis
	Kit KESTER	4016 HUNTERS DR
	VICTORIA KUBERLEIN	4024 Hunters Dr "
	MIKE TERRY	5405 Ash Ct. Loomis
	Jane Terry	5405 Ash Ct. Loomis
	Candace Del Carlo	4040 Hunters Drive Loomis
	Andrew B. Roche	4056 Hunters Dr. Loomis, Ca
	SAM HARMAN	4080 HUNTERS DR, LOOMIS 95650
	Katy Dandini	4088 HUNTERS DR. LOOMIS
	Loryn Wagoner	4108 Hunters Dr Loomis
	maren Cortese	4124 Hunters Dr Loomis
	Tracy Skelton	3901 Brace Ranch Rd, Loomis
	Anthony Marenga	3901 Brace Ranch Rd, Loomis
	Evan Trude	3901 Brace Ranch Rd, Loomis
	Ruslan Lakew	3913 Brace Ranch rd, Loomis
	Nicholas Poe	3907 Brace Ranch Rd Loomis Ca 95650

Citizens
Object-3
(Cont.)

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
	CHERYL BENSON	5515 BRACE RD
	CHAR ALTMAN	5515 BRACE Rd
	Court Edwards	5519 Brace Rd
	JUNE KAWAMOTO	3981 HOWARD Lane
	SHANE PRATER	3975 HOWARD LN.
	Nick Giovanni	3958 Howard Lane
	Peyton Herron	3958 Howard lane
	Leslie Giovanni	3958 Howard Ln. Loomis
	Robert Giovanni	3958 Howard lane
	Jacob Giovanni	3958 Howard lane
	LINDA FOILES	3965 Howard Lane
	Barrick Foiles	3965 Howard Lane.
	EUGENE FOILES	" "
	RANDY HOWARD	3980 HOWARD LN
	Eva Marshall	3367 Kathy Way
	Jackie Euer	5713 King Road
	Alina Miller	3969 Bankhead Rd.
SMB 	STEPHEN BRAY	4514 LAIRD ROAD LOOMIS
	STEPHEN BRAY	4514 LAIRD ROAD LOOMIS

Citizens
Object-3
(Cont.)

5
ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
	NORBERT J. PERDUTO	5491 BRACE RD
	Bonnie Buff Perduto	5491 Brace Rd
	MARCO D. MARCONI	5501 BRACE ROAD
	Amy Gordon	5504 Mallard Ct
	Inessa Miller	5508 Mallard Ct.
	Erica Wildrick	5512 Mallard Ct.
	Erica Wildrick	5512 Mallard Court
	Sammie Smith	5508 Grouse Ct
	Angie Gurdoff	5512 Grouse Ct
	Lady Oldwin	5509 Grouse Ct.
	Amy Chamberlain	4040 Hunter Oaks Ln
	Damon Chamberlain	4040 Hunter Oaks Ln
	Cheryl Brady	4048 Hunter Oaks Ln
	Eric Brady	4048 Hunter Oaks Ln
	Melanie Keller	4060 Hunter Oaks Lane
	TAD MATSUOKA	5509 SALTEN CT.
	Shane Elfiang	4039 Hunter Oaks Ln.
	Ryan Lucia	5532 Sage Hen Ct.
	Ron Waddle	5402 Elm Ct.

Citizens
Object-3
(Cont.)

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
<i>Gerald W. Neal</i>	Gerald W. Neal	5490 Brace Rd Loomis 95650
<i>2/3/20 Tina Sinnott</i>	Tina Sinnott	"
<i>Andrew Sinnott</i>	Andrew Sinnott - Neal	"
<i>Katherine Sinnott</i>	Katherine Sinnott - Neal	"
<i>Allison Brownell</i>	Allison Brownell	5850A Brace Rd Loomis 95650
<i>Joe Souza</i>	JOE SOUZA	3967 Martin Lane Loomis
<i>Barbara Lee</i>	Barbara Lee	3949 Martin Lane Loomis
<i>Alina Krasnobensky</i>	ALINA KRASNOBENSKY	5955 BRACE Rd, Loomis 95650
<i>Harold Fisher</i>	Harold Fisher	5725 Brace Rd - Loomis
<i>Dorothy Fisher</i>	Dorothy Fisher	6125 Brace Rd Loomis
<i>Linda Maloch</i>	Linda Maloch	5470 Brace Rd, Loomis CA

Citizens
Object-3
(Cont.)

Citizens Object-1

The commenter objects to a driveway on Brace Road into the Costco parking lot. The commenter further objects to the placement of a fueling station on the project site. The commenter provided a copy of a circulated petition.

While this comment is not related to the adequacy of the 2019 RDEIR for addressing environmental effects associated with the project, this comment has been included in this Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

Citizens Object-2

The commenter states that placement of the western Brace Broad entrance does not take into account adverse effects on the neighborhood and traffic onto Brace Road.

Please refer to the Response to Comment Benson-2-1. As described in Chapter 2 of this FEIR, the project has been modified such that the proposed site access between Starlight Lane and Hunter Drive would be gated for emergency use only. Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. Impact 3.7-1 details degradation of Levels of Service at intersections in the project area. As shown in Tables 3.7-10, 3.7-11, and 3.7-12 (2019 RDEIR pages 3.7-24 through 3.7-28), existing plus project traffic would not cause intersection levels of service to degrade below Town standards at Brace Road; therefore, mitigation measures related to Brace Road are not required.

Citizens Object-3

The commenter attaches a copy of the Town's public notice for the Recirculated DEIR and a petition signed by residents who oppose the inclusion of a gas station at the Costco project site.

While this comment is not related to the adequacy of the 2019 RDEIR for addressing environmental effects associated with the project, this comment has been included in this Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

3.3.3.6 Letter Sonja Cupler, February 10, 2020

Letter Cupler-1

From: [Costco Comments](#)
To: [Christy Consolini](#); [Mona Ebrahimi](#); [Gerken, Matthew](#); [Jeffrey Mitchell](#); [Sean Rabe](#); [Britton Snipes](#); [Mario Tambellini](#); [Sabrina Teller](#); [Mary Beth Van Voorhis](#)
Subject: FW: Costco RDEIR Comments Deadline
Date: Monday, February 10, 2020 4:16:54 PM

Anders Hauge
Town of Loomis
Costco Project Manager

From: Sonja Cupler <sonja.cupler@yahoo.com>
Date: Monday, February 10, 2020 at 3:14 PM
To: Costco Comments <CostcoComments@loomis.ca.gov>
Subject: Costco RDEIR Comments Deadline

I heard that Town Hall is closed for business today and I thought [today at 5 P.M.](#) was the deadline for submitting comments for the RDEIR for Costco. I was going to drop my comments off in person and have time/date stamped, but I can't if no one is there. Will the deadline be extended to [tomorrow at 5 P.M.](#) because of the Town closure?

|
Cupler-1-1
|

Sonja Cupler
Cell: 916-218-9411

Sent from my iPhone

Cupler-1-1

The commenter inquires if the deadline to submit comments in person will be extended to February 11, 2020 at 5 PM because of the Town closure.

As stated in the Public Notice for the 2019 RDEIR, the Town provided a 52-day comment period, which began on December 20, 2019 and ended on February 10, 2020.

3.3.3.7 Letter Sonja Cupler, February 10, 2020

Letter Cupler-2

From: [Costco Comments](#)
To: [Christy Consolini](#); [Mona Ebrahimi](#); [Gerken, Matthew](#); [Jeffrey Mitchell](#); [Sean Rabe](#); [Britton Snipes](#); [Mario Tambellini](#); [Sabrina Teller](#); [Mary Beth Van Voorhis](#)
Subject: FW: Loomis Costco RDEIR
Date: Monday, February 10, 2020 4:47:43 PM

Anders Hauge
Town of Loomis
Costco Project Manager

On 2/10/20, 4:45 PM, "Sonja Cupler" <sonja.cupler@yahoo.com> wrote:

To: Anders Hauge, Town of Loomis Costco Project Manager

This email serves to express my opposition to the Loomis Costco as it is currently proposed.

As I read through the RDEIR I noticed that most of the instances of "significant and unavoidable impact" pertained to a possible entrance/exit being built off of Granite Drive and the Town of Loomis being the lead agency, but that the impacts would impact outside areas that they don't have jurisdiction over.

Since traffic and parking appears to be one of the top concerns of this project, it is imperative that the municipalities of Loomis and Rocklin figure out a way to work together to bring about the best possible outcome for all residents of our region. Our time, wear & tear on our vehicles, our health & safety depends on it. It will affect everyone's quality of life. Please make the main entrance/exit into Costco off of Granite Drive and decrease the impacts on the residents living off of a race Road.

Sonja Cupler
P. O. Box 363
5630 Tudor Way
Loomis, CA 95650
Cell: 916-218-9411

Sent from my iPhone

Cupler-2-1
Cupler-2-2
Cupler-2-3

Cupler-2-1

The commenter expresses opposition towards the proposed project.

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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

Cupler-2-2

The commenter states that most instances of significant and unavoidable impacts in the Recirculated DEIR pertain to a possible entrance/exit developed from Granite Drive, where the Town does not have jurisdiction.

Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. As shown in Tables 3.7-10 and 3.7-11 (pages 3.7-25 and 3.7-26), existing plus project traffic conditions at the Granite Drive/Sierra College Boulevard intersection would not result in a decrease in the existing LOS and would not exceed the Town's traffic standards. Therefore, the impact of the proposed project at this intersection would be less than significant.

Cupler-2-3

The commenter states that since traffic and parking are "one of the top concerns for this project," the Town of Loomis and the City of Rocklin should work together "to bring about the best outcome to residents in the region." The commenter requests the selection of the Granite Drive entrance to Costco to decrease impacts to residents who live on Brace Road.

See the Response to Comment Cupler 2-1.

3.3.3.8 Letter Sandra Granada, December 27, 2019

Letter Granada

From: [Sandra Granada](#)
To: costcocomments@loomis.ca.gov
Subject: Revised DEIR for Loomis Costco Project
Date: Friday, December 27, 2019 3:33:21 PM

Hello,

I'm a homeowner on Brace Road and I'd like to first note that I am for the Costco project and am very excited not only about the establishment but think it will be a great revenue source for the Town of Loomis.

Granada-1

Of the three options (1A, 1B or 1C), we are in favor of option 1B. When we attended the town meeting over a year ago on this subject, there was assurance that Brace road would have minimal traffic impact and I believe was only supposed to have a service entrance, for trucks. I am VERY concerned about traffic coming in from the Horseshoe exit and either passing through an already backed up Taylor or using Brace road. The idea of additional traffic passing by my house would not only increase noise but would be unsafe. Traffic already drives too fast and often plows through the stop sign at Brace and Howard lane.

Granada-2
Granada-3
Granada-4
Granada-5

Please consider that the other two options (1A and 1C) would certainly add congested traffic both on Brace and Taylor.

Granada-6

Thank you,

Ryan and Sandra Granada

Sent from [Mail](#) for Windows 10

- Granada-1 *The commenter expresses support for the proposed project.*
- This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Granada-2 *The commenter expresses support for proposed project Option 1B.*
- This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Granada-3 *The commenter expresses concern related to additional traffic from the Horseshoe exit and either passing through Taylor Road or using Brace Road, which the commenter believes already have high traffic volumes.*
- Existing traffic and intersection volumes, level of service standards, estimates of trips that would be generated by the proposed project, and potential degradation of levels of service for Project Driveway Options 1A, 1B, and 1C are discussed and evaluated 2019 RDEIR Section 3.7, "Traffic" (pages 3.7-1 through 3.7-29). As shown in Tables 3.7-10, 3.7-11, and 3.7-12 (2019 RDEIR pages 3.7-24 through 3.7-28), existing plus project traffic would not cause intersection levels of service to degrade below Town standards at Brace Road; therefore, mitigation measures related to Brace Road are not required. However, existing plus project traffic would cause intersection levels of service to degrade below Town standards at Sierra College Boulevard and State Route (SR) 193, at Taylor Road and Penryn Road (South), and at Taylor Road and Webb Street under Project Driveway Options 1A, 1B, and 1C (2019 RDEIR Impact 3.7-1, page 3.7-26). Mitigation Measures TR MM 4 and TR MM 6 to provide pavement restriping and install intersection signals would reduce the project's impacts. However, in order to be conservative, impacts to Sierra College Boulevard and Taylor Road are identified as significant and unavoidable because the Town does not have jurisdiction to implement these mitigation measures. Assuming that Mitigation Measures TR MM 4 and TR MM 6 are implemented, impacts would be reduced to a less-than-significant level. Appendix C to this FEIR provides additional detail related to transportation for Site Plan Option 1D, which has very similar transportation results as the other options.
- Granada-4 *The comment states that additional traffic passing by the commenter's house (on Brace Road) would increase the noise level and would be unsafe.*
- The potential for creation of substantial project-related traffic hazards is evaluated in 2019 RDEIR Section 3.7, "Traffic," in Impact 3.7-3 (pages 3.7-30 through 3.7-35). Implementation of Mitigation Measure 3.7-4 (prepare and implement a traffic control plan), would reduce the project's construction-related impact to a less-than-significant level (2019 RDEIR pages 3.7-34 and 3.7-35).
- The potential for creation of substantial project-related noise and vibration is evaluated in 2019 RDEIR Section 3.6, "Noise" (pages 3.6-1 through 3.6-18). As discussed on page 3.6-18, implementing Mitigation Measures Noise-1 and Noise-2 would reduce project-related impacts under all three Project Driveway Access Options, but would not fully reduce the substantial temporary, short-term increase in ambient noise levels due to construction or fully reduce the construction short-term impacts to a less-than-significant level. Since no other feasible mitigation measures are available, Impact 3.6-1 would remain significant and unavoidable. Furthermore, noise associated with delivery trucks entering or exiting the project site under all three options could exceed applicable standards at the adjacent apartment building under all of the access options. Noise levels at adjacent residential uses attributable to the proposed project's tire center could cause a temporary or periodic noise-level increase. Implementing Mitigation Measure Noise-2 would reduce the project's impact related to operational noise to a less-than-significant level, but the installation of dual pane windows with an STC rating of 36 or higher at second floor apartment units facing the delivery road cannot be guaranteed since neither the Town nor the applicant own this property. Operational noise levels would be lower for sensitive receptors located at a greater distance. Since no other feasible mitigation measures are available, Impact 3.6-4 was determined to be significant and unavoidable in the 2019 RDEIR. However, as discussed in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries through the western Brace Road entrance would be prohibited, and the eastern Brace Road entrance would be

gated and used for emergency access only. This change to the proposed project would result in less-than-significant nighttime noise levels along Brace Road.

Please see the Response to Comment Auguscik-12. Please see also the Responses to Comments Mooney-20, -21, -22, and -39.

Granada-5

The commenter states that existing drivers frequently travel too fast and ignore the existing top sign at the intersection of Brace Road and Howard Lane.

This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.

Granada-6

The commenter suggests that proposed project Options 1A and 1C would add a substantial amount of additional traffic on Brace and Taylor Roads, which would increase congestion.

Please see the Response to Comment Granada-3.

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3.3.3.9 Letter Richard Jackson, February 9, 2020

Letter Jackson-1

From: [Richard Jackson](#)
To: [Costco Comments](#)
Subject: Fw: Objection to the Revised Draft EIR
Date: Sunday, February 9, 2020 5:05:18 PM

The placement of a Costco on Brace Road and Sierra College Blvd. creates a monstrous traffic problem. In addition, the close residences (Loomis Town Citizen) will be dealing with Costco shoppers in their neighborhood. We already have a mass of cars parking on the street from Homewood. This is something never address during the Homewood development. So, now it's time to address how employee and Costco shoppers parking will burden our neighborhood. Along with Costco customers, knowledge that parking in the near by neighborhood may help avoid the traffic jam on Sierra College and Brace Road.... will be a future issue. Permit parking "ONLY" will be a must. Then who will enforce those parking permits? Traffic enforcement in Loomis is lacking at numerous locations at this writing. Will the additional tax money really pay for the additional ongoing daily problems and services created/needed by this huge box store?

Jackson-1-1
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Jackson-1-2
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Jackson-1-3
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Jackson-1-4
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Jackson-1-5

It does not help that Loomis took the Costco project right out of the hands of County of Placer. Which recent events makes it look like Loomis will get little to no help from Placer County with all this traffic. Loomis claims that Costco will benefit Loomis. Will it really benefit Loomis? The placement of Costco at that location make Loomis look desperate. As does promoting the invitation of Costco to build in Loomis close to houses, lacking the infrastructure, law enforcement, traffic management , maintenance to roads and Loomis responsibility to Placer County to keep transportation moving safely is a questionable feat by the Town of Loomis. What we are supporting is more government to support a Costco. Which is exactly why Costco leasing land from Placer County made sense in unincorporated Auburn area.

Jackson-1-6
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Jackson-1-7
|
Jackson-1-8

So, here we are. Loomis wants all the money from Costco and not willing to pay the price of this poor chosen location by working with Rocklin for a in/out driveway on Granite Drive in Rocklin. Which for the Costco project location is the best option for access to Costco.

Jackson-1-9

I read the Rocklin comments presented to Loomis in the EIR. Those comments did NOT appear like Rocklin was NOT willing to work with Loomis. Putting a in/out driveway (Costco Access) between the Apartment building on Brace and 4000 Hunters Drive lacks the support of neighboring residents, will create a traffic jam at peek traffic hours and not a responsible option for the Costco project at this location.

Jackson-1-10

The citizens of Loomis are trying to be cooperating but from our first meeting we were told that there would NOT be an in/out drive on Brace ,at the most they would make that area a parking lot for there employees.We agreed and a handshake was make.

Jackson-1-11

Richard Jackson

Small Town Living

- Jackson-1-1 *The commenter states that placement of Costco on Brace Road and Sierra College Boulevard will create a traffic problem and nearby residents “will be dealing with Costco shoppers in their neighborhood.”*
- Please refer to the Response to Comment Benson-1-2. Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. Impact 3.7-1 details degradation of Levels of Service at intersections in the project area. As shown in Tables 3.7-10, 3.7-11, and 3.7-12 (2019 RDEIR pages 3.7-24 through 3.7-28), existing plus project traffic would not cause intersection levels of service to degrade below Town standards at the proposed Brace Road or Sierra College Boulevard entrances; therefore, mitigation measures related to Brace Road and Sierra College Boulevard are not required.
- Jackson-1-2 *The commenter suggests addressing “how employee and Costco shoppers parking will burden neighborhood.”*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project. See also the Response to Comment Benson-1-2.
- Jackson-1-3 *The commenter states that parking in the nearby the neighborhoods may help avoid traffic on Sierra College Boulevard and Brace Road but “will be a future issue.”*
- Please refer to the Response to Comment Benson-1-2. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Jackson-1-4 *The commenter inquires who will enforce permit parking.*
- Please refer to the Responses to Comments Benson-1-3 and 1-4. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Jackson-1-5 *The commenter inquires if the “additional tax money [will] really pay for the additional ongoing daily problems and services created/needed by this huge box store?”*
- Please refer to the Responses to Comments Benson-1-5 and 1-8. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Jackson-1-6 *The commenter states “it does not help that Loomis took the Costco project right out of the hands of the County of Placer” and “it looks like Loomis will get little to no help from Placer County with all this traffic.”*
- Please refer to the Response to Comment Benson-1-6. The Town is working with Placer County to fund traffic improvements. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Jackson-1-7 *The commenter inquires if the Costco will benefit the Town.*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

- Jackson-1-8 *The commenter suggests that the project site is too close to existing houses, and that it lacks the necessary infrastructure, law enforcement, traffic management, and road maintenance by the Town of Loomis.*
- Please see the Response to Comment Benson-1-8.
- Jackson-1-9 *The commenter states “Loomis wants all the money from Costco and [is] not willing to pay the price of this poor chosen location by working with Rocklin for a in/out driveway on Granite Drive in Rocklin.”*
- Please see the Response to Comment Benson-1-9. 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.
- Jackson-1-10 *The commenter reviewed the City of Rocklin comments presented to the Town in the EIR and notes a driveway between the Sierra Meadows Apartments on Brace Road and Hunters Drive lacks resident support, will create traffic issues at peak hours, and “is not a responsible option.”*
- Please see the Response to Comment Benson-1-10. Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. Impact 3.7-1 details degradation of Levels of Service at intersections in the project area. As shown in Tables 3.7-10, 3.7-11, and 3.7-12 (2019 RDEIR pages 3.7-24 through 3.7-28), existing plus project traffic would not cause intersection levels of service to degrade below Town standards at Brace Road; therefore, mitigation measures related to Brace Road are not required. The project driveway(s) on Brace Road are projected to operate acceptably under all analysis conditions and site plan options analyzed.
- As detailed in Chapter 2 of this FEIR, Site Plan Option 1D is now recommended. This option limits the eastern Brace Road access (between Starlight Lane and Hunter Drive) to emergencies only – this easterly Brace Road access would be gated.
- Jackson-1-11 *The commenter states the citizens of Loomis were told there would not be a driveway on Brace Road.*
- 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 Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project. As detailed in Chapter 2 of this FEIR, Site Plan Option 1D is now recommended. This option limits the eastern Brace Road access to emergencies only.

Letter Jackson-2

RECEIVED
FEB 11 2020
TOWN OF LOOMIS

Town of Loomis
c/o Costco Comments
3665 Taylor Road
P.O. Box 1330
Loomis, Ca 95650

Subject: Recirculated DEIR for the Loomis Costco

To Whom This May Concern,

Citizens object to a full movement (in/out) driveway located on Brace Road onto the Costco parking lot. Also, to the placement of a gas/fueling station on the Costco project site. Attached is a copy of the circulated petition that confirms our objection.

Jackson-2-1

The placement of an in/out driveway does not take into consideration the adverse effects on the very close neighborhood or the dumping of traffic onto Brace Road. This is NOT responsible growth or a responsible plan for Loomis.

Jackson-2-2

Attached is a copy of the town's notice and the circulated petition that confirms our objections.

Jackson-2-3

Respectfully Submitted

Richard Jackson
4000 Hunters Dr.
Loomis, CA.

PUBLIC NOTICE Town of Loomis

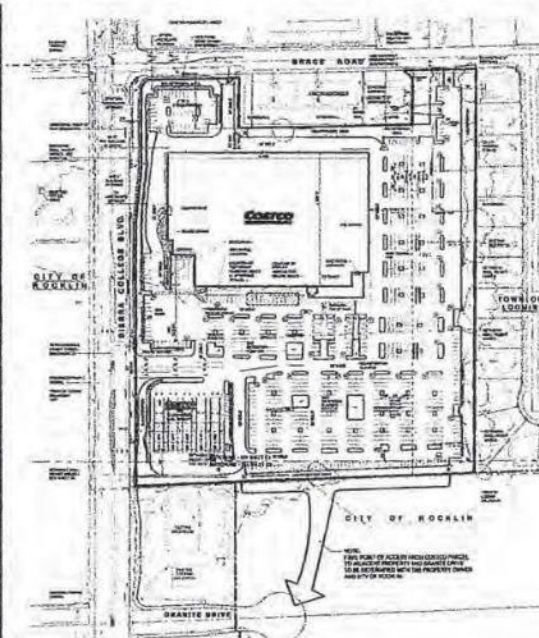
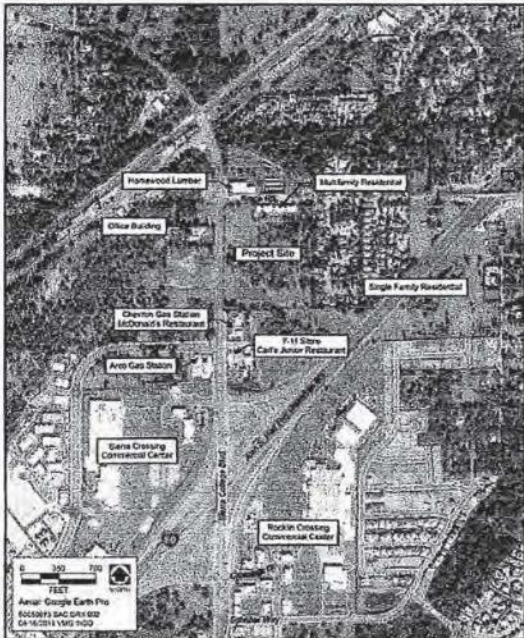
Availability of The Recirculated Draft Environmental Impact Report (Recirculated DEIR) for the Loomis Costco Project (SCH# 2017052077) and Notice of Opportunity to Provide Written Comments on the Recirculated DEIR

Public Notice is hereby provided that, as Lead Agency, the Town of Loomis, after reviewing all comments received on the Draft EIR circulated in June and July 2018, has caused a Recirculated Draft Environmental Impact Report (Recirculated DEIR) to be prepared for the Loomis Costco Project. Written comments on the Recirculated DEIR are invited for a 52-day comment period extending from December 20, 2019 through February 10, 2020.

Project Location: The proposed project site is located in the Town of Loomis, in Placer County, approximately 25 miles northeast of the city of Sacramento. Loomis is in the western portion of the Loomis Basin, an 80-square-mile area of the Placer County foothills. The location corresponds to Section 28 of Township 11 North, Range 7 East on the 7.5-minute Rocklin, California U.S. Geological Survey quadrangle map. More specifically, the 17.4-acre site is located at the southeast corner of the Sierra College Boulevard and Brace Road intersection. The project site consists of seven parcels, identified as Assessor's Parcel Numbers 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037. Interstate 80 (I-80) provides regional access to the site and Sierra College Boulevard provides local access.

Project Description: The project includes a proposed warehouse retail store and a fueling station, enclosed by a retaining wall of varying height up to eight feet tall. The warehouse structure would be approximately 33 feet tall and would provide approximately 155,000 square feet of floor space. The warehouse would be located near the northern boundary of the project site, while the fueling station would be located on the southwest corner of the site. The project site consists of three site access option plans, Option 1A, Option 1B, and Option 1C. The proposed site plan (Option 1A) provides access to the site at three locations, including a new signalized intersection on Sierra College Boulevard, a right-in/right-out only driveway located on Brace Road, and a full movement driveway located further east on Brace Road. Option 1B includes three public site access points: an unsignalized right-in/right-out only on Brace Road, a new signalized intersection along Sierra College

Jackson-2-3
(Cont.)



Loomis Costco Project Recirculated DEIR December 20, 2019 1

Boulevard, and a roadway connection between the south side of the Costco site and Granite Drive. Option 1C includes four public site access points: an unsignalized right-in/right-out only on Brace Road, and unsignalized full access on Brace Road, a new signalized intersection along Sierra College Boulevard, and a roadway connection between the south side of the Costco site and Granite Drive.

The proposed project would be constructed in a single phase over a period of 6 months, with an anticipated opening date in late 2020/early 2021. Preparation for construction would begin with the demolition of existing building foundations and grubbing to remove vegetation. Abandoned utilities in the proposed development areas, including a domestic well and other existing features (if encountered), would be removed and the excavation(s) would be backfilled with engineered fill. Once this work has been completed, soil on portions of the property would be over-excavated and recompacted to reduce the potential for differential settlement and provide uniform support for the proposed warehouse and associated facilities. According to the preliminary grading plan, the finished floor elevation for the warehouse would be approximately 331.50 feet above mean sea level. The warehouse building pad area would be raised as much as approximately 10 feet by fill and would transition to an area of cut as deep as 5 feet. Excavations for deep utilities and the loading dock may exceed 4 feet and installing the underground storage tanks for the fueling facility would require excavation up to about 20 feet deep.

Significant Impacts: The Revised DEIR identifies project-specific significant impacts in the following environmental issue areas: aesthetics, air quality, biological resources, greenhouse gases and energy, noise, traffic and transportation. Cumulative impacts are identified for biological resources, greenhouse gasses and energy, and traffic and transportation.

Hazardous Materials/Waste on Site: The project site does not contain sites listed on the State databases pursuant to California Government Code Section 65962.5.

Public Review Period: December 20, 2019 to February 10, 2020.

Public Review Location: The Revised Draft EIR and reference documents will be available on December 20, 2019 for public review and download on the Town of Loomis website at <http://loomis.ca.gov/>. Printed copies of the document may be purchased from the Town of Loomis for \$20.00 and the document and all supporting and referenced materials are available for public review at the following locations during normal business hours:

Loomis Town Hall
3665 Taylor Road
Loomis, CA 95650

Loomis Library
6050 Library Drive
Loomis, CA 95650

Questions: If you have questions, please contact Anders Hauge, Town of Loomis Costco Project Process Coordinator: costcocomments@loomis.ca.gov or leave a message for Anders to return your call at (916) 652-1840.

Written Comments: All comments on the Revised DEIR must be in written form and received by the Town no later than 5:00 pm on February 10, 2020 to be considered timely. Written comments on the Draft EIR should be sent by mail or email to:

US Postal Service:

Town of Loomis
c/o Costco Comments
3665 Taylor Road
P.O. Box 1330
Loomis, CA 95650

e-mail:

costcocomments@loomis.ca.gov

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Jackson-2-3
(Cont.)

Signature	Print Name	Address
	Jen Russell	5408 Ash Ct Loomis, CA 95650
	Jon Russell	5408 Ash Ct Loomis CA 95650
	Scott McComb	5409 Ash Ct, Loomis, CA 95650
	Dorothy Robinson	5501 MAZUR PCT LOOMIS CA 95650
	Brian Robinson	5501 MAZUR CT LOOMIS CA 95650
	TIPENNY SHOPE	5410 Elm Ct Loomis CA 95650
	Nathan Johnson	5414 Elm Ct Loomis CA 95650
	Janine Bloxson	5414 Elm Ct Loomis CA 95650
	Garrett Coval	5411 Elm Ct.
	MARIA LUGO	5411 Elm Ct. Loomis, CA 95650
	Jeffrey Mastrock	4016 Hunter Oaks Loomis CA 95650
	Marvel A Irvine	4020 Hunter Oaks Ln. Loomis CA 95650
	BENNY D. NIELSON	4024 HUNTER OAKS LN Loomis 95650
	Michael Nielson	4024 HUNTER OAKS LN Loomis 95650
	Theresa Bateman	#3027 5030 DoveTail Dr. Rocklin 9567
	Gary Horch	2601 Coldwater Ct - Rocklin
	José Varguez	3986 Noah Ln Loomis
	Pamela Dickson	4345 Diane Ln.
	LeAnn Markin	6017 Princeton Ranch Granite Bay, Way CA

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Jackson-2-3
(Cont.)

Signature	Print Name	Address
	Ryan Craig	5340 C Brace Rd Loomis
	Dallen Merrill	5340 C Brace Rd Loomis
	Cynthia Harmon	5501 Brace Rd Loomis
	Nick Bair	5735 Stone Rd Loomis
	CHRIS SAUNDERS	4888 A STAVELAND Loomis
	Richard Salmeron	5390 D BRACE
	S Dresslar	5380 B BRACE RD
	Isaac Hanley	5380 BRACE RD APT B
	Dwight KRIZMAN	5370 BRACE RD.
	DAVID Wilson	5370 BRACE Rd.
	Jeffrey Lewis	5360 BRACE Rd Apt.
	Mandy Sw.	5370 BRACE Rd Loomis
	Anthony SPINA	5340 BRACE RD # A Loomis
	RANDI FREEMAN	5340 BRACE Rd Loomis
	Enya Guriel	5340 BRACE Rd Loomis
	Rebecca Kattenhoven	5404 Ash Ct. Loomis
	Randy Kattenhoven	5404 ASH COURT Loomis
	Jose Diaz	5100 ASH COURT. LOOMIS

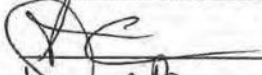
ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

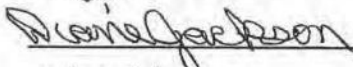
Jackson-2-3
(Cont.)

Signature Print Name Address

Richard Jackson Richard Jackson 4000 Hunters Dr Loomis

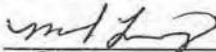
 Adam Uio 4008 Hunters Dr Loomis

 Dawnel Beem Dawnel Beem 4008 HUNTERS DR LOOMIS

 Diane Jackson Diane Jackson 4000 Hunters Dr Loomis

Kat Kester Kat KESTER 4016 HUNTERS DR

Victoria Koberlein VICTORIA KUBERLEIN 4024 Hunters Dr, "

 MIKE TERRY 5405 Ash Ct. Loomis

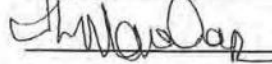
Jane Terry Jane Terry 5405 Ash Ct. Loomis

Candace Del Carlo Candace Del Carlo 4040 Hunters Drive Loomis


Andrew B. Rocha Andrew B. Rocha 4056 Hunters Dr. Loomis, Ca

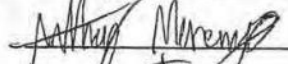
SIJ Sam Harman 4080 HUNTERS DR, Loomis 95650

Katy Dandini Katy Dandini 4058 Hunters Dr. Loomis


 Langhola 4108 Hunters Dr Loomis

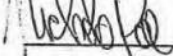
Maren Cortese maren Cortese 4124 Hunters Dr Loomis

 Tracy Skrud Tracy Skrud 3901 Brace Ranch Rd, Loomis

 Anthony Marenga Anthony Marenga 3901 Brace Ranch Rd, Loomis

Evan Trude Evan Trude 3901 Brace Ranch Rd, Loomis

 Ruslan Lakew Ruslan Lakew 3913 Brace Ranch rd Loomis

 Nicholas Poe Nicholas Poe 3907 BRACE RANCH Rd Loomis Ca 95650

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
	CHAR ALTMAN	5515 BRACE RD
	CHAR ALTMAN	5515 BRACE Rd
	Court Edwards	5519 Brace Rd
	JUNE KAWAMOTO	3987 Humana Lane
	SHANE PARZBA	3975 HOWARD LN.
	Nick Giovanni	3958 Howard Lane
	Peyton Herron	3958 Howard lane
	Leslie Giovanni	3958 Howard Ln. Loomis
	Robert Giovanni	3958 Howard lane
	Jacob Giovanni	3958 Howard lane
	LINDA FOILES	3965 Howard Lane
	Barrick Foiles	3965 Howard Lane.
	EUGENE FOILES	" "
	RANDY HOWARD	3980 HOWARD LN
	Eva Marshall	3367 Kathy Way
	Jackie Euer	5713 King Road
	Alina Miller	3969 Bankhead Rd.
	STEPHEN BRAY	4514 LAIPARA LOOMIS
	STEPHEN BRAY	4514 LAIRD ROAD LOOMIS

Jackson-2-3
(Cont.)

5

ORIGINAL

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Signature	Print Name	Address
<i>NORBERT J. PERDUTA</i>	NORBERT J. PERDUTA	5491 BRACE RD
<i>Normie Buff</i>	Normie Buff	5441 Brace Rd
<i>M D M</i>	MARCO D. MARMON	5501 BRACE ROAD
<i>Amy Gordon</i>	Amy Gordon	5504 Mallard Ct
<i>Amassa Miller</i>	Inessa Miller	5508 Mallard Ct.
<i>Guera J. Shery</i>	ELVIRA	5512 Mallard Ct.
<i>Erica Wildrick</i>	Erica Wildrick	5512 Mallard Court
<i>Sammie Smith</i>	Sammie Smith	5508 Grouse Ct
<i>Angie Cundiff</i>	Angie Cundiff	5512 Grouse Ct
<i>Lody Oldwin</i>	Lody Oldwin	5509 Grouse Ct.
<i>Amy Chamberlain</i>	Amy Chamberlain	4040 Hunter Oaks Ln
<i>Damon Chamberlain</i>	Damon Chamberlain	4040 Hunter Oaks Ln
<i>Cheryl Brady</i>	Cheryl Brady	4048 Hunter Oaks Ln
<i>Cheryl Brady</i>	Cheryl Brady	4048 Hunter Oaks Ln
<i>Melanie Keller</i>	Melanie Keller	4060 Hunter Oaks Lane
<i>TAD MATSUOKA</i>	TAD MATSUOKA	5509 SABBETH CT.
<i>Shane Elting</i>	Shane Elting	4039 Hunter Oaks Ln.
<i>Ryan Lucia</i>	Ryan Lucia	5532 Sage Hen Ct.
<i>Tom Webble</i>	Tom Webble	5402 Elm Ct.

Jackson-2-3
(Cont.)

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature Print Name Address

Manuela *Manuela* *Manuela A Irvine* 4030 Hunter Oaks Lane

John *John Smith* 5821 Lincoln Ave Rocklin Ca.

Theresa *Theresa Bateman* 5030 Dovetail Dr. #~~30~~³⁰²⁷ Rocklin

GARY *GARY HIRSH* 2601 Coldwater Ct Rocklin

Jose *Jose Vazquez* 5040 S. Loomis

LEAH *LEAH MARTIN* 6017 Princeton Reach Way

NORBERT *NORBERT J. PERDUTA* 5441 BRACE RD

PERDUTA *PERDUTA JUNIETA F PERDUTA* 5441 BRACE RD

MARCO *MARCO D HARMON* 5501 BRACE ROAD

Amy *Amy Gordon* 5504 Mallard Ct

INESSA *INESSA MILLER* 5508 Mallard Ct.

Elvira *Elvira S. Marez* 5512 Mallard Ct

ERICA *ERICA WILKINICK* 5512 Mallard Ct

Sannie *Sannie Smith* 5508 Grouse Ct

Angie *Angie Gundolf* 5512 Grouse Ct

Cody *Cody Oldwin* 5509 Grouse Ct

Damon *Damon Chamberlain* 4040 Hunter Oaks Ln

Amy *Amy Chamberlain* 4040 Hunter Oaks Ln.

STEVE *STEVE BRADY* 4040 Hunter Oaks Ln

Jackson-2-3
(Cont.)

The following citizens oppose the building of a driveway on the north east corner of the proposed Costco site allowing in/out access off Brace to the Costco parking lot.

Jackson-2-3
(Cont.)

Signature	Print Name	Address
<i>Gerald W. Neal</i>	Gerald W. Neal	5490 Brace Rd Loomis 95650
<i>Tina Sinnott</i>	Tina Sinnott	"
<i>Andrew Sinnott-Neal</i>	Andrew Sinnott - Neal	"
<i>Katherine Sinnott-Neal</i>	Katherine Sinnott - Neal	"
<i>Allison Brownell</i>	Allison Brownell	5850A Brace Rd Loomis 95650
<i>Joe Souza</i>	JOE SOUZA	3967 Martin Lane Loomis
<i>Barbara Lee</i>	Barbara Lee	3949 Martin Lane Loomis
<i>Alina Krasnoblensky</i>	ALINA KRASNOBLENSKY	5955 BRACE Rd, Loomis 95650
<i>Harold Fisher</i>	Harold Fisher	6125 Brace Rd - Loomis
<i>Dorothy Fisher</i>	Dorothy Fisher	6125 Brace Rd Loomis
<i>Linda Malachuk</i>	Linda Malachuk	5470 Brace Rd, Loomis CA

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Jackson-2-3
(Cont.)

Signature Print Name Address

Chris Saunders C. SAUNDERS 5390 BRACE APT A

Phil Rich Salmeron 5390 BRACE RD

Jim McL S Dressler 5380 BRACE RD

Isaac Hanley ISAAC HANLEY 5380 BRACE RD APT B

D. Krimmer DWIGHT KRISMAN 54M E ABOVE

Jeffrey Lewis JEFFREY LEWIS 5366 BRACE RD APT A

Mindy Spina MINDY SPINA 5370 BRACE

Anthony Spina ANTHONY SPINA 5340 BRACE RD A

Rawd Freeman RAWD FREEMAN 5340 BRACE RD LOOMIS

Enya Curiel ENYA CURIEL 5310 BRACE RD. APT. B

Rebecca Mattenhor REBECCA MATTENHOR 5404 ASH CT. LOOMIS

Randy Kattenbaen RANDY KATTENBAEN 5404 ASH COURT LOOMIS

Jose Diaz JOSE DIAZ 5400 ASH COURT LOOMIS

Ken Russell KEN RUSSELL 5408 ASH CT LOOMIS CA 95650

Jan T. Russell JAN T. RUSSELL 5408 ASH CT LOOMIS CA 95650

Scott McComb SCOTT MCComb 5409 ASH CT. LOOMIS CA 95650

Tiffany Shope TIFFANY SHOPE 5410 ELM CT LOOMIS CA 95650

Nathan Blanson NATHAN BLANSON 5414 ELM CT LOOMIS

Garrett Coal GARRETT COAL 5411 ELM CT

Maria Lugo MARIA LUGO 5411 ELM CT LOOMIS, CA 95650

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature Print Name Address

Richard Jackson RICHARD JACKSON 4000 HUNTERS DR LOOMIS

[Signature] Adam Au 24008 HUNTERS DR LOOMIS

[Signature] DONALD BILLEN 4008 HUNTERS DR LOOMIS

[Signature] Diane Jackson 4000 HUNTERS DR LOOMIS

[Signature] KITKESTER 4016 HUNTERS DR LOOMIS

Victoria Koberlein VICTORIA KOBERLEIN 4074 HUNTERS DR,

Jane Terry Jane Terry 5405 Ash Ct. Loomis

[Signature] MIKE Terry 5405 Ash Ct. Loomis

Candace DeCarlo Candace DeCarlo 4040 Hunters Dr. Loomis

Andrew B. Rocha Andrew B. Rocha 4056 Hunters Dr. Loomis

[Signature] Sam Harman 4080 HUNTERS DRIVE, LOOMIS CA

Katy Dandini Katy Dandini 4088 HUNTERS DR. LOOMIS

[Signature] *[Signature]* 4108 HUNTERS DR LOOMIS

Maren Cortese Maren Cortese 4124 Hunters Dr LOOMIS

Tracy Skolnick Tracy Skolnick 3901 Brace Ranch Rd Loomis

[Signature] Anthony Marengo 3901 Brace Ranch Rd Loomis

[Signature] Evan Trude 3901 Brace Ranch Rd Loomis

[Signature] Nicholas Poe 3907 BRACE RANCH RD LOOMIS CA 95650

[Signature] David Shield 3919 Brace Ranch Rd Loomis 95650

Jackson-2-3
(Cont.)

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Jackson-2-3
(Cont.)

Signature	Print Name	Address
<i>Gerald W. Neal</i>	Gerald W. Neal	5490 Brace Rd Loomis 95650
<i>Tina Sinnott</i>	<i>Jane S. Neal</i>	"
<i>Andrew Sinnott-Neal</i>	<i>Andrew</i>	"
<i>Katherine Sinnott Neal</i>	<i>Katherine Sinnott Neal</i>	
<i>Alisen Brownell</i>	Alisen Brownell	5850 Brace Rd Loomis CA 95650
<i>Joe Spusta</i>	JOE SPUSTA	3969 Martin Lane Loomis
<i>Barbara Lee</i>	Barbara Lee	3949 Martin Lane Loomis
<i>Wade mclen</i>	Wade mclen	5470 Brace Rd. Loomis

ORIGINAL

The following Loomis citizens oppose the building of a gas station on the proposed Costco site in Loomis, California.

Signature	Print Name	Address
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Cheryl Benson	CHERYL BENSON	5515 BRACE RD.
Char Altman	Char Altman	5515 Bruce Rd
[Signature]	Court Edwards	5519 Bruce Rd
Jane Kawamoto	JANE KAWAMOTO	3987 Howard Lane
[Signature]	SHARIE PAKBA	3975 HOWARD LN.
[Signature]	Penyon Herron	3958 Howard Ln
[Signature]	Nick Giovanni	3958 Howard lane
[Signature]	Robert Giovanni	3988 Howard lane
[Signature]	Leslie Giovanni	3958 Howard Ln Loomis
[Signature]	Jacob Giovanni	3958 Howard Ln
Linda Foiles	LYNDA FOILES	3965 Howard Lane
[Signature]	Garrick Foiles	3965 Howard Lane
[Signature]	EUGENE FOILES	" "
[Signature]	STEPHEN BRAY	4514 LAIRD ROAD LOOMIS
[Signature]	Dallin Merrill	5340C Brace Road Loomis
[Signature]	Ryan Craig	5340C Brace Rd Loomis
Cynthia Harmon	Cynthia Harmon	5501 Brace Rd Loomis
[Signature]	Nick Bair	5735 Stone Ed. Loomis
[Signature]	MAJ KUBA	48587 STARLINE LN LOOMIS CA

Jackson-2-3
(Cont.)

Jackson-2-1

The commenter objects to a driveway on Brace Road into the Costco parking lot. The commenter further objects to the placement of a fueling station on the project site. The commenter provided a copy of a circulated petition.

While this comment is not related to the adequacy of the 2019 RDEIR for addressing environmental effects associated with the project, this comment has been included in this Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project. As detailed in Chapter 2 of this FEIR, Site Plan Option 1D is now recommended. This option limits the eastern Brace Road access to emergencies only.

Refer to the Response to Comment City of Rocklin-66 for a discussion of fueling station queueing.

Jackson-2-2

The commenter notes the placement of the western Brace Road entrance does not take into account adverse effects on the neighborhood and traffic on Brace Road.

Please refer to the Response to Comment Benson-2-1. As described in Chapter 2 of this FEIR, the project has been modified such that the proposed site access between Starlight Lane and Hunter Drive would be gated for emergency use only (Site Plan Option 1D). Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. Impact 3.7-1 details degradation of Levels of Service at intersections in the project area. As shown in Tables 3.7-10, 3.7-11, and 3.7-12 (2019 RDEIR pages 3.7-24 through 3.7-28), existing plus project traffic would not cause intersection levels of service to degrade below Town standards at Brace Road; therefore, mitigation measures related to Brace Road are not required. The project driveway(s) on Brace Road are projected to operate acceptably under all analysis conditions and site plan options analyzed.

Jackson-2-3

The commenter attaches a copy of the Town's public notice for the Recirculated DEIR and a petition signed by residents who oppose the inclusion of a gas station at the Costco project site.

While this comment is not related to the adequacy of the 2019 RDEIR for addressing environmental effects associated with the project, this comment has been included in this Final EIR in its entirety for decision maker review and consideration prior to contemplating any action on the proposed project.

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3.3.3.11 Letter Gary Liss, February 5, 2020

Letter Liss

From: [Gary Liss](#)
To: [Costco Comments](#)
Cc: ["Liss Gary"; Smith Roger](#)
Subject: RE: Comments on Costco Revised DEIR
Date: Wednesday, February 5, 2020 11:08:02 AM

Please record me in support of the Public Comment by Roger Smith on the Revised DEIR for the Costco project.

Liss-1

Gary

Gary Liss
916-652-7850
916-335-1637 (cell)

Register now for NRC
National Zero Waste Conference!
3/18-19, 2020, UC Berkeley
<https://zwconference.org>

For responses to below, please see Letter Smith-1

From: Roger Smith [mailto:rdsmith2009@gmail.com]
Sent: Wednesday, February 5, 2020 10:32 AM
To: costcocomments@loomis.ca.gov
Subject: Comments on Costco Revised DEIR

Please record these as Public Comment on the Revised DEIR for the Costco project. I understand the deadline for comment is February 10. Thank you

TRAFFIC

With the expected impacts from a new Costco on traffic in downtown Loomis, a mitigation measure that should be given full consideration is the possible construction of access ramps to I-80 at King Road. This could greatly relieve the dependence on Loomis' single point of access to I-80 at Horseshoe Bar Road, while also relieving congestion on Taylor Road through downtown Loomis.

New ramp alignment at King Road - similar to what exists at Horseshoe Bar Road - would be feasible and should be considered as a major mitigation measure for traffic impacts.

Roger Smith

Liss-1

The commenter expresses support for the public comments provided by Roger Smith on the Recirculated DEIR.

Please see the Responses to Comments Smith-1 through Smith-3.

3.3.3.12 Letter Thor Lude, February 3, 2020

Letter Lude

RECEIVED

FEB 04 2020

TOWN OF LOOMIS

February 3, 2020

Thor Lude
PO Box 161
Loomis, CA 95650

Town of Loomis
c/o Costco Comments
3665 Taylor Road P.O. Box 1330
Loomis, CA 95650

Subject: December 2019 COSTCO Environmental Impact Report Impact to Traffic at the Intersection of Bankhead Road and Sierra College Blvd and noise along Sierra College Blvd.

Dear Anders Hauge, Costco Project Process Coordinator

I am in possession of the December 2019 Loomis Costco Recirculated Draft Environment Impact Report (EIR). I have several observations, concerns and comments regarding traffic and noise.

Lude-1

On July 20, 2018 I provided a few comments to Anders Hauge (Hauge Brueck) and Carol Parker (copy attached) on the Initial EIR. I have not received any response nor have I seen my comments addressed in the recirculated EIR.

Traffic

My previous comments as well as my current comments essentially concern the impact to traffic at the Intersection of Bankhead Road and Sierra College Blvd. I am concerned about the Left-Hand Movement(s) from Bankhead Road onto Sierra College Blvd. At a minimum the signals at Sierra College Blvd and King Road and Sierra College Blvd and Taylor Road should be interconnected and or timed such that an adequate "opening" is provided to provide a large enough "gap" to make safe left turn movements.

Lude-2

I understand from the previous Public Works Director that there were at one time plans and funding to install a signal at this intersection. This intersection is impacted by curves and high-speed traffic from both approaches which makes a signal the "safest" option. What is the status and what happened to the funding? Will COSTCO be addressing the impact at this location? The traffic at this intersection is already significant and at times it is backed up to Bankhead. COSTCO and the Bickford Ranch development will only exacerbate this situation.

Lude-3
Lude-4
Lude-5
Lude-6

I have reviewed Sections 3.7, and 4.3.6 and did not see any mention about impacts to the uncontrolled intersection at Bankhead Road and Sierra College Blvd nor the impact to traffic on Sierra College Blvd between King Road and Taylor Road.

Lude-7

Section 3.7-3 (Summary) TR MM 1 is to modify signal timing (to optimize cycle length and/or splits). However, the intersection of King Road and Sierra College Blvd is not listed.

Lude-8

Section 4.3-8 (Summary) Mitigation Measures TR MM 1, 2, 3 all pertain to signal timing, coordination and/or phasing. Again, it appears the intersection of King Road and Sierra College Blvd is not listed.

Lude-9

My request is for the EIR to address the impacts to increased traffic on Sierra College Blvd between King Road and Taylor Road and the effect it may have on making safe traffic movements at the intersection of Bankhead Road and Sierra College Blvd.

Lude-10

Noise

Regarding noise along Sierra College Blvd between King Road and Taylor Sections 3.6 and 4.3.5 of the EIR essentially concludes that the increase in average daily vehicular trips would not increase levels above allowable levels nor result in a noticeable increase. The noise information appears to be based on peak levels. My question/concern is whether the Noise portion of the study looked at "sustained" noise over a given period of time. Basically, will the residents in this stretch of Sierra College Blvd notice a more prolonged level of traffic noise than it currently experiences? And if so, what sort of mitigation measures will be recommended and/or implemented.

Lude-11

In summary I am not opposed to the Project, but am concerned about the traffic movements and sustained noise described above. I am sure Loomis Basin Veterinary Clinic, Trimm's Scaffolding and PG&E have similar concerns regarding their and their customer's traffic movements onto Sierra College Blvd. I am also interested in whether the EIR looked at the traffic using Bankhead Road to bypass Taylor Road (reference my July 20, 2018 letter). In addition, I am interested in more information regarding the noise study.

Lude-12

Lude-13

Lude-14

Lude-15

I look forward to your response

Sincerely,



Thor L. Lude

CC:

Carol Parker, Planning Assistant
Town of Loomis 3665 Taylor Road
PO Box 1330
Loomis, CA 05650

costcocomments@loomis.ca.gov

Thor Lude
PO Box 161
Loomis, CA 95650

July 20, 2018

Carol Parker, Planning Assistant
Town of Loomis
3665 Taylor Road
PO Box 1330
Loomis, CA 05650

Regarding: COSTCO Environmental Impact Report-Impact to Bankhead Road

Dear Ms. Parker:

I have reviewed the COSTCO Environment Impact Report (EIR) and have a couple of questions/comments related to the increase traffic mentioned in the EIR. The EIR discusses increased traffic at the intersection of Sierra College Blvd and Taylor Road as well as increased traffic at the intersection of Sierra College Blvd and King Road and the impact on the traffic signals and traffic queuing at both of these signalized intersections.

Lude-1-16

However, I did not see anything in the EIR on the potential impacts to Bankhead Road as a result of the increased traffic discussed in the EIR. Specifically:

- 1) The potential for traffic to bypass the Sierra College Blvd and Taylor Road Intersection and utilization of Bankhead Road to detour around the traffic queuing issues at this intersection and if this potential exists what mitigation measures would be recommended? Perhaps additional speed bumps should be considered to deter the use of Bankhead Road to bypass likely backups at the Taylor Sierra College Intersection. As you may be aware when Taylor Road backs up there already exists a noticeable impact to Bankhead Road.
- 2) As a result of the increased traffic on Sierra College Blvd, how will this impact the right turn and left turn movements at the intersection of Bankhead Road and Sierra College Blvd and what mitigation measures would be recommended? This impacts Bankhead Road north and south of Sierra College Blvd. and will likely affect safe traffic movements at this uncontrolled intersection.

Lude-1-17

Lude-1-18

Thank you for including these comments with others received. I look forward to a response.

Lude-1-19

Finally, I am not opposed to project but do have concerns related to traffic and the impact on Bankhead Road as well as the traffic impacts already addressed in the EIR.

Sincerely,



Thor Lude

CC: via email to ahauge@haugebrueck.com

Lude-1

The commenter states that he has several observations, concerns, and comments regarding traffic and noise in the Recirculated DEIR, and that he provided comments on July 20, 2018 and has not received a response.

Responses to the commenter's concerns related to traffic and noise from his February 3, 2020 comment letter are provided below in the Responses to Comments Lude-2 through Lude-19. As explained in 2019 RDEIR Chapter 1, "Introduction" (page 1-3), upon close of the original DEIR review period in June 2018, all comments received were reviewed and cataloged. A total of 30 comment letters were received. Many of the comments provided opinions on vehicle traffic, points of access, removal of oak trees, and alternatives to the project under review. Based on public and agency comments received during the public review period, the applicant elected to revise the site plan to include an additional driveway from Brace Road, and an additional access option off a newly constructed segment of Granite Drive in order to improve vehicle circulation patterns and reduce queuing lengths. As further explained on 2019 RDEIR page 1-3, when a lead agency decides to recirculate the entire EIR, formal responses are not required to address comments submitted on the original DEIR (see State CEQA Guidelines Section 15088.5[f]). In the case of the Costco DEIR, the Town elected to recirculate the entire document. Therefore, no responses were provided to comments submitted on the previously circulated DEIR. The Town will consider all information in the project record, including all of the submitted comments, when making a decision whether to adopt the proposed project.

Lude-2

The commenter expresses concern related to left-hand turning movements of traffic from Bankhead Road onto Sierra College Boulevard. The commenter suggests that traffic signals at the King Road/Sierra College Boulevard and Taylor Road/Sierra College Boulevard intersections should be interconnected or timed to provide large enough gaps on Sierra College Boulevard to accommodate left-hand turning traffic from Bankhead Road.

The Bankhead Road/Sierra College Boulevard intersection was considered for inclusion in the Loomis Costco Transportation Impact Analysis, starting with the scoping process. Based on traffic counts available for Bankhead Road and the estimated number of trips generated by the proposed project that would travel through the Bankhead Road/Sierra College Boulevard intersection, it was projected that any increase in delay or queueing at the Bankhead Road/Sierra College Boulevard intersection due to the proposed project would be minor and would not rise to a level requiring mitigation. Therefore, inclusion of the Bankhead Road/Sierra College Boulevard intersection was not required of the Transportation Impact Analysis by the Town of Loomis, Placer County, City of Rocklin, or Caltrans.

For reference, the Loomis Costco Transportation Impact Analysis projects the addition of 14 trips to Sierra College Boulevard north of Taylor Street during the weekday AM peak hour (7 northbound and 7 southbound) as well as 39 trips during the weekday PM peak hour (20 northbound and 19 southbound). The Loomis Costco Transportation Impact Analysis does not project site-generated trips being added to the stop-controlled approach of Bankhead Road at Sierra College Boulevard.

However, as noted in Chapter IV of the Town's General Plan, the following transportation improvements are listed in the Placer County 2035 Regional Transportation Plan (RTP), as programmed improvements in the Town of Loomis:

- Install a traffic signal at the Sierra College Boulevard/Bankhead intersection;
- Widen Bankhead Road to standard lane widths and potential bike lanes; and,
- Widen Sierra College Boulevard from Taylor Road to the north town limits to 4 lanes, turn lanes, bike lanes, and a landscaped median.

Because the proposed project would not add any trips to the stop-controlled approach of Bankhead Road at Sierra College Boulevard, the proposed project would not cause signal warrants to be met at the Bankhead Road/Sierra College Boulevard intersection under existing plus project or future plus project conditions. No improvements at the Bankhead Road/Sierra College Boulevard intersection are warranted by the proposed project. However, signalization of the Bankhead Road/Sierra College Boulevard intersection is included in the Town's Sierra College Boulevard

Impact Fee Program, and a signal will be installed, once signal warrants are met due to growth in other parts of the Town or Placer County.

Signal timing of the Sierra College Boulevard/Taylor Road intersection will be updated alongside construction of the Town's Sierra College Boulevard widening between Brace Road and Taylor Road, as identified in the adopted 2018-2023 Capital Facility Plan. The Town has an upcoming signal coordination project, unrelated to the Loomis Costco Project. Coordination and optimization of signals in the Town of Loomis, including the Sierra College Boulevard intersections with King Road and Taylor Road, will be considered as part of the Town's upcoming coordination project.

Lude-3 *The commenter states that he thought there were previous plans and funding to install a signal at the Bankhead Road/Sierra College Boulevard intersection.*

Please see the Response to Comment Lude-2.

Lude-4 *The commenter states that the Bankhead Road/Sierra College Boulevard intersection is currently affected by curves and high-speed traffic, which makes installation of a traffic signal the best option.*

Please refer to the Response to Comment Lude-2 regarding the RTP programmed improvements at the intersection, as well as along Bankhead Road.

Lude-5 *The commenter inquires as to whether Costco will be addressing traffic at the Bankhead Road/Sierra College Boulevard intersection.*

Please reference the Response to Comment Lude-2 regarding the RTP programmed improvements at the intersection as well as along Bankhead Road.

Lude-6 *The commenter states there is already a substantial amount of existing traffic at the Bankhead Road/Sierra College Boulevard intersection, which at times backs up onto Bankhead Road, and that additional traffic from the proposed Costco and the Bickford Ranch development will exacerbate this situation.*

Please refer to the Response to Comment Lude-2.

Lude-7 *The commenter states that the Recirculated DEIR traffic section does not mention impacts to the uncontrolled Bankhead Road/Sierra College Boulevard intersection, or potential impacts to traffic on Sierra College Boulevard between King Road and Taylor Road.*

Please refer to Response to Response to Comment Lude-2 regarding the intersection, as well as the Sierra College Boulevard segment between King Road and Taylor Road

Lude-8 *The commenter states, relative to TR MM 1, that the intersection of King Road and Sierra College Boulevard is not listed.*

The King Road/Sierra College Boulevard intersection was considered for inclusion in the Loomis Costco Transportation Impact Analysis during the scoping process. Based on traffic counts available for King Road and the estimated number of trips generated by the proposed project that would travel through the King Road/Sierra College Boulevard intersection, any increase in delay or queueing at the King Road/Sierra College Boulevard intersection due to the proposed project would be minor and would not rise to a level requiring mitigation. Therefore, inclusion of the King Road Road/Sierra College Boulevard intersection was not required of the Transportation Impact Analysis by the Town of Loomis, Placer County, City of Rocklin, or Caltrans. Further, no deficiencies were noted at this intersection in Table 10, Chapter IV of the Town's General Plan. No mitigation measures associated with the proposed project are warranted at the intersection.

Lude-9 *The commenter states that the intersection of King Road and Sierra College Boulevard is not identified for mitigation.*

Please refer to the Response to Comment Lude-8.

- Lude-10 *The commenter requests that the EIR address traffic impacts on Sierra College Boulevard between King Road and Taylor Road and the intersection of Bankhead Road and Sierra College Boulevard.*
- The segment of Sierra College Boulevard between King Road and Taylor Road was considered for inclusion in the Loomis Costco Transportation Impact Analysis during the scoping process. Based on traffic counts available for Sierra College Boulevard and the estimated number of trips generated by the proposed project that would travel through the segment of Sierra College Boulevard between King Road and Taylor Road, any increase in delay in this segment of Sierra College Boulevard due to the proposed project would be minor and would not rise to a level requiring mitigation. However, as noted in the Response to Comment Lude-2 as well as Chapter IV of the Town's General Plan, the Placer County Regional Transportation Plan (RTP) lists programmed improvements to widen this section of roadway to four lanes, bike lanes, turn lanes and a landscaped median. No improvements are merited by the proposed project.
- Please refer also to the Response to Comment Lude-5.
- Lude-11 *The commenter inquires if the noise study addressed "sustained" noise over a given period of time, in addition to peak noise levels. The commenter inquires if nearby residents on Sierra College Boulevard will notice more traffic noise and if there are any applicable mitigation measures.*
- Section 3.6.4.1 of the 2019 RDEIR analyzes noise impacts comprehensively. It assessed traffic noise over a 24-hour period (Ldn) with a 10-dB "penalty" for noise that occurs between 10:00 p.m. and 7:00 a.m. As shown in Table 3.6-9, Sierra College Boulevard would have a maximum net 2 dBA predicted traffic noise level increase under project conditions. This impact was found to be less than significant. See pages 3.6-14 through 3.6-15 of the 2019 RDEIR.
- Lude-12 *The commenter expresses concern with the traffic movements and sustained noise that are detailed in his earlier comments in his letter.*
- Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. See pages 3.7-23 through 3.7-36 of the 2019 RDEIR. Section 3.6.4.2 of the 2019 RDEIR analyzes noise impacts comprehensively. See pages 3.6-11 through 3.6-18 of the 2019 RDEIR. Please see also the Responses to Comments Lude-1 through Lude-11.
- Lude-13 *The commenter notes that additional interested parties along Sierra College Boulevard may have concerns regarding traffic on Sierra College Boulevard.*
- Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts related to Sierra College Boulevard comprehensively. See pages 3.7-23 through 3.7-36 of the 2019 RDEIR.
- Lude-14 *The commenter is interested in traffic using Bankhead Road to bypass Taylor Road.*
- The potential for site-generated trips impacting Bankhead Road to bypass Taylor Road was considered prior to preparation of the Loomis Costco Transportation Impact Analysis for the 2019 RDEIR in response to the commenter's July 20, 2018 letter. The potential routing of Costco trips along Bankhead Road was evaluated in consultation with Town staff and deemed unlikely after considering Bankhead Road's posted speed limit (25 miles per hour), the presence of multiple speed bumps (with posted 15 miles per hour advisory speed placards), the all-way stop at Saunders Avenue/Bankhead Road, the relatively narrow roadway lane widths, and the rural character of the roadway.
- Lude-15 *The commenter is interested in more information regarding the noise study.*
- Appendix D of the 2019 RDEIR presents the results of noise monitoring and modeling conducted in support of the noise analysis presented in Section 3.6.
- Lude-16 *The commenter reviewed the EIR and has questions related to increase in traffic. The commenter discusses traffic findings from EIR for the Taylor Road and King Road intersections with Sierra College Boulevard, and notes that the Recirculated DEIR does not appear to evaluate potential impacts to Bankhead Road.*
- Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. See pages 3.7-23 through 3.7-36 of the 2019 RDEIR. Please see also the Response to Comment Lude-5.

- Lude-17 *The commenter references the use of Bankhead Road to bypass the Taylor Road/Sierra College Boulevard intersection.*
- Please refer to the Response to Comment Lude-14 and the Response to Comment Lude-2. No additional capacity mitigation is warranted in relation to the proposed project.
- Lude-18 *The commenter references right and left turn movements at the intersection of Bankhead Road and Sierra College Boulevard.*
- Please refer to the Response to Comment Lude-14 and the Response to Comment Lude-2. No additional capacity mitigation is warranted in relation to the proposed project.
- Lude-19 *The commenter appreciates the opportunity to provide comments and looks forward to a response. The commenter states that he is not opposed to the project but has concerns related to traffic.*
- The Town appreciates the commenter's review of the proposed project and transportation impact analysis and refers the commenter to the detailed responses provided previously.