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<b>Letter Mooney</b>
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February 10, 2020

**VIA ELECTRONIC MAIL****costcocomments@loomis.ca.gov**

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

**Re: Loomis Costco Recirculated Draft Environmental Impact Report**

Dear Sir or Madam:

This office represents Daljit Bains and submits the following comments on the Loomis Costco Recirculated Draft Environmental Impact Report ("RDEIR"). As an initial matter, Mr. Bains objects to the proposed project on the grounds that the RDEIR fails to meet the legal requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code, section 21000 *et seq.* and the CEQA Guidelines, section 15000 *et seq.* (Title 14 California Code of Regulations § 15000 *et seq.*) The Project as proposed also violates the requirements of the Planning and Zoning Law, Government Code, section 65300, *et seq.*, as it is inconsistent with mandatory and policies of the Town of Loomis General Plan.

**I. THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

"CEQA is a comprehensive scheme designed to provide long-term protection to the environment. [Pub. Resources Code, §21001.] In enacting CEQA, the Legislature declared its intention that all public agencies responsible for regulating activities affecting the environment give prime consideration to preventing environmental damage when carrying out their duties. [Pub. Resources Code, § 21000(g).] CEQA is to be interpreted 'to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.' [*Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal.3d 247, 259]". (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 112.) "The environmental impact report, with all its specificity and complexity, is the mechanism prescribed by CEQA to force informed decision making and to expose the decision-making process to public scrutiny. (*Planning and Conservation League v. Department of Water Resources* (2000) 83 Cal.App.4th 892, 910; citing *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 86.) This interpretation remains the benchmark for judicial interpretation of CEQA. (*Laurel Heights Improvement Association v. Regents of the University of California* ("Laurel Heights I") (1988) 47 Cal.3d 376, 390, quoting *Bozung v. Local Agency Formation*

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*Commission* (1975) 13 Cal.3d 263, 274.) As the *Laurel Heights I* court noted, “[i]t is, of course, too late to argue for a grudging, miserly reading of CEQA.” (*Laurel Heights I, supra*, 47 Cal.3d at p. 390.)

The EIR is “the heart of CEQA” and “an environmental alarm bell whose purpose is to alert the public and its responsible officials to environmental changes before they have reached the ecological point of no return.” (*Id.* at p. 392.) The EIR is the “primary means” of ensuring that public agencies “take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.” (*Id.*, quoting Pub. Resources Code, § 21001(a).) The EIR is also a “document of accountability,” intended “to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its actions.” (*Laurel Heights I, supra*, 47 Cal.3d at p. 392 (quoting *No Oil, Inc., supra*, 13 Cal.3d at p. 86.) Thus, “[t]he EIR process protects not only the environment but also informed self-government.” (*Ibid.*)

The central purpose of an EIR is to identify the significant environmental effects of the proposed project, and to identify ways of avoiding or minimizing those effects through the imposition of feasible mitigation measures or the selection of feasible alternatives. (Pub. Resources Code, § 21002, 21002.1(a), 21061.) “An EIR provides the public and responsible government agencies with detailed information on the potential environmental consequences of an agency’s proposed decision.” (*Mountain Lion Foundation v. Fish & Game Commission, supra*, 16 Cal.4th at p. 113.) Thus, the primary purposes of CEQA is to inform government decision-makers and the public about the potential significant environmental effects of proposed projects (CEQA Guidelines, § 15002(a)(1)) and to disclose to the public the reasons for approval of a project that may have significant environmental effects. (CEQA Guidelines, § 15002(a)(4).) Informed decision making and public participation are fundamental cornerstones of the CEQA process. (See *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights I, supra*, 47 Cal.3d 376.) With this primary purpose of CEQA in mind, the California Supreme Court has stated that “[t]he environmental impact report (“EIR”) is the primary means of achieving the Legislature’s considered declaration that it is the policy of this State to take all action necessary to protect, rehabilitate, and enhance the environmental quality of the State.” (*Sierra Club v. State Board of Forestry* (1994) 7 Cal.4<sup>th</sup> 1215, 1229 [emphasis added].)

When an agency fails to comply with CEQA’s informational requirements of CEQA, an agency has failed to proceed in ‘a manner required by law. (*Save Our Peninsula Committee v. Monterey County Board of Supervisors* (2001) 87 Cal.App.4<sup>th</sup> 99, 118.) If the deficiencies in an EIR “preclude[ ] informed decisionmaking and public participation, the goals of CEQA are thwarted and a prejudicial abuse of discretion has occurred.” (*Id.* at p. 128.) As discussed in these comments, the DEIR fails to satisfy CEQA’s legal requirements and fails as an informational document. Thus, the DEIR is legally deficient.

As discussed below, the RDEIR fails as an informational document.

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(Cont.)

Additionally, the Town's conclusion regarding feasibility of alternatives and mitigation measure is not supported by substantial.

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## II. PROJECT DESCRIPTION

CEQA requires that an environmental review document contain an accurate description of the entire project. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) The adequacy of an EIR's project description is closely linked to the adequacy of the impact analyses. If the description is inadequate because it fails to discuss an aspect of the project, the environmental analysis will probably reflect the same mistake. (*See San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.3d 713, 722-723.)

In *County of Inyo*, the court stated that "[a]n accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*Id.*) CEQA requires a complete project description to ensure that all of the project's environmental impacts are considered. (*City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1450, 1454.) As stated in *County of Inyo*, "[a] curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantages of terminating the proposal (i.e., the "no project" alternative) and weigh other alternatives in the balance." (71 Cal.App.3d at 192-193; see also *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 82 [court found project description inadequate where EIR concealed, ignored, excluded, or simply failed to provide pertinent information" regarding a reasonably foreseeable consequence of the project].) A curtailed, enigmatic or unstable project description draws a red herring across the path of public input." (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 656; quoting *County of Inyo, supra*, 71 Cal.App.3d at 197-198.)

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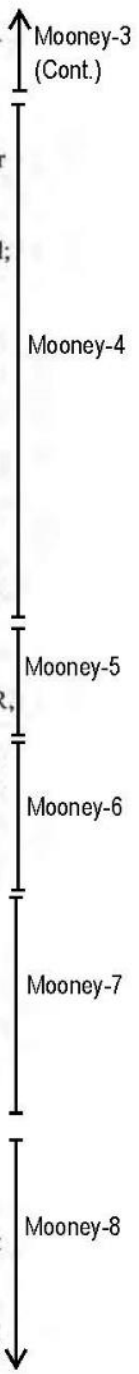
An accurate project description allows the public and the decision-makers to evaluate the project's benefits against its environmental effects. (*County of Inyo, supra*, 71 Cal.App.3d at 192-193.) An inaccurate project description may result in an EIR that fails to disclose impacts associated with the project. (*See Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 829.) Moreover, an accurate project description provides for full disclosure and informed decision-making. (See Kostka & Zischke, *Practice Under the California Environmental Quality Act* (Cont. Ed. Bar 2013) § 12.7, at 580.) "[O]nly through an accurate view of the project may the public and interested parties and public agencies balance the proposed project's benefits against its environmental cost, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives ... ." (*City of Santee, supra*, 214 Cal.App.3d at 1454.) If the description is inadequate because it fails to discuss an aspect of the project, the environmental analysis will probably reflect the same

mistake. (See *San Joaquin Raptor/Wildlife Rescue Center, supra*, 27 Cal App.3d at 722-723.)

Section 2.3.3.2 identifies and discusses three options for access to the site. (RDEIR at 2-7 to 2-13.) Option 1A, which is the proposed project site plan) provides for an unsignalized intersection along Sierra College Boulevard located approximately 750 feet south of Brace Road and 625 feet north of Granite Drive, an unsignalized right in/right-out only on Brace Road approximately 215 feet east of Sierra College Boulevard; and an unsignalized full access on Brace Road located approximately 675 feet east of Sierra College Boulevard. (*Id.* at 2-7.) This access would be shared with Sierra Meadows apartments located to the west and as a result Starlight Lane would be closed and vacated. Option 1B includes the new intersection on Sierra College Boulevard; the right in/right out on Brace; and a roadway connection between the south side of the Costco site and Granite Drive. (*Id.*) Option 1C includes the new intersection of Sierra College Boulevard; the right in/right out on Brace; and a roadway connection between the south side of the Costco site and Granite Drive; and an unsignalized full access on Brace Road located approximately 675 feet east of Sierra College Boulevard. (*Id.* 2-8.) Again, this access would be shared with Sierra Meadow apartments located to the west and as a result Starlight Lane would be closed and vacated. (See RDEIR at 2-7 to 2-13.)

Thus, the primary vehicle access to the site would be via a new signalized intersection along Sierra College Boulevard located approximately 750 feet south of Brace Road and 600 feet north of Granite Drive. (RDEIR at p. 2-7 to 2-13.) The RDEIR, however, fails to indicate whether all of the improvements necessary for the new signalize intersection are within the Town of Loomis. (*Id.*) While the RDEIR identifies the City of Rocklin as a responsible agency for the purposes of Granite Drive, it is silent regarding Sierra College Boulevard. (RDEIR 2-30.) From the information provided in the RDEIR, it is unclear whether the City of Rocklin's boundary extends into Sierra College Boulevard or whether the boundary line is outside of Sierra College Boulevard. (RDEIR at 2-30.) If the improvements to Sierra College Boulevard encroach into the City of Rocklin, then Loomis must obtain Rocklin's authorization through an encroachment permit or some other means. If in fact an encroachment permit or other permission is required, then the RDEIR must disclose and discuss. Additionally, if an encroachment permit is required and Loomis fails to obtain such permit, then the DEIR needs to address the traffic conditions in the absence of the new signal or whether the Project can proceed without the new signal.

The RDEIR is also silent as to the Lot Line Adjustment ("LLA") that was submitted by Costco and Robert D. Auguscik. (See Attachment 1.) In a letter dated January 30, 2020, the Town stated that the lot line adjustment is part of the pending development project and will be considered in connection with the pending development project. (Attachment 2.) While the LLA application is the result of an agreement between Costco and Mr. Auguscik and by its terms is independent of the Costco development project (Attachment 3), the Town appears to disagree and has tied the LLA



to the project. (See Attachment 2.) Thus, the RDEIR's Project description must address the Town's assertion that the LLA is part of the development project.

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(Cont.)

The RDEIR also fails to identify that the Project requires both a General Plan Amendment and Zoning Amendment to change the eastern portion of the Project site from Residential to General Commercial. Section 2.6 of the RDEIR identifies the permits and approvals required for the Project. (RDEIR at 2-29.) The RDEIR identifies the current zoning for those 3.5 acres as RH-High Density Residential. (Figure 3.1-4, RDEIR at 3.1-6.) While the RDEIR identifies the need for a Zoning Code Amendment to allow Warehouse Retail within the Commercial General District, it is silent about the need for a Zoning Code Amendment to change the High Density Residential to Commercial. (*Id.*)

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The RDEIR also shows that the approximately 3.5 acres on the eastern portion of the Project site has a General Plan Land Use Designation as Residential – Medium High Density. (Figure 3.1-5 RDEIR at 3.1-5.) Again, while the RDEIR identifies the need for a Zoning Code Amendment to allow Warehouse Retail within the Commercial General District, it makes no reference that the Project approvals also require a General Plan Amendment as the Project is clearly not Residential - Medium High Density. (*Id.*) As the RDEIR failed to identify or discuss the need for approvals that including Zoning Code Amendment and General Plan Amendment, the RDEIR fails as an informational document and contains an inadequate Project Description.

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The RDEIR also fails to disclose that the Project violates Loomis Municipal Code section 13.42.100 which states "A service station shall be allowed only on a corner parcel at the intersection of either two major streets, or a major and a minor street. No more than two service stations shall be allowed at any intersection." (See RDEIR at 2-29.) The site plans for each of the Options shows that the Costco gas station is not located on a corner parcel at the intersection of two major streets or a major and a minor street. (See Figure 2-3 Proposed Site Plan Option 1A, RDEIR 2-5; Figure 2-4 Site Plan Option 1B, RDEIR 2-9; and Figure 2-5 Site Plan Option 1C, RDEIR at 2-11.) Thus, the RDEIR fails to identify the need to revise the site plan to be consistent with the Zoning Ordinance or revise the Zoning Ordinance. In either event, the RDEIR failure to disclose and discuss the inconsistency with the Zoning Ordinance violates CEQA's requirement for an adequate project description. It also fails as an informational document.

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### III. THE DRAFT EIR FAILS TO ADEQUATELY DISCLOSE, ANALYSIS AND MITIGATE THE PROJECT'S POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

#### A. TRANSPORTATION AND CIRCULATION

The enclosed letter dated January 31, 2020 from Dan Smith, Smith Engineering & Management, regarding the RDEIR's traffic analysis demonstrates that the RDEIR fails to adequately disclose, analyze and mitigate the Project's traffic impacts. (See

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Attachment 3.) First, Mr. Smith states that the prior comments on the original DEIR for the Project have largely been unaddressed in the RDEIR and remain relevant. (A copy of Mr. Smith's comments dated July 20, 2018 are Attachment 4 to these comments.)

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(Cont.)

Mr. Smith opines that the Project's fueling area geometry is likely to have queue overspill into the main access drive from Sierra College Boulevard. Based upon Mr. Smith's analysis of observed weekday and weekend peak queueing at five Costco fueling stations selected by Costco demonstrate the inadequacy of the queue storage at the fueling station and the impact it will have on Sierra College Boulevard given the site plan for the fueling area and the location of the entrance on Sierra College Boulevard.

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Mr. Smith also discusses the RDEIR's failure to disclose that the driveway location on Brace for all three options violates the provisions of the Town of Loomis Land Development Manual. Section 6-3 of the Manual states in relevant part:

Driveways shall be at least 200 feet apart on collector streets and at least 250 feet apart on arterial streets. Driveways shall be at least 200 feet from an intersection on collector streets.

All three Options include a drive on Brace Road that is only 140 feet from the intersection of Brace Road and Sierra College Boulevard. While the Loomis General Plan Brace classifies Brace Road as an arterial, the separation distance from intersections of arterials should be at least as much, if not more than the distance required for collector streets. (See Smith 1/31/20 letter at p. 7.) Additionally, the driveway is only 14 feet from the driveway on Brace Road for the Sierra Meadows Apartments. This violates the required that driveways should be at least 250 feet apart on arterial streets. (Land Development Manual, § 6-3.)<sup>1</sup> The RDEIR fails to disclose or discuss the proposed Project's inconsistencies with the requirements and standards set forth in the section 6-3 of the Land Development Manual. As such, the RDEIR fails as an informational document.

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The Traffic Study is also inconsistent with the Loomis General Plan. The Traffic Study states that "Brace Road is a minor street that begins at Taylor Road and continues east over I-80. Brace Road is a two-lane road providing secondary access to the Project site." (Appendix E Traffic Study at p. 28.) This directly contradicts the General Plan that clearly states Brace Road is an east-west arterial from Sierra College Boulevard. (General Plan at p. 64.) The RDEIR is unclear as to whether the traffic analysis relies upon General Plan's designation of Brace Road or the designation relied upon the Traffic Study. Unless, the Town modifies the General Plan, the RDEIR must rely upon the General Plan's designation of Brace Road and the traffic analysis and study must also rely upon the General Plan's designation of Brace Road.

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<sup>1</sup> The relevant portions of the Land Development Manual is attached as Attachment 4.

As also pointed out by Mr. Smith, under Option 1A, the new full intersection at Brace Road is only 108 feet west of the intersection of Brace Road and Hunters Drive. Again, this violates section 6-3 of the Land Development Manual, which the RDEIR fails to disclose or discuss.

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Mr. Smith also addressed the RDEIR's failure to adequately address the Project's traffic queuing issues. The RDEIR fails to disclose and analyze the potential increases in delay and worsening level of service associated with the queuing issues.

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**B. GREENHOUSE GAS EMISSIONS**

The RDEIR's discussion regarding greenhouse gas emissions associated with construction fails to disclose the greenhouse gas emissions associated with the cement that will be used for construction. (RDEIR at p. 3.5-14 – 3.15.) The production of cement is one of the major sources of greenhouse gas emissions, yet the RDEIR provides no mention or reference to greenhouse gas emissions associated with construction materials.

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**C. NOISE**

The RDEIR fails to adequately discuss, analyze and mitigate the Project's noise impacts to the adjacent residences associated with truck deliveries. Impact 3.6-4 discusses the potential noise impacts to nearby residences associated with truck deliveries during the daytime and nighttime. (RDEIR at p. 3.6-15.) The RDEIR recognizes that the impact is significant prior to mitigation. (RDEIR at p. 3.6-16.) The RDEIR's noise analysis, however, is not consistent with Loomis Municipal Code, section 13.30.070(E) which provides:

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Exterior noise levels shall be measured at the property line of the noise sensitive land use receiving the noise. Noise measurement shall be made with a sound level meter using the 'A' weighted scale at slow meter response. Fast meter response shall be used only for an impulsive noise.

Contrary to the requirements of section 13.30.070(E), the RDEIR does not measure from the property line, but from the apartment building façade. (RDEIR at p. 3.6-16.) Thus, the RDEIR does not rely upon the very standard set forth in the Loomis Municipal Code.

The RDEIR also states that Costco intends to have up to three trucks per hour during the nighttime hours resulting in an hourly noise level of 54 dBA Leq at the apartment building façade. (*Id.*) The RDEIR indicates that nighttime interior noise levels may exceed noise standards for short durations during each delivery. (*Id.*) The RDEIR, however, fails to identify or discuss what constitutes a "short duration." If the duration of each truck delivery, including entering and exiting, exceeds 10 minutes, then

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the maximum allowable sound level is 40 dB. (See Loomis Municipal Code, § 13.30.070(C), Table 3-3.) As the RDEIR states that the truck noise levels are 75dba at the apartment façade, that means they would have to be reduced by 35 dBA at the property line to provide the required mitigation. Nothing in the RDEIR indicates that such mitigation has occurred. Thus, the nighttime noise impacts remain significant.

The RDEIR also indicates that the noise impacts from the Project exceed the maximum allowable noise level by receiving land use and the noise standards for short duration events near residential areas. (RDEIR at p. 3-16.) As such any approval of the Project would constitute a violation of the noise ordinance. (See LMC § 13.30.070.) Additionally, Loomis Municipal Code provides that when development is subject to high noise levels requiring mitigation, the following measures shall be considered and preference shall be given where feasible in the following order:

- i. Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses;
- ii. Acoustical treatment of buildings; or
- iii. Structural measures: construction of earth berms and/or wood or concrete barriers. (LMC, § 13.30.070(C)(2)(a).)

While the RDEIR identifies mitigation measures, nothing indicates that the mitigations measures considered involved site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses. Moreover, nothing in section 13.30.070 regarding mitigation measure authorizes the approval of a project that does not mitigate the project's violations of the noise standards.<sup>2</sup>

The Project also violates Loomis Municipal Code section 13.30.070(C)(4) which provides:

Truck deliveries to a commercial or industrial parcel adjacent to a residential zoning district shall be limited to the daylight hours *unless the director authorizes other delivery times based on the determination that there is either no feasible alternative*, or there are overriding transportation and traffic management benefits to scheduling deliveries at night. (Emphasis added.)

(See also General Plan, Public Health and Safety Element, Policy 18.) The RDEIR states that despite the Town of Loomis' General Plan's limitation of truck deliveries to daytime hours for area adjacent to residential uses there is no feasible alternative. (RDEIR at 3.6-18.) The RDEIR fails to adequately address why there are no feasible alternatives to the

<sup>2</sup> While CEQA provides for the approval of a project with unmitigated impacts under certain conditions, nothing in Loomis Municipal Code section 13.30.070 provides for approval of a project that has unmitigated noise impacts.



truck delivery site or that there are overriding transportation and traffic management benefits to scheduling deliveries at night. The determination that there are no feasible alternatives must be supported by substantial evidence. (*Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal.App.4th 1277, 1305; *King County Farm Bureau v. City of Hanford* (1990) 211 Cal.App.3d 692, 737.) In the present case, the RDEIR provides no discussion as to what alternatives were evaluated and considered not feasible. The RDEIR does not address adjusting the site layout so that truck traffic would not be allowed to enter or leave on Brace Road.

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(Cont.)

This issue also goes to the alternatives analysis where the RDEIR rejects all of the off-site alternatives. Also, Alternative 2 with no fueling station, would meet most of the Project objectives, and would avoid this significant noise impact associated with nighttime truck deliveries. (See RDEIR at p. 6-14.) Thus, the DEIR's statement is not supported by substantial evidence given the lack of discussion in the DEIR and the availability of alternatives that could avoid the impact and be compliant with the Loomis Municipal Code.

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The RDEIR discussion and mitigation of noise fails to comply with Loomis Municipal Code section 13.30.070(D), which provides:

Where noise-sensitive land uses are proposed in areas exposed to existing or projected noise levels in excess of the standards in Tables 3-2 and 3-3, the town shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design, so that proposed structures are designed to limit intruding noise in interior rooms to 45 dBA Ldn.

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The RDEIR concludes that implementation of Mitigation Measure Noise 2 would reduce the noise impacts to less than significant. To this end, the RDEIR states that complying with the policies of the Town of Loomis General Plan as described in MM Noise-2 would allow the project applicant, the construction contractor(s), and the Town of Loomis to address problems that arise during operation, *to the extent feasible*. (RDEIR at 3.6-17 [emphasis added].) First, the RDEIR fails to state how compliance with the General Plan policies would result in the impacts being less than significant.

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Second, use of the term "to the extent feasible" provides an out for not mitigating the impact to less than significant. If the impact may not be mitigated to less than significant, then the DEIR must disclose and discuss. (Pub. Resources Code, §§ 21002; 21002.1(a), 21100(b)(3); CEQA Guidelines, § 15126.4.) Substantial evidence must support a conclusion that the mitigation measures will be effective. (*Sacramento Old City Association v. City Council* (1991) 229 Cal.App.3d 1011, 1027.) The use of the term "to the extent feasible" means that the impacts may not be fully mitigated and the mitigation measure not effective.

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Mitigation Measure Noise -2 provides for the installation of dual pane windows on second floor apartment units facing the delivery road in order to reduce interior noise levels attributed to nighttime truck deliveries. In order for Mitigation Measure Noise-2 to be effective, the residents in the apartment must keep their windows closed. That means on warm summer evenings, the residents must choose between having an open window at night to cool down their apartment or be subjected to the noise of 3 truck deliveries per hour with each truck delivery lasting and undetermined amount of time. Thus, the impacts are not mitigated to less than significant if the windows are not closed and the mitigation is not effective. As Loomis cannot demand or require that the windows be closed, Loomis cannot guarantee that Mitigation Measure Noise -2 will result in the noise impact being reduced to less than significant. (See RDEIR at 3-16.) Thus, the EIR must address whether there are other feasible mitigation measures that would reduce the impact to less than significant. (CEQA Guidelines, § 15126.6.)

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It should also be noted that Mitigation Measure Noise-2 is based upon closed windows, but the Loomis Municipal Code requires that the noise measurements be measured at the property line, not at some point in the property. (LMC, § 13.30.070(E).) Thus, MM Noise-2 does not mitigate the noise impact at the property line to less than significant. As such, the noise impact remains unmitigated and the RDEIR.

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**D. THE PROJECT AS PROPOSED IS INCONSISTENT WITH THE LOOMIS GENERAL PLAN**

CEQA requires an EIR to discuss any inconsistencies between the Project and the applicable general plans, specific plans and regional plans. (CEQA Guidelines, § 15125(d).) An applicable plan is a plan that has been adopted and legally applies to the Project. (*Chaparral Greens v. City of Chula Vista* (1996) 50 Cal.App.4<sup>th</sup> 1134, 1145, n. 2.) By identifying a project's inconsistencies with applicable plans means that a lead agency may be able to modify the project to avoid the inconsistencies. (See *Orinda Ass'n v. Board of Supervisors* (1986) 182 Cal.App.3d 1145, 1169.) While an inconsistency with policies of applicable plans does not necessarily mean that the project will have a significant environmental impact CEQA requires that the EIR contain the discussion and analysis. (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 695; *The Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903.) The *Joshua Tree* decision stated that in *Pocket Protectors*, inconsistency with area plans was found to relate to environmental impacts. (*Ibid*; citing to *The Pocket Protectors v. City of Sacramento, supra*, 124 Cal.App.4th 903.) One of the factors that influenced the decision in *Pocket Protectors*, the *Joshua Tree* court stated, was that the agency's governing land use standards were adopted in part for the purpose of mitigating environmental impacts. (*Joshua Tree, supra*, 1 Cal.App.5th at p. 695.)

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In this matter, the RDEIR fails to provide a discussion regarding the Project's inconsistency with the current zoning and land use designations under the General Plan. The eastern portion of the Project site has a General Plan Land Use Designation of Residential – Medium High Density. (See RDEIR at p. 3.1-6.) Additionally that same

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portion of Project site has a zoning designation of RM-5 (Medium Density Residential). (RDEIR at p. 3.1-6.) Other than identifying the General Plan Land Use Designation and zoning designation, the RDEIR dismisses the required discussion that the Project is inconsistent with the applicable plans. (RDEIR at p. 5-14 – 5.15.) The RDEIR states that land use inconsistencies are not physical effects on the environment. (*Id.*) This statement is not accurate when the land use standards were adopted in part to mitigate and avoid environmental impacts. (*Joshua Tree, supra*, 1 Cal.App.5th at p. 695.)

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(Cont.)

While inconsistencies with area plans may not necessarily result in environmental impacts, it's clear by the inclusion of this question in Appendix G under "Land Use Planning Impacts" that inconsistency may result in environmental impacts to land use and other areas, and that the environmental review document must consider and evaluate the Project's inconsistency with area plans and policies. In the present action, the Project's inconsistency is within the General Plan's Noise Element. As discussed below, the inconsistency with the General Plan's noise policies results in significant impacts to sensitive receptors.

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Policy 1 states "new commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses." (General Plan, Public Health & Safety – Noise at p. 153.) The Project does not comply with Policy 1, as it is not sited and designed to minimize noise to the adjacent apartment building. Instead it is sited to facilitate truck deliveries so as to reduce traffic impacts associated with truck deliveries. It does so at the expense of creating significant noise impact to the apartments. Noise impacts that significant and not mitigated.

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Policy 4 states: "Individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are met. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels. (General Plan, Public Health & Safety – Noise at p. 153.) Policy 4 requires that the Town's noise standards are met. The RDEIR clearly indicates that the noise standards are not met as the RDEIR concluded that the Project will result in significant and unavoidable impacts to noise at the Sierra Meadows Apartments. (MM Noise -2; RDEIR at 3-6-18.)

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Policy 5 states in part that "Loomis shall discourage the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. (General Plan, Public Health & Safety – Noise at p. 153.) The RDEIR lacks analysis as to whether there are feasible alternatives to the sound wall identified in MM Noise-2. Feasible alternatives include changing the access point for the truck deliveries, which may require modification of the site plan, a smaller project that does not include fuel stations.

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Policy 11 states "The Town shall evaluate the noise impacts of vehicles on adjacent residential properties as a part of the development and environmental review process for all commercial and manufacturing uses. Where vehicles would have the

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potential to create noise exceeding 60 dBA Ldn at an adjacent noise sensitive use, the inclusion of noise mitigation techniques such as the use of sound wall or enclosure of delivery areas shall be required.” (General Plan, Public Health & Safety – Noise at p. at 156.)

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(Cont.)

Policy 12 states in relevant part: “To reduce noise associated with truck traffic, the Town shall implement the following noise reduction strategies: a) The Town and Caltrans should consider limitations on hours of operation and other truck operations that could be limited to reduce noise impacts; b) the Town should encourage the use of established designated truck routes that avoid residential areas and confine truck traffic to major thoroughfares. (General Plan, Public Health & Safety-Noise at p. 156.)

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Policy 15 states “Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area. (General Plan, Public Health & Safety – Noise at p. 154.) The Project fails to comply with Policy 15 as it not the maximum practical distance from the apartment building if the applicant redesigned the Project site in a manner that avoids truck deliveries adjacent to the apartments and/or not in the evening.

Mooney-41

Policy 18 states “Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at night.” (General Plan, Public Health & Safety-Noise at p. 154.) The Project does not comply with Policy 18, as there are feasible alternatives, especially alternative locations to the current Project site.

Mooney-42

The Project is also inconsistent with the General Plan’s Goals regarding noise. Goal 1 states: “To protect Town residents and workers from the harmful and annoying effects of noise.” (General Plan, Public Health & Safety – Noise at 153.) Again, MM Noise-2 clearly indicates that the Project’s impacts to the residents of the adjacent apartment will be significant and unavoidable. As stated in other comment letters, the use of double pane windows on the second floor requires that the windows be closed all night, even on hot summer evenings in order to avoid the noise.

Mooney-43

The Project is also inconsistent with General Plan Goal 2 for noise, which states: “To mitigate the effects of noise created by roadway traffic and non-residential land uses while discouraging the construction of sound walls. (General Plan, Public Health & Safety – Noise at 153.) MM Noise-2’s primary method of mitigation is the construction of a sound wall. The RDEIR simply ignores this goal and makes no effort to mitigate without the use of sound walls.

Mooney-44

### III. ALTERNATIVES

The EIR contains a legally flawed alternative analysis as it fails to contain a reasonable range of feasible alternatives. (See Pub. Resources Code, §§ 21001(g);

Mooney-45

21002.1(a); CEQA Guidelines, § 15126.6; *Citizens of Goleta Valley v Board of Supervisors*, *supra*, 52 Cal.3d at p. 566.)

**A. CEQA REQUIRES AN EIR TO CONSIDER A REASONABLE RANGE OF FEASIBLE ALTERNATIVES**

CEQA mandates that a lead agency adopt feasible alternatives or feasible mitigation measures that can substantially lessen the project's significant environmental impacts. (Pub. Resources Code, § 21002; Guidelines, § 15002(a)(3); *Citizens of Goleta Valley v. Board of Supervisors*, *supra*, 52 Cal.3d at p. 566.) For that reason, "[t]he core of an EIR is the mitigation and alternatives sections." (*Id.* at p. 564.) "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided. (Pub. Resources Code, § 21002.1(a) (emphasis added); see also Pub. Resources Code, § 21061.) Thus, a lead agency must ensure "that all reasonable alternatives to proposed projects are thoroughly assessed." (*Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 197; Pub. Resources Code, § 21001(g) (lead agency must "consider alternatives to proposed actions affecting the environment"); *Laurel Heights I*, *supra*, 47 Cal.3d at p. 400.)

The determination of whether an alternative is feasible is made in two stages. (See *Mir Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477- 489-490 *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 981; CEQA Guidelines, § 15126.6(c).) The first step involves identifying a range of alternatives that will satisfy basic project objectives while reducing significant impacts. (*Ibid.*) Alternatives that are not "potentially feasible" are excluded at this stage as there is no point in studying alternatives that cannot be implemented. (*Ibid.*) In the second stage, the final decision on the project, the agency evaluates whether the alternatives are actually feasible. (*California Native Plant Society*, *supra*, 177 Cal.App.4th at 981; see CEQA Guidelines, § 15091(a)(3).) At this point, the agency may reject as infeasible alternatives that were identified in the EIR as potentially feasible. (*California Native Plant Society*, *supra*, 177 Cal.App.4th at 981.)

The EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, and evaluate the comparative merits of the alternatives." (CEQA Guidelines, § 15126.6(a).) The alternatives discussion must focus on alternatives that avoid or substantially lessen any significant effects of the project. (*Id.*, § 15126.6(b); *Goleta Valley*, *supra*, 52 Cal.3d at p. 566 (EIR must consider alternatives that "offer substantial environmental advantages").) The range must be sufficient "to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*San Bernardino Valley Audubon Soc'y v. County of San Bernardino* (1984) 155 Cal.App.3d 738, 750; see also *Sierra Club v. Contra Costa County* (1992) 10 Cal.App.4th 1212, 1217-18, 1222 (EIR that only considered two alternatives for less development was not a range of reasonable alternatives).) Although no rule governs the number of alternatives that must be



Mooney-45  
(Cont.)

considered, the range is governed by the “rule of reason.” (*Citizens of Goleta Valley v. Board of Supervisors, supra*, 52 Cal.3d at p. 576; CEQA Guidelines, § 15126.6(a)(f).) *Marin Municipal Water District v. KG Land Corp.* (1991) 235 Cal.App.3d 1652, 1664 (“CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR”).) The range of alternatives, however, must be selected and discussed in a manner that allows for meaningful public participation and informed decisionmaking. (*Id.*) The fact that CEQA does not require a specific number of alternatives does not excuse an agency’s failure to present *any* feasible, less environmentally damaging options to a proposed project. (See *Sierra Club v. Contra Costa County, supra*, 10 Cal.App.4th at 1217-18, 1222 (EIR that only considered two alternatives for less development was not a range of reasonable alternatives).)

Mooney-45  
(Cont.)

**B. THE EIR’S REJECTION OF ALL THREE OFF-SITE ALTERNATIVES IS NOT SUPPORTED BY THE CEQA GUIDELINES AND SUBSTANTIAL EVIDENCE**

The RDEIR rejects Opportunity Sites 2 and on the grounds that it is not owned by the applicant and the location would have to be purchased. (RDEIR at pp. 6-5b to 6-6.) The RDEIR, however, contains no information or evidence that such acquisition is infeasible. (*Save Our Residential Environment v. City of West Hollywood* (1992) 9 Cal.App.4th 1745, 1753, n. 1 (record must contain evidence that the applicant has no ability to acquire alternative site); see also *San Bernardino Valley Audubon Society v. County of San Bernardino* (1984) 155 Cal.App.3d 738 (EIR that discussed possibility of land trade with U.S. Forest Service that could result in protection of sensitive habitat on site found inadequate).)

Mooney-46

**C. THE EIR FAILED TO INCLUDE A REASONABLE RANGE OF ALTERNATIVES**

Contrary to CEQA’s directive, the RDEIR fails to consider a “reasonable range” of alternatives that would reduce and avoid the Project’s significant impacts. (See Pub. Resources Code, §§ 21002 and 21002(a); Guidelines § 15126.6(b); *Goleta Valley*, 52 Cal.3d at p. 566 (EIR must consider alternatives that “offer substantial environmental advantages”).) Other than the required No Project Alternative (Guidelines, § 15126.6(e)), the DEIR’s alternative analysis contains only two alternatives, both of which have to do with access roads to the project and not the number of lots, size of lots or the location of the lots.

Mooney-47

A project proponent, however, cannot artificially confine the range of available alternatives by relying upon an overly narrow statement of project objectives. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736; see also *City of Carmel-By-the-Sea v. U.S. Department of Transportation, supra*, 123 F.3d at p. 1155 (the project objective “necessarily dictates the range of ‘reasonable’ alternatives and an agency cannot define its objectives in unreasonably narrow terms.”).) To allow the project’s objectives to be unreasonably narrow renders CEQA’s mandate to consider a reasonable range of potentially feasible alternatives meaningless. (*Kings County, supra*, 221 Cal.App.3d at p. 737.) When an agency rejects one or more alternatives as infeasible

during the scoping process does not mean that the EIR need not contain a range of alternatives to the project. (See *In re Bay Delta Programmatic Environmental Impact Report Coordinated Proceedings*, *supra*, 43 Cal.4th at p. 1164; *California Native Plant Society*, *supra*, 177 Cal.App.4th at 981; *Citizens of Goleta Valley v. Board of Supervisors*, *supra*, 52 Cal.3d at p. 559 (EIR examined 4 development alternatives); *Laurel Heights I*, *supra*, 47 Cal.3d at p. 403.)

Failure to provide a range of potentially feasible alternatives means that the EIR fails to provide a choice to the decisionmakers. (*San Bernardino Valley Audubon Soc’y v. County of San Bernardino*, *supra*, 155 Cal.App.3d at p. 750 (range must be sufficient to provide a reasonable choice of alternatives); *California Native Plant Society v. City of Santa Cruz*, *supra*, 177 Cal.App.4th at p. 981 (the decisionmaking body evaluates whether the alternatives are *actually* feasible); CEQA Guidelines, § 15126.6(a) (EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation).)

Mooney-47  
(Cont.)

In the present matter, the RDEIR discusses only 2 alternatives in addition to the two no project alternatives: 1) no fueling; and 2) reduced floor space. (RDEIR at pp. 6-8 to 6-17.) However, an alternative with reduced floor space with no fueling would allow for a redesign of the Project site to address almost all of the impacts associated with the Project, including traffic access and noise. (See Table 6-13, RDEIR at pp. 6-23 to 6-24.)

#### IV. THE PROPOSED PROJECT VIOLATES THE PLANNING AND ZONING LAW.

Every city and county must adopt a “comprehensive, long-term General Plan for the physical development of the city or county ...” (Gov’t Code § 65300.) The California Supreme Court has described the General Plan as the “constitution for all future developments.” *Families Unafraid to Uphold Rural El Dorado County v. Board of Supervisors* (“*FUTURE*”) (1998) 62 Cal.App.4th 1332, 1336, citing *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 570.) The Supreme Court described “the function of a general plan as a “constitution,” and labeled it the “basic land use charter governing the direction of future land use” in the locality. (*Leshar Communications, Inc. v. City of Walnut* (1950) 52 Cal.3d 531, 540, *DaVita v. County of Napa* (1995) 9 Cal.3d 763, 773.) The propriety of an agency's decision affecting land use and development depends on the project's consistency with the objectives, policies and land uses specified in the General Plan. (Gov’t Code § 65860; *Corona-Norco Unified School Dist. v. City of Corona* (1993) 17 Cal.App.4th 985, 994.)

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Local land use and development decisions must also be consistent with the applicable general plan. (*FUTURE*, *supra*, 62 Cal.App.4th at 1336; Gov’t Code, § 65860(a).) The requirement that local land use decisions adhere to the governing General Plan is known as the “consistency doctrine.” (*Leshar Communications, Inc.*, *supra*, 9 Cal.3d at p. 541.) This doctrine is “the linchpin of California's land use and development laws; it is the principle which infused the concept of planned growth with the force of



law.” (*Ibid*, citing *deBottari v. City Council* (1985) 171 Cal.App.3d 1204, 1213.) A project is consistent with the General Plan if “it will further the objectives and policies of the General Plan and not obstruct their attainment.” (*FUTURE, supra*, 62 Cal.App.4th at p. 1336; *Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) While a court accords deference to an agency’s interpretation of its general plan and various elements, an abuse of discretion is established if the agency has not proceeded in a manner required by law, its decision is not supported by findings, or the findings are not supported by substantial evidence. (See Code Civ. Proc., § 1094.5; *Pfeiffer v. City of Sunnyvale City Council* (2011) 200 Cal.App.4th 1552, 1563.) A project need not be in perfect conformity with each and every General Plan policy as no project can completely satisfy every General Plan Policy. (*Sequoyah Hills Homeowners Assn v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) The County, however, cannot ignore General Plan goals, policies and objectives that are by their very terms fundamental, mandatory and clear. An action, however, must be consistent with the very specific and mandatory policies of the general plan. (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 785-786, 789; *FUTURE, supra*, 62 Cal.App.4th at p. 1342.) Thus, a project is inconsistent with the General Plan, and thus cannot be approved, where it violates such a policy or policies. (*Id.*)

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(Cont.)

Courts have held that inconsistency exists when the project frustrates the achievement of the General Plan’s goals and policies. The court in *Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, articulated the standard as follows:

We also are of the opinion that cases such as *FUTURE v. Board of Supervisors* (citations omitted) do not require any outright conflict between provisions before they can be found to be inconsistent. The proper question is whether development of the project area under the updated Specific Plan is compatible with and will not frustrate the General Plan’s goals and policies. If the Updated Specific Plan will frustrate the General Plan’s goals and policies, it is inconsistent with the County’s General Plan unless it also includes definite affirmative commitments to mitigate the adverse effect or effects.” (*Id.* at p. 379.)

A number of Policies contain fundamental and mandatory terms. For example, Policy 1 states “new commercial and industrial development in the Town *shall* be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses.” (General Plan, Public Health & Safety – Noise at p. 153.) The term “shall” is mandatory. (Gov’t Code, § 14; see *REA Enterprises v. California Coastal Zone Commission* (1975) 52 Cal.App.3d 596, 606 [“It is a well-established rule of statutory construction that the word ‘shall’ connotes mandatory action and ‘may’ connotes discretionary action.”].) Thus, the General Plan mandates that the Project is sited and designed to minimize noise to the adjacent apartment building. The determination that the noise impacts are significant and not mitigated does not comply with that mandatory obligation.

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Policy 5 also mandates that not rely upon the construction of sound walls to mitigate noise impacts, unless it is the only feasible alternative. (General Plan, Public Health & Safety – Noise at p. 153.) Again, the RDEIR lacks analysis as to whether there are feasible alternatives to the sound wall identified in MM Noise-2 such as relocation of the driveway or modification of the Project site or location.

Mooney-50

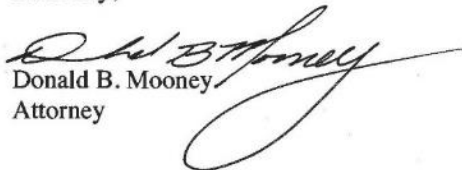
Policy 12 also mandates that to reduce noise associated with truck traffic, the Town shall implement the following noise reduction strategies: a) the Town and Caltrans should consider limitations on hours of operation and other truck operations that could be limited to reduce noise impacts; b) the Town should encourage the use of established designated truck routes that avoid residential areas and confine truck traffic to major thoroughfares. (General Plan, Public Health & Safety-Noise at p. 156.) Thus, Policy dictates that the Town should relocate the truck entrance to Sierra College Boulevard as well as limit the hours of operation to limit the impacts. Thus, the Project and Traffic Study must be revised to be consistent with Policy 12.

Mooney-51

#### V. CONCLUSION

As demonstrated in these comment, the RDEIR fails to meet CEQA's procedural and substantive requirements. Moreover, the RDEIR fails as an informational document to the decisionmakers and public.

Sincerely,

  
Donald B. Mooney  
Attorney

cc: Daljit Bains

# ATTACHMENT 1

Mooney-52

# ATTACHMENT 1



**TOWN OF LOOMIS**

6140 Horseshoe Bar Rd, Suite K  
Loomis, CA 95650  
(916) 652-1840 FAX (916) 652-1847

**RECEIVED**

For Town Use

File Number JAN 09 2020

Application Fee(s) \_\_\_\_\_

Receipt # TOWN OF LOOMIS

Date Received \_\_\_\_\_

Paid \$ \_\_\_\_\_

**PLANNING DEPARTMENT**

**Planning Application**

1. **Project Title:** COSTCO LOOMIS

2. **Street Address/ Location:** SOUTHEAST CORNER OF SIERRA COLLEGE BLVD. & BRACE RD.

3. **APN(s):** 045-042-011, -012, -016, -017, -022, -034 & -035 **Acreeage:** 11.9334 +/- ACRES

**Zoning:** CG & RH **General Plan Designation:** \_\_\_\_\_

**Current Site Use:** VACANT LAND & HIGH DENSITY RESIDENTIAL

**Surrounding Land Use(s):** HIGH DENSITY RESIDENTIAL & MEDIUM DENSITY RESIDENTIAL

4. **Property Owner:** Robert D. Auguscik and/or Diane J. Auguscik, Trustees of the Auguscik Family Trust dated June 9, 2006

**Address:** P.O. Box 1217, Loomis, CA 95650  
City State Zip

**Telephone:** \_\_\_\_\_ **email:** \_\_\_\_\_

5. **Project Applicant:** Costco Wholesale Corporation, a Washington corporation

**Address:** Attn: Michael Okuma, 9 Corporate Park, Suite 230, Irvine, CA 92606  
City State Zip

**Telephone:** 714-978-6020 **email:** mokuma@northwestatlantic.com

6. **Project Engineer/Architect:** KIER & WRIGHT (ATTN: JIM HICKENBOTTOM)

**Address:** 2850 COLLIER CANYON ROAD LIVERMORE CA 94551  
City State Zip

**Telephone:** 925-245-8788 **email:** JHICKENBOTTOM@KIERWRIGHT.COM

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

- |                                     |                             |                          |                           |
|-------------------------------------|-----------------------------|--------------------------|---------------------------|
| <input type="checkbox"/>            | Appeal                      | <input type="checkbox"/> | Miscellaneous Permit      |
| <input type="checkbox"/>            | Certificate of Compliance   | <input type="checkbox"/> | Planned Development       |
| <input type="checkbox"/>            | Conditional Use Permit      | <input type="checkbox"/> | Second Unit Permit        |
| <input type="checkbox"/>            | Design Review               | <input type="checkbox"/> | Sign Review               |
| <input type="checkbox"/>            | Development Agreement       | <input type="checkbox"/> | Tentative Review          |
| <input type="checkbox"/>            | Environmental Review        | <input type="checkbox"/> | Minor Land Division       |
| <input type="checkbox"/>            | General Plan Amendment      | <input type="checkbox"/> | Subdivision               |
| <input type="checkbox"/>            | Hardship Mobile Home Permit | <input type="checkbox"/> | Variance                  |
| <input checked="" type="checkbox"/> | Lot Line Adjustment         | <input type="checkbox"/> | Zoning Amendment (Rezone) |
| <input type="checkbox"/>            | Other _____                 |                          |                           |

8. **Does the proposed project need approval by other governmental agencies?**  
 Yes  no If yes, which agencies? \_\_\_\_\_

9. **Which agencies/utilities provide the following services to the project? (Please note if not hooked up to sewer or water)**  
Electricity PG&E Natural Gas PG&E  
Fire Protection SOUTH PLACER FPD Water/Well PLACER COUNTY WATER AGENCY  
Sewer/Septic SPMUD Telephone AT&T

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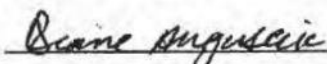


High School PLACER UNION HIGH SCHOOL DISTRICT Elem. School LOOMIS UNION SCHOOL DISTRICT  
Other \_\_\_\_\_

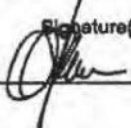
10. The Town had informed me of my responsibilities pursuant to California Government Code, Section 65962.5(f), regarding notifying the Town of hazardous waste and/or hazardous substance sites on the project site. I have consulted the lists consolidated by the State Environmental Protection Agency dated \_\_\_\_\_ and find: Regulatory identification number N/A  
Date of list N/A No problems identified THE SITE IS NOT INCLUDED ON THE LISTS  
Type of problem N/A  
I declare under penalty of perjury of the laws of the State of California that the foregoing is true and correct.  
Dated \_\_\_\_\_ Applicant \_\_\_\_\_

11. Project Description (Describe the project so that a person unfamiliar with the project would understand the purpose, size, phasing, duration, required improvements, duration of construction activities, surrounding land uses, etc. associated with the project. Attach additional pages as necessary.) A LOT LINE ADJUSTMENT TO RECONFIGURE (4) LOTS INTO (2) ADJUSTED LOTS.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Signature(s) of Owner(s)	Augustik Family Trust by:	Printed Name(s)	
	_____	<u>Robert D. Augustik, Trustee</u>	<u>12/18/2019</u> Date
	_____	<u>Diane J. Augustik, Trustee</u>	<u>12/18/19</u> Date

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

Signature(s) of Owner(s)	Printed Name(s)	
	<u>Michael Oruma</u> <u>(On behalf of Costco)</u>	<u>12/18/19</u> Date

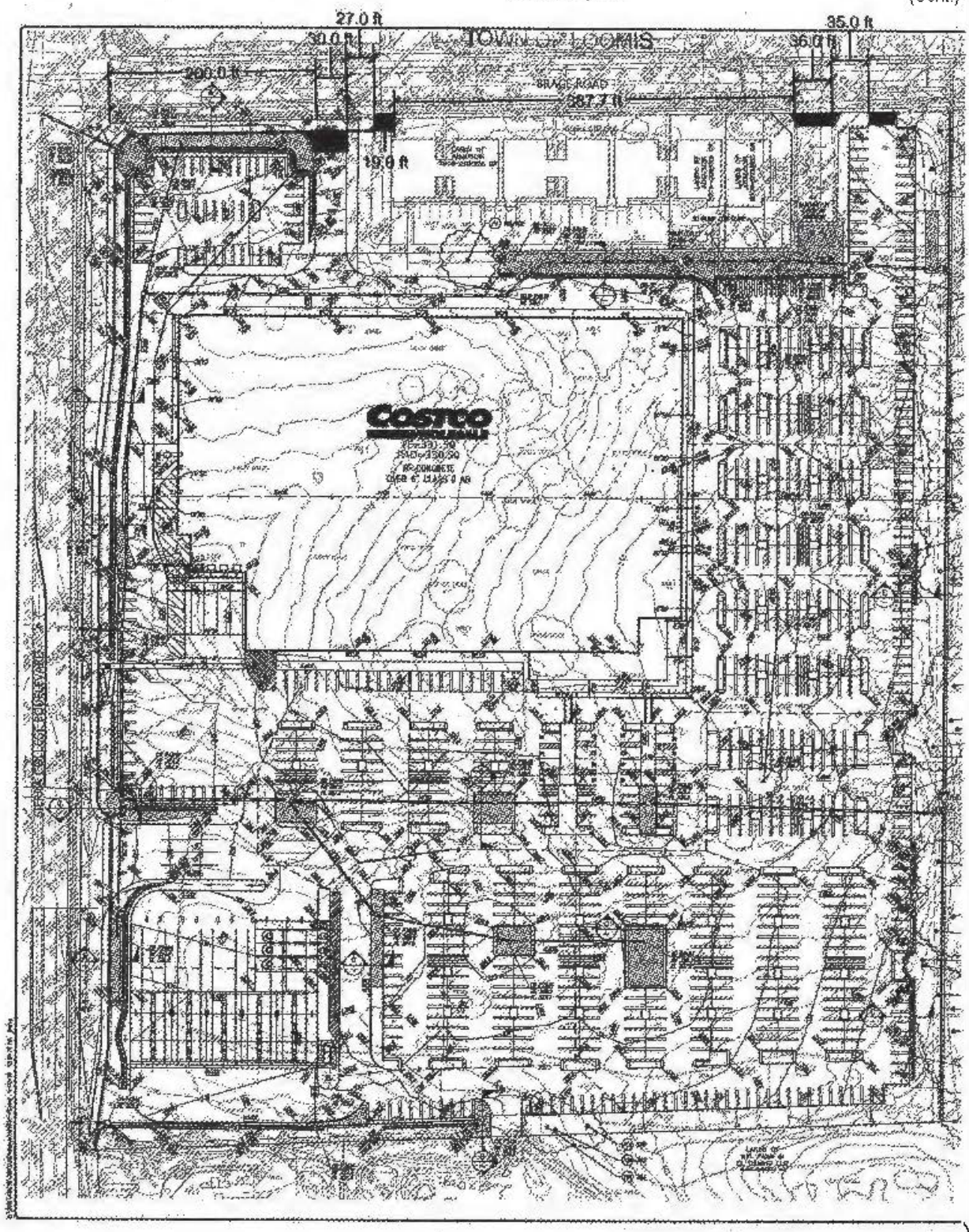
14. Applicant and/or Owner Acknowledgment:  
Owner/Applicant expressly agree they are solely responsible for assuring compliance with all applicable laws, rules, regulations, and practices required to implement this development, and that Town staff's errors or omissions in explaining what is required,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

Signature(s) of Owner(s) and/or Applicant	Printed Name(s)	
_____	_____	_____
_____	_____	Date

Mooney-52  
(Cont.)

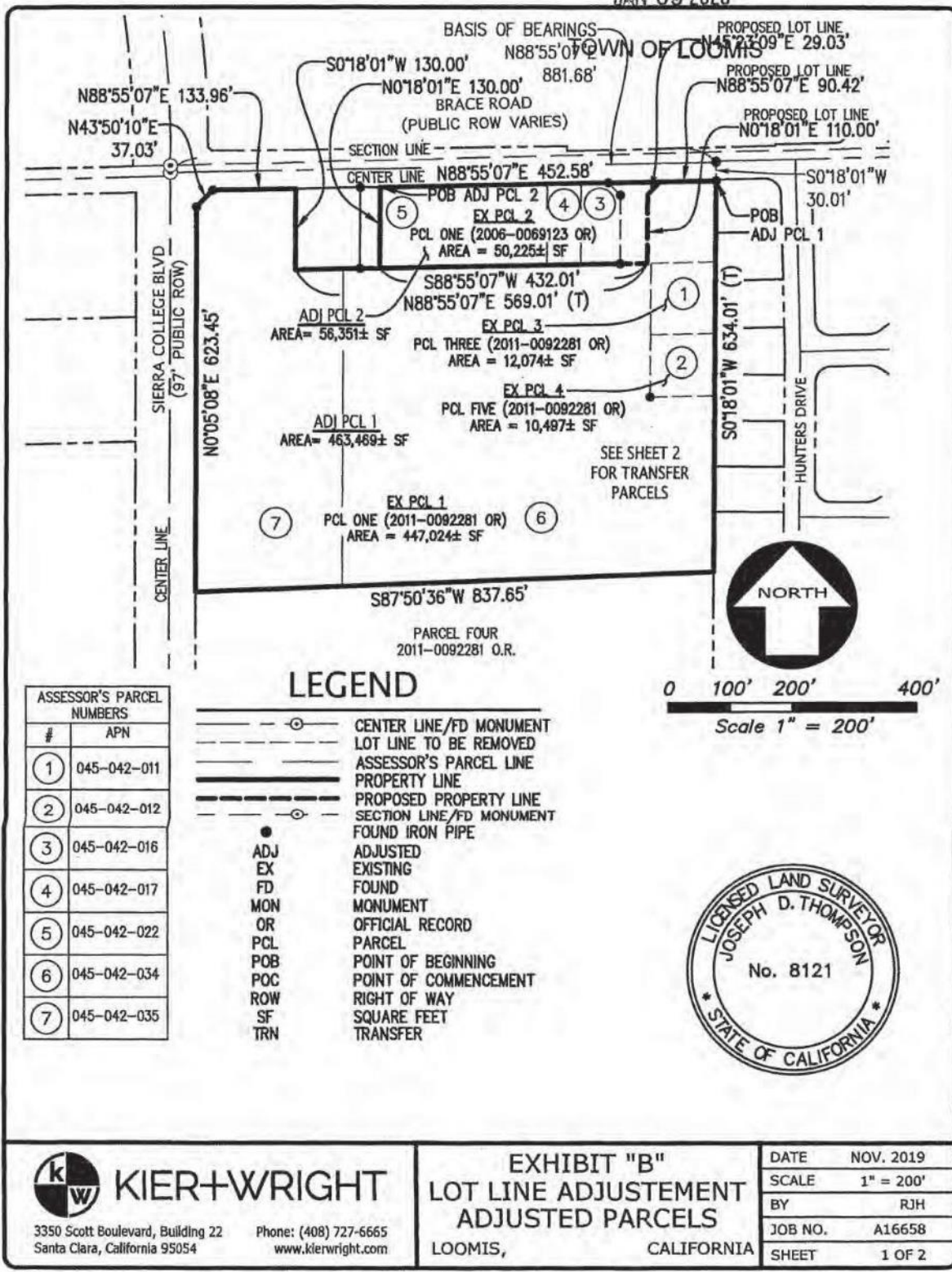
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JAN 09 2020

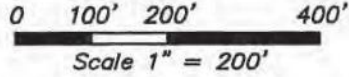


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ASSESSOR'S PARCEL NUMBERS	
#	APN
1	045-042-011
2	045-042-012
3	045-042-016
4	045-042-017
5	045-042-022
6	045-042-034
7	045-042-035

LEGEND

- CENTER LINE/FD MONUMENT
- LOT LINE TO BE REMOVED
- ASSESSOR'S PARCEL LINE
- PROPERTY LINE
- PROPOSED PROPERTY LINE
- SECTION LINE/FD MONUMENT
- FOUND IRON PIPE
- ADJ ADJUSTED
- EX EXISTING
- FD FOUND
- MON MONUMENT
- OR OFFICIAL RECORD
- PCL PARCEL
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- ROW RIGHT OF WAY
- SF SQUARE FEET
- TRN TRANSFER

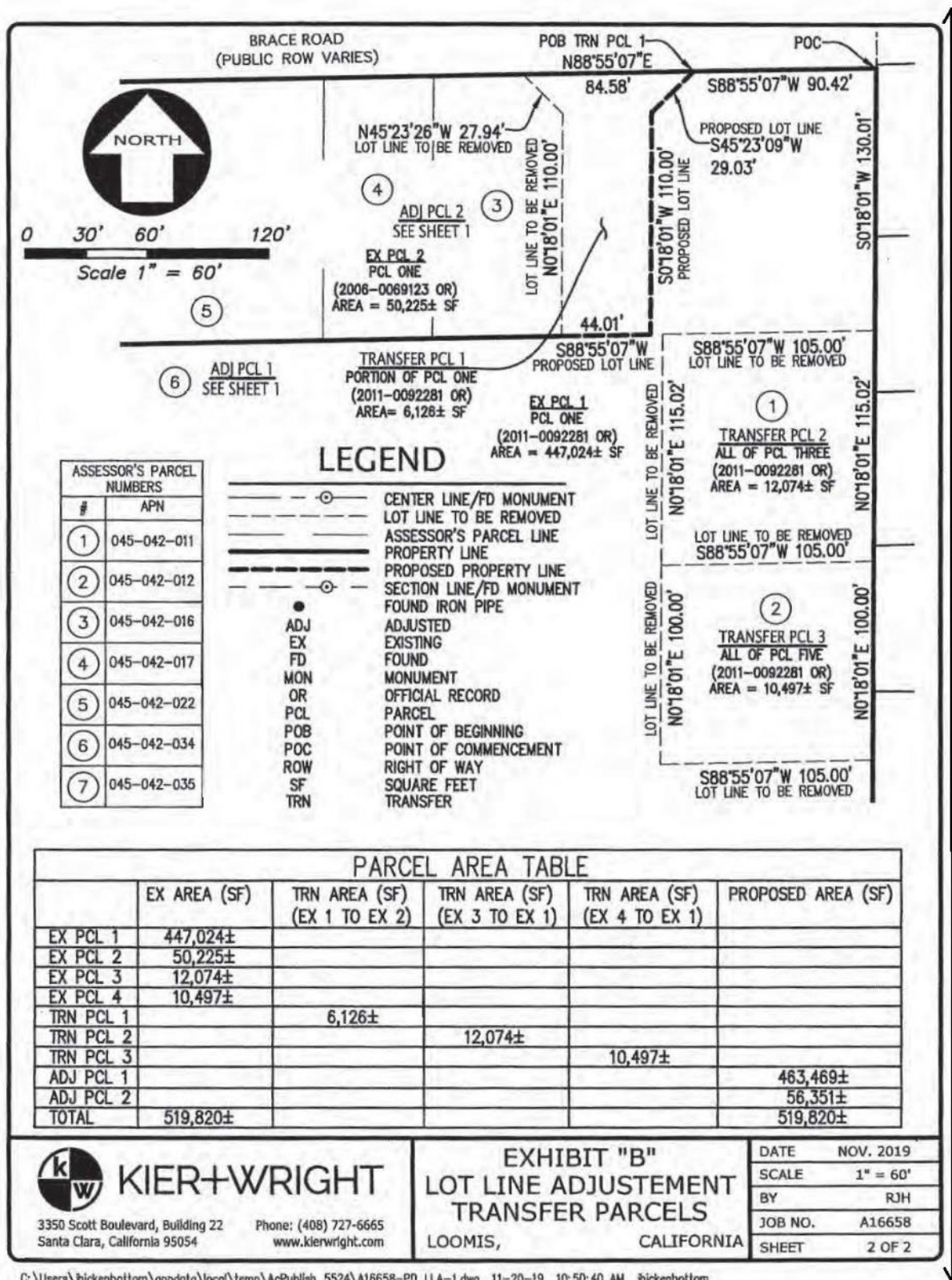


**KIER+WRIGHT**  
 3350 Scott Boulevard, Building 22 Santa Clara, California 95054  
 Phone: (408) 727-6665  
 www.kierwright.com

**EXHIBIT "B"**  
**LOT LINE ADJUSTMENT**  
**ADJUSTED PARCELS**  
 LOOMIS, CALIFORNIA

DATE	NOV. 2019
SCALE	1" = 200'
BY	RJH
JOB NO.	A16658
SHEET	1 OF 2

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ASSESSOR'S PARCEL NUMBERS	
#	APN
1	045-042-011
2	045-042-012
3	045-042-016
4	045-042-017
5	045-042-022
6	045-042-034
7	045-042-035

### LEGEND

- CENTER LINE/FD MONUMENT
- - - - - LOT LINE TO BE REMOVED
- — — — ASSESSOR'S PARCEL LINE
- — — — PROPERTY LINE
- - - - - PROPOSED PROPERTY LINE
- SECTION LINE/FD MONUMENT
- ADJ
- EX
- FD
- MON
- OR
- PCL
- POB
- POC
- ROW
- SF
- TRN
- ADJUSTED
- EXISTING
- FOUND
- MONUMENT
- OFFICIAL RECORD
- PARCEL
- POINT OF BEGINNING
- POINT OF COMMENCEMENT
- RIGHT OF WAY
- SQUARE FEET
- TRANSFER

### PARCEL AREA TABLE

	EX AREA (SF)	TRN AREA (SF) (EX 1 TO EX 2)	TRN AREA (SF) (EX 3 TO EX 1)	TRN AREA (SF) (EX 4 TO EX 1)	PROPOSED AREA (SF)
EX PCL 1	447,024±				
EX PCL 2	50,225±				
EX PCL 3	12,074±				
EX PCL 4	10,497±				
TRN PCL 1		6,126±			
TRN PCL 2			12,074±		
TRN PCL 3				10,497±	
ADJ PCL 1					463,469±
ADJ PCL 2					56,351±
TOTAL	519,820±				519,820±

**k w** KIER+WRIGHT  
 3350 Scott Boulevard, Building 22 Santa Clara, California 95054  
 Phone: (408) 727-6665 www.kierwright.com

**EXHIBIT "B"**  
**LOT LINE ADJUSTEMENT**  
**TRANSFER PARCELS**  
 LOOMIS, CALIFORNIA

DATE	NOV. 2019
SCALE	1" = 60'
BY	RJH
JOB NO.	A16658
SHEET	2 OF 2

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Mooney-52  
(Cont.)



# ATTACHMENT 2

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(Cont.)

# ATTACHMENT 2



**TOWN OF LOOMIS**

3665 Taylor Road, Loomis CA 95650

**COPY**

January 30, 2020

**VIA E-MAIL AND U.S. MAIL**

Costco Wholesale Corporation, a Washington Corporation

Attn:

Michael Okuma

9 Corporate Park, Suite 230

Irvine, CA 92606

Robert D. Auguscik and/or Diane J. Auguscik, Trustees of the Auguscik Family Trust

P.O. Box 1217

Loomis, CA 95650

Mooney-52  
(Cont.)

Re: Application for Costco Loomis Lot Line Adjustment

Dear Mr. Okuma and Mr. and Mrs. Auguscik,

The Town of Loomis (the "Town") is in receipt of your application dated December 18, 2019 and fee in the amount of \$2,002.00 (Receipt #28775) to process a lot line adjustment. The application and payment were received by the Town on January 9, 2020. The location of the lot line adjustment is at the southeast corner of Sierra College Boulevard and Brace Road, Placer County Assessor Parcels 045-042-11, -012, -016-, -017, -022, -034, and -035. This application for a lot line adjustment is part of a pending development project, the Costco Loomis Warehouse Project.

This letter is to advise you, that in conformance with Loomis Municipal Code section 14.12, the Town will consider this application in connection with the pending development project.

Very truly yours,

**Brit Snipes** for  
Mary Beth VanVoorhis

Planning Director

Town of Loomis

c.c. Britt Snipes  
Anders Hauge

1925285.1 9361-026

(916) 652-1840 ~ (916) 652-1847  
3665 Taylor Road ~ P.O. Box 1330 ~ Loomis, CA 95650

# ATTACHMENT 3

Mooney-52  
(Cont.)

# ATTACHMENT 3



May 31, 2019

VIA PERSONAL DELIVERY

The Auguscik Family Trust  
Robert D. Auguscik, Trustee  
Diane J. Auguscik, Trustee

Dear Trustees:

Costco Wholesale Corporation ("Costco") is in contract to purchase land (the "Ryan Property") adjoining your property (the "Auguscik Property") in the Town of Loomis, Placer County, California. As a condition to its purchase of the Ryan Property, Costco desires to resolve any issues regarding rights to access the Auguscik Property over the Ryan Property. Costco expects this resolution will not be possible until after it has acquired the Ryan Property. Therefore, Costco requests your agreement to finalize the resolution, if and promptly after Costco acquires the Ryan Property, on the following terms:

1. Costco shall process, at no cost to you, a lot line adjustment to move the boundary between the Auguscik Property and the Ryan Property eastward as depicted on the attached plat of the proposed lot line adjustment.
2. You agree to join in the lot line adjustment as depicted promptly following Costco's delivery of the lot line adjustment documents to you and to take all necessary actions reasonably requested of you to implement the lot line adjustment.
3. The lot line adjustment documents shall include, without limitation, quitclaim deeds and preliminary change of ownership reports by which you quitclaim to Costco any right, title and interest in the Ryan Property as it shall be described following the lot line adjustment, and Costco shall quitclaim to you any right, title and interest in the Auguscik Property as it shall be described following the lot line adjustment. The quitclaim deeds shall release and terminate any and all claims either party may have in the lands of the other party as revised by the lot line adjustment, including, without limitation, any and all claims to implied or prescriptive easements or any and all other right, title or interest of any nature whatsoever in the other party's property.
4. The land added to the Auguscik Property shall be transferred to you as-is, in its existing condition, without any representations or warranties.

If these conditions are acceptable to you, please sign a copy of this letter and return it to the undersigned by mail or email by no later than June 14, 2019, as follows:

Costco Wholesale Corporation  
999 Lake Drive  
Issaquah, WA 98027  
Attn: Seth S. Katz, Corporate Counsel

Or by email to:  
skatz@costco.com

999 Lake Drive • Issaquah, WA 98027 • www.costco.com

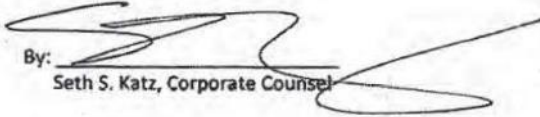
Mooney-52  
(Cont.)

The Auguscik Family Trust  
May 31, 2019  
Page 2

Upon your sending a signed copy to Costco, this letter shall be an agreement binding on you and Costco, and our respective successors and assigns.

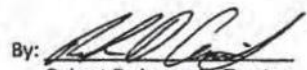
Sincerely,

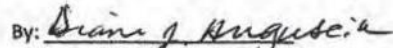
Costco Wholesale Corporation

By:   
Seth S. Katz, Corporate Counsel

We hereby accept the above terms and agree to be bound by and perform in accordance with them.

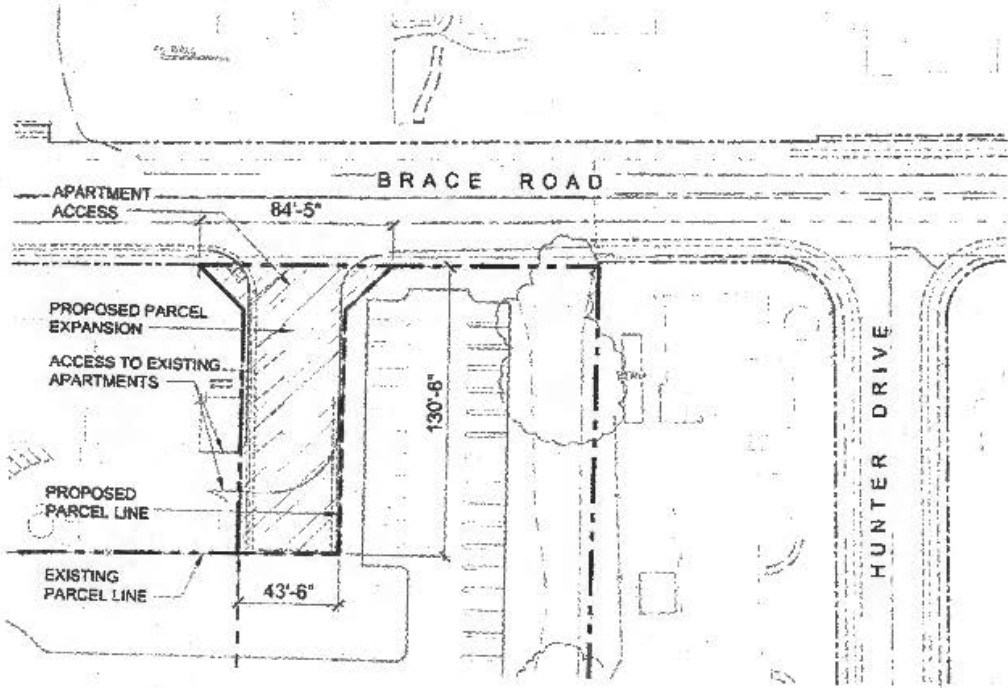
The Auguscik Family Trust

By:   
Robert D. Auguscik, Trustee

By:   
Diane J. Auguscik, Trustee

Mooney-52  
(Cont.)





Mooney-52  
(Cont.)

AUGUST 22, 2017

**EXHIBIT 1**

# ATTACHMENT 4

# ATTACHMENT 4

Mooney-52  
(Cont.)

# TOWN OF LOOMIS

## *LAND DEVELOPMENT MANUAL*



Mooney-52  
(Cont.)

MARCH 2004  
(ADOPTED BY TOWN COUNCIL JUNE 8, 2004)  
RESOLUTION NO. 04-15



SECTION 6

SITE ACCESS REQUIREMENTS

This section establishes requirements for site access and driveway locations.

- 6-1 **GENERAL** – Driveways shall meet sight distance requirements as discussed in Section 7-12 of this manual for both ingressing and egressing movements. Driveway width, type and design shall conform to this manual and the Construction Standards.

Backing of vehicles out of driveways onto the roadway shall only be permitted for single family residential or duplex land uses. Other land uses shall be designed so both ingressing and egressing vehicles are traveling forward.

Driveways shall be located to provide at least 3 feet between the driveway's traveled way and appurtenances such as fire hydrants, poles, and drop inlets.

The Town recognizes that infill projects (projects within older, previously developed areas) may have certain constraints such as lot size, existing driveways near the property line on adjacent parcels, etc. which may deem it impractical to achieve the requirements contained in this manual for site access. Infill projects such as these will be evaluated on a case-by-case basis by the Town. However, the goal will be to achieve the requirements contained herein to the extent practicable.

*NOTE: Distances discussed below are measured to driveway centerlines. Where distances refer to an intersection, the intersection's point of reference is the near curb return nearest to the driveway.*

- 6-2 **DRIVEWAY LOCATIONS ON MINOR AND PRIMARY RESIDENTIAL STREETS** – For single family residential or duplex, the following shall apply:

- A. Driveways shall be at least 6 feet apart as measured edge to edge, except in cul-de-sac bulbs and the outside portion of elbows, where the minimum shall be 5 feet. For corner parcels, the driveway shall front whichever street is projected to have a lower traffic volume, and the driveway shall be located as far from the curb return as possible, i.e., at the far side of the lot.

Where the residential street intersects a collector or arterial street, the roadways shall be designed such that no driveways occur within 150 feet of said intersection. This may be accomplished by designing a minor residential street parallel to the collector or arterial street and providing access to the lots via said minor residential street. In cases where this is not possible, there shall be no driveways on the residential street within 50 feet of said intersection.

For land uses other than single family residential or duplex, the following shall apply:

- B. Driveways shall be at least 50 feet apart. There shall be no driveways within 150 feet of an intersection. Where residential streets intersect collector or arterial streets, there shall be no driveways on the residential street within 100 feet of said intersection unless otherwise approved by the Town Engineer.

SA-1

Mooney-52  
(Cont.)

- 6-3 **DRIVEWAY LOCATIONS ON COLLECTOR OR ARTERIAL STREETS** – Driveways fronting roadways which have been classified in the General Plan as principal arterials shall be at least 500 feet apart, shall be right-turn-in, right-turn-out only, and shall have a standard right turn deceleration lane. No portion of a driveway shall be allowed within the straight portion of an acceleration or deceleration lane; however, driveways are permitted within acceleration and deceleration lane tapers. No portion of a driveway shall be allowed within a separate bus turnout, including its tapers.

Driveways shall be at least 200 feet apart on collector streets and at least 250 feet apart on arterial streets. Driveways shall be at least 200 feet from an intersection on collector streets.

- 6-4 **NUMBER OF DRIVEWAYS SERVING A PARCEL OR SITE** – For projects requiring a traffic study, the study shall evaluate the proposed site access for the project. The study shall discuss balancing the number of driveways for the project so the number of driveways is minimized, while still providing a sufficient number of access points to minimize congestion and delay.

- 6-5 **RIGHT TURN DECELERATION/ACCELERATION LANES FOR DRIVEWAYS** – A right turn deceleration lane shall be provided for a driveway if all of the following conditions are met:

- A. The driveway is located on an arterial.
- B. Right turn ingress volume is expected to exceed fifty vehicles during peak hour flows on the roadway. For right turn ingress volumes between ten and fifty vehicles, a right turn curb taper shall be constructed in conformance with the Standard Drawings.
- C. There is ample room and frontage to fit a deceleration lane as determined by the Town Engineer.
- D. The travel speed of the roadway, as determined by the Town Engineer, equals or exceeds 45 mph.

There may be cases where some of the above criteria are not met, but Town staff may still require a deceleration lane in the interest of safety.

There may be cases where it will be necessary to merge a deceleration lane with an existing acceleration lane. Where the beginning of a deceleration taper will be within 100 feet of the end of an acceleration taper, then the deceleration and acceleration shall be merged to form a continuous auxiliary lane.

There may be cases where it is desirable to provide room for right turn deceleration, but an entirely separate deceleration lane is either too difficult to install, due to design constraints, or is not reasonable. In these cases, a right turn curb taper shall be provided in accordance with the Standard Drawings.

Right turn acceleration lanes for driveways shall not be provided.

- 6-6 **LEFT TURN DECELERATION/ACCELERATION LANES FOR DRIVEWAYS** – Left turn deceleration lanes (left turn pockets) are not required on collector or residential streets.

On arterials and expressways and where left turns will be permitted, a left turn deceleration lane shall be provided. This may be in the form of a separate left turn pocket on a six-lane road, or a continuous two-way-left-turn-lane on a two or four-lane road. The minimum left turn pocket length shall be 200 feet plus a 120 foot entry taper. Longer left turn pockets may be required if a traffic study demonstrates the need.

Separate left turn acceleration lanes may be required by the Town Engineer for traffic safety.

SA-2

Mooney-52  
(Cont.)

# **ATTACHMENT 5**

# **ATTACHMENT 5**



January 31, 2020

Mr. Don Mooney  
Law Office of Donald B. Mooney  
417 Mace Boulevard, Suite J-334  
Davis, CA 95618

**Subject:** Loomis Costco Recirculated Draft Environmental Impact Report

Dear Mr. Mooney:

Per your request, I have reviewed the Recirculated Draft Environmental Impact Report (hereinafter the "RDEIR") regarding the proposed Costco retail warehouse Project (the "Project") in the Town of Loomis (the "Town"). I previously reviewed and commented on the original 2018 Draft Environmental Impact Report (the "DEIR") for the subject project in a letter dated July 20, 2018. My qualifications to perform this review were thoroughly documented in that July 20, 2018 letter and my professional resume was attached thereto.

The findings of my review of the RDEIR follow.

**What Is Different in the RDER Project Description from the original DEIR from a Traffic and Transportation Perspective?**

In the original Project Description, the access and circulation scheme on the Site Plan involved a principal access/egress driveway on the site's western boundary with a new, signalized, full-movements intersection with Sierra College Boulevard and a right turn in/right turn out only driveway connecting to an unsignalized intersection with Brace Road near the northwest corner of the site and the Brace/Sierra College intersection. This latter driveway is intended as a truck access point but could be used by the limited numbers of drivers who might find it to be of advantage.

The RDEIR includes three alternative access/egress schemes that add new driveways to those in the original DEIR described above.

Mooney-53

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Option 1A involves acquisition of access to Starlight Lane, a private way, in order to develop a full-movements driveway to Brace Road near the northeast corner of the site. Option 1B involves acquiring property and developing full movements access from the south side of the Costco site to the northerly stub of Granite Drive which is in the City of Rocklin. Option 1C involves adding the access/egress features of both Options 1A and 1B to the originally proposed access.

**Prior Comments Remain Relevant**

Our prior comments on the original DEIR for the Project have largely been unaddressed in the RDEIR and remain relevant. Although in these current comments we may reiterate or summarize prior comments, the whole of our comments dated July 20, 2018 on the original Costco DEIR are incorporated herein by reference and attached hereto.

**The Site Plan and Its Alternatives Involve Physical and Geometric Issues and Consequent Operational Issues that Are Significantly Impactful**

Fueling area geometry is likely to have queue overspill into the main access drive from Sierra College Boulevard. Per the site plan, there is only 100 feet between the actual fueling positions and the island separating fueling facility from the main entry drive to the Project from Sierra College Boulevard. With space for a distribution lane for access to the approach aisles to all of the fueling positions, there will be only about 75 feet in each aisle for queue storage or about 30 queue storage positions as the RDEIR Appendix E Traffic Study admits at pdf page 719.

Based on an analysis of observed weekday and weekend peak queuing at 5 self-selected Costco fueling stations summarized in Table 14 at pdf page 719, Appendix E's analysts conclude that since the weekend average 95<sup>th</sup> percentile queues at the 5 sites analyzed average only 25 vehicles in queue, that the 30 queue storage positions provided in the proposed site plan will be adequate to avoid having fueling queues blocking the main access drive to the entire Project site.

However, this conclusion ignores cogent facts. Two of the five selected sites in the cited table have queues that are significantly lower than the other three and consequently significantly lower the 95<sup>th</sup> percentile queue (the design queue). If the two low queue sites are eliminated, the average 95<sup>th</sup> percentile queue at the other sites is 31, greater than the 30 storage spaces proposed. And at all of the sites considered, both in the weekday peak hour and the weekend, the observed maximum queue is greater than the 95<sup>th</sup> percentile queue. For the 3 high-queue sites considered, the average weekend maximum queue observed is 32 vehicles, also more than the proposed storage provided. We also note that drivers do not distribute vehicles evenly over the approach queuing lanes. This is mostly

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because vehicles of American and Asian design generally have their fuel filler position on the left side of the vehicle; those of European design tend to have their fuel filler position on the right side of the vehicle. Because of a preponderance of vehicles with fuel ports to the left, there is a general propensity for greater queuing in approach lanes that put the fuel dispenser to the left of the vehicle. But this is also a stochastic matter. There can be surges in numbers of vehicles whose drivers would prefer to queue in lanes that put the dispenser to the left or to the right. So the queues in some lanes can be considerably greater than if vehicles were evenly spread across all lanes and can cause blockages even though there is empty queue space in some lanes.

Because of our own experiences and observations of queuing at Costco fueling facilities that are at odds with the conclusions of the RDEIR, we conducted our own survey of queuing at Costco fueling facilities with the aid of available aerial photography.

Photo 1 is the Tustin, California represented in RDEIR Appendix E, Table 14 as having a weekend 95<sup>th</sup> percentile queue of 35 and a maximum queue of 38. Although the aerial is of poor definition due to vehicle movement, it can be seen that there are at least 49 vehicles in queue when the photo was taken including 8 queued off-site into the public street right of way.

Mooney-55  
(Cont.)



**Photo 1. Tustin CA**

Photo 2 is of the South San Francisco Costco fueling facility. Although the images of the faster moving vehicles are blurred, it is evident that the queuing space within the fueling facility is entirely full and that Costco has been forced to

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Mr. Don Mooney  
January 31, 2020  
Page 4

create additional queuing in a counterclockwise pattern on circulation aisles surrounding the fueling facility.

Photo 3 is the Sunnyvale Costco fueling station. It is evident queue problems forced change in the original access. About 52 vehicles queued to enter the fueling positions. Queues extend into the normal circulation aisles of the site.



**Photo 2: South San Francisco Costco Fueling Facility.**



**Photo 3: Sunnyvale Costco**

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Mooney-55  
(Cont.)

Photo 4 is the Santa Clara Costco fueling facility. The queuing area is overwhelmed. Original access from the public street is coned off due to queuing onto it. Queues now extend into internal parking aisles. About 51 queued vehicles are visible. More are obscured by trees.



**Photo 4: Santa Clara Costco**

Mooney-55  
(Cont.)



**Photo 5: Redwood City Costco Fueling Facility**

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Photo 5 is the Redwood City Costco fueling facility with 59 vehicles in queue. Queues are about to block the circulation aisle behind the queue area.

Photo 6 is the Fremont, Costco fueling facility. Queues in the photo are not severe, but queuing at peak times forced Costco to block access from the street, remove parking and revise access so peak queuing takes place in internal aisles.



**Photo 6: Fremont Costco Fueling Facility**



**Photo 7: Albany CA Costco Fueling Facility**

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Mooney-55  
(Cont.)

Photo 7 is the Albany, CA Costco fueling facility. While this is a small facility, its inadequate queue storage has forced Costco to close off access from the public street to avoid on-street queues.

This series of photos – we could provide more similar examples – provides physical evidence of two possibilities, or both of them. One is that Costco is a very poor predictor of queue storage needs at its fueling facilities. The other is that Costco is content to place the largest fueling facility it can conveniently fit on its proposed site plans to get through the approvals process without concern for queue storage inadequacies and is content to try to work out the queue storage problems as best it can after the facility is built and in operation. The problem with this approach, aside from its deceptive nature, is that the constraints of this site plan do not allow for easy fixes of queue storage inadequacies at the fueling facility.

The positioning of the proposed new signalized main entrance from/to Sierra College Boulevard is driven totally for convenience of Costco's site plan intents. It fails to reasonably consider reasonable positioning for service to ultimate development on large currently vacant parcel on south side of Sierra College Boulevard. Positioning of this intersection more precisely midway between Granite Drive and Brace Road would offer more reasonable service to ultimate development on both sides of Sierra College Boulevard. This would also create needed queue storage space between new signal intersection at the Costco access/egress and Granite Drive. However, this would require major alteration to the on-site configuration of Costco warehouse building. This should be considered as an alternative to the Project.

The proposed driveway from Brace Road near northwest corner of site is only about 140 feet from the Brace Sierra College Boulevard intersection (conventionally measured from near curb return to near curb return). The Town of Loomis Land Development Manual at Section 6-3 entitled Driveway Locations On Collector or Arterial Streets provides (in part): "Driveways shall be at least 200 feet from an intersection on collector streets." Brace Road is classified as an arterial in the Circulation Element of the Loomis General Plan. Logically, although not stated, the separation distance from intersections required for driveways on arterials would be at least as much, if not more than the distance required for collector streets. Hence this driveway location would be in violation of Town Standards. In addition, this same proposed commercial driveway is only about 14 feet from apartment driveway immediately to the east along Brace Road. The above-cited Section 6-3 of the Town of Loomis Land Development Manual also provides as follows: "Driveways shall be at least 200 feet apart on collector streets and shall be at least 250 feet apart on arterial streets. So yet again, the subject proposed driveway to Brace Road is in violation of Town Standards. The RDEIR is deficient in failing to disclose these facts.

Mooney-55  
(Cont.)

Mooney-56

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Alternative 1 A involves, in addition to the access features of the original site plan, acquiring rights to vacate Starlight Lane, a private way, and create a new commercial driveway on similar alignment slightly to the east that would be a shared access with the apartment complex just to the west along Brace. The new intersection is proposed as a full-movements uncontrolled intersection. Aside from property ownership issues involved, the problem with the new access to Brace Road provided in Option 1 A is that the new commercial driveway is only about 108 feet west from the limits of the intersection of Brace Road with Hunters Drive. Again, this location violates the Town Standards for driveway separation from intersections set in previously cited Land Development Manual at Section 6-3. The RDEIR is deficient in failing to disclose this.

Mooney-57

Access Option 1 B, adds a connection from south property line of the Project to the easterly extension of Granite Drive. This involves acquisition of private property or access easement across it to reach Granite Drive. Granite Drive as an improved street currently terminates at east limits of developed properties having frontage along it. The cul de sac shown on the site plan for Option 1 B does not currently exist. Approval by City of Rocklin for any access to Granite Drive would be required. Because of this, if the RDEIR were to characterize either of Options 1 B or 1 C (which adds both the features of Options 1 A and 1 B to the original DEIR Site Plan access/egress provisions) as a mitigation measure, it would have to classify conditions with these Options as infeasible due to jurisdictional issues and impacts as remaining significant and unavoidable.

Mooney-58

Both the DEIR and the RDEIR indicate that the Project will require a zoning text amendment to allow "warehouse retail" in General Commercial (GC) districts.<sup>1</sup> However, this description of General Plan and Zoning Code issues ignores the elephant in the room. As is demonstrated in RDEIR Figures 3.1-3 and 3.1-4 and by dashed line on the various versions of the Site Plans, an approximately 150 foot wide strip along the entire easterly portion of the site (comprising approximately 3.5 acres) is designated Residential – Medium High Density in the General Plan and RM-5 Medium Density Residential in the Zoning Designation. Hence, both a General Plan Amendment and Zoning Amendment are required to re-designate this portion of the site from Residential to General Commercial use. Failure to disclose this renders the RDEIR inadequate as an informational document.

Mooney-59

**Analysis of Traffic Queues and Queue Impacts Is Understated. Queue Analysis Flaws Undermine Credibility of Intersection Level of Service Analysis and Mitigation of Queuing and Level of Service Impacts.**

Mooney-60

Our comments on the original DEIR included an extensive discussion of traffic queues exceeding queue storage capacity. Such occurrences were extremely prevalent at numerous locations and in all scenarios evaluated in the DEIR. This

<sup>1</sup> See RDEIR at pdf page 325 and DEIR at pdf page 73.

continues to be true in the scenarios evaluated in the RDEIR. The implication of overflow queues is that blocking of other approach lanes would occur at least part of the time so that delay and potentially level of service ("LOS") ratings would be worse than the theoretical calculations thereof and consequently more extensive mitigation measures than estimated may be needed. When overflow queues obstruct other lanes, the resultant compound queues may extend so far upstream as to obstruct traffic at upstream intersections. This has not been adequately accounted for in either the DEIR or the RDEIR analyses.

The problem is the result of the software employed to evaluate intersection level of service and queuing and the conveyance to the public of its limitations in the DEIR and RDEIR. In the actual computation sheets from Synchro, the software employed, frequently appear footnote notations such as a) "95<sup>th</sup> percentile volume exceeds capacity, queue may be longer" or b) "Queue shown is maximum after two cycles" and, fortunately less frequently, c) "Volume exceeds capacity, queue is theoretically infinite". For the benefit of the lay reader, what these cryptic technical footnotes mean is as follows: a) because the 95<sup>th</sup> percentile approach volume exceeds the capacity of the particular approach lane, if the analysis considered a longer period of time, the predicted queue would likely be longer; b) the software has only computed the queue that would likely build during just 2 cycles of the traffic signal at the subject intersection; since during the peak hour, even at busy intersections there are usually between 25 and 35 signal cycles, the software would likely predict longer queues if it considered queues that would build over several rather than just 2 signal cycles; and c) since total peak hour approach volume exceeds the capacity of the approach under consideration, the queue would continue to build increasingly through the peak hour until traffic decreased later. While these warnings about the limitations of the queuing analysis are buried in the footnotes of computation sheets and summary tables of RDEIR Appendix E that the public and public policy decisionmakers rarely if ever inspect, they are nowhere to be found in the actual RDEIR Section 4.3-6 Transportation and Traffic that the public and policymakers are far more likely to read. And in fact, the authors of that RDEIR section attempt to distract attention from the significance of the queuing impacts by focusing discussion on average queue lengths instead of the 95<sup>th</sup> percentile queue (known to professionals as the "design queue"). Hence, the RDEIR is inadequate as an informational document.

A fundamental flaw in the RDEIR's reliance on the Synchro software for queue impact analysis is that it does not consider the compounding effect when the queue in one approach lane obstructs the flow in another or when the conditions at one intersection impacts the operations at adjacent intersections. When the potential for significant queue impacts become evident through employment of a simpler software like Synchro as they have in the case of the subject Project, compliance with the good faith effort to disclose impact that CEQA demands should dictate employment of a more sophisticated software such as VISSIM or

Mooney-60  
(Cont.)

Mooney-61

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SimTraffic to identify and mitigate those compounding more severe traffic impacts. We note that the consulting firm that prepared the RDEIR traffic analysis is expert in the application of those more sophisticated programs.

**The RDEIR Traffic Analysis Fails To Account for Likely Development of Large Vacant Parcels in the Immediate Project Vicinity**

The RDEIR evidently continues to fail to account for likely ultimate development of large vacant parcels in the City of Rocklin in immediate proximity to the Costco Project even in the long term cumulative scenario, namely the large parcel fronting the west side of Sierra College Boulevard directly opposite the Costco site and the large parcel east of Sierra College Boulevard immediately south of the Costco site and accessed from the east leg of Granite Drive. This failure is demonstrated by the volumes represented in the RDEIR Appendix E Synchro computation sheets for the Project main driveway to Sierra College Boulevard (Intersection 24) that would also provide access to the parcel to the west and in the computation sheets for the intersection of for the intersection of Sierra College Boulevard with Granite Drive (Intersection 8) that would provide access to the parcel to the south of Costco.

At Intersection 24, the Existing + Project computation sheets for the Existing + Project condition (there is no Existing Condition count since the intersection doesn't exist) the left, through and right eastbound movements out of the undeveloped parcel and northbound left and eastbound right movements into it at a nominal 10 vehicles each (probably program default values unless manually altered) and westbound through movements from the Costco site to the currently undeveloped parcel at 0 for both the AM and the PM peak periods. In the Long Term Cumulative + Project scenario (again there is no Long Term Cumulative Baseline for this intersection since it is apparently assumed that no intersection would exist without the Costco Project), identical numbers to the above Existing + Project Condition for movements to and from the site west of Sierra College Boulevard are assumed in the analysis. Hence, it is obvious that no development of this site is reflected in the long term cumulative analysis. This is unreasonable since the site is zoned for Retail Business (C-2) and could be developed in excess of 180,000 square feet of retail space.

At Intersection 8, the Existing Condition calculations indicate that a total of 218 vehicles would egress westbound from Granite Drive in the AM peak and 164 in the PM peak. In the Long Term Cumulative (No Costco) condition, a total of 225 movements are assumed to egress westbound from Granite in the AM peak and 165 in the PM peak. That is, only 7 more movements in the Long Term AM and 1 more movement in the PM peak. Obviously, the RDEIR analysis failed to assume any development on the parcel accessed via the east leg of Granite Drive that is zoned for retail development.



Since the development of these two areas would significantly affect the impacts and mitigation needs of the Project at the intersections most critical to the Project in the access plan in the original DEIR and those in all of Options 1 A, 1 B and 1 C in the RDEIR, their omission of their development in the Long Term Cumulative Analysis is a fatal flaw and misleading to the public

Mooney-65

**The RDEIR Continues the DEIR's Failure to Provide a Peak Shopping Season Analysis**

When considering a large retail project, Lead agencies commonly require an analysis of peak weekday and peak weekend day traffic during the peak holiday shopping season that occurs between Thanksgiving and New Year because shopping traffic in that season is known to range up to 41 percent above annual average. In the case of this site and Project, this is particularly critical because of the proximity to I-80 which experiences significant holiday season recreational traffic peaking in this area and also because of the proximity to the large Wal-Mart-Bass Pro Shops/Campers World shopping complex. The lack of weekday and weekend peak holiday shopping season analysis is also a critical defect in the RDEIR traffic analysis and must be provided for the EIR to be adequate.

Mooney-66

**Conclusion**

Based on the above, I am convinced that the DEIR is inadequate, and that the traffic analysis must be revised to include peak holiday shopping season scenarios at each stage of analysis and the DEIR must be recirculated in Draft.

Sincerely,

Smith Engineering & Management  
A California Corporation



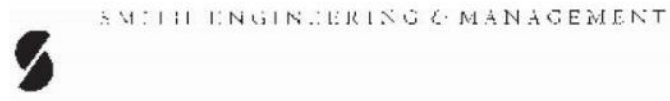
Daniel T. Smith Jr., P.E.  
President

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Mr. Don Mooney  
January 31, 2020  
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**Attachment 1**  
**Resume of Daniel T. Smith Jr., P.E.**

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**DANIEL T. SMITH, Jr.**  
**President**

**EDUCATION**

Bachelor of Science, Engineering and Applied Science, Yale University, 1967  
Master of Science, Transportation Planning, University of California, Berkeley, 1968

**PROFESSIONAL REGISTRATION**

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)  
California No. 938 (Traffic) Arizona No. 22131 (Civil)

**PROFESSIONAL EXPERIENCE**

Smith Engineering & Management, 1993 to present. President.  
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.  
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.  
Personal specialties and project experience include:

**Litigation Consulting.** Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

**Urban Corridor Studies/Alternatives Analysis.** Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

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Mooney-67



**Transportation Centers.** Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

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**Bicycle Facilities.** Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and hand capped.

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#### PUBLICATIONS AND AWARDS

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*Planning and Design of Bicycle Facilities: Pitfalls and New Directions*, Transportation Research Board, Research Record 570, 1976.

Co-recipient, *Progressive Architecture Award*, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

Mooney-67  
(Cont.)

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# ATTACHMENT 6

# ATTACHMENT 6



SMITH ENGINEERING & MANAGEMENT

July 20, 2018

Mr. Don Mooney  
Law Office of Donald B. Mooney  
417 Mace Boulevard, Suite J-334  
Davis, CA 95618

**Subject:** Loomis Costco Draft Environmental Impact Report

Dear Mr. Mooney:

Per your request, I have reviewed the Draft Environmental Impact Report (hereinafter the "DEIR") regarding the proposed Costco retail warehouse Project (the "Project") in the Town of Loomis (the "Town"). My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and 50 years of professional consulting experience in these fields. I have both prepared and reviewed the traffic and transportation components of numerous documents implementing evaluations of projects under the California Environmental Quality Act (CEQA). My professional resume is attached hereto.

The findings of my review follow.

**Preparation of the Transportation and Traffic Analysis in the DEIR Involves Conflict of Interest Issues**

The consulting firm the Transportation and Traffic Impact Analysis, Kittleson & Associates, Inc., is known to have had a long term consulting relationship with Costco, maintaining Costco's transportation data base and often acting as an advocacy consultant to Costco, supplying the independent transportation consultants on the environmental review teams for proposed Costco developments with transportation data they select from Costco's transportation data base, either averages from the entirety of it or information from Costco warehouse stores they consider 'comparable' to the particular proposed site under review. At times they critique study assumptions and findings they consider unfavorable to Costco. Given this established client-consultant

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relationship to the Loomis applicant, there appears to be an inherent conflict of interest between the EIR traffic and transportation consultant's duty to the public under CEQA to make a good faith effort to disclose impact and the natural desire to achieve a result favorable to the long term client, Costco. This is not an accusation of wrongdoing. It is just an observation that there is an inherent conflict of interest that may affect assumptions and judgment calls and that therefore these merit careful scrutiny by the public.

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Mooney-68  
(Cont.)

### **The Costco Transportation Data Base Relied Upon Must Be Fully Disclosed**

The Transportation and Traffic analysis in the DEIR relies on a trip generation information data base at Costco stores through the western region of the U.S. including 22 warehouse store sites with fuel operations. The trip generation data relied on in the DEIR for the weekday PM peak and the weekday midday peak is based on averages for the 22 warehouses in the data base with fueling operations (see DEIR Appendix E tables 12 and 13 plus accompanying narrative). However, the AM peak traffic generation estimates in Table 14 of Appendix E (which would only relate to the fueling operation since the warehouse store would not be opened in the AM peak) is only drawn from averages of a limited number of Costco stores including ones in Lancaster, Cypress, Commerce, Roseville and Sunnyvale.

In comments on EIRs for other proposed Costco stores, Kittleson has observed that the trip generation of individual Costco stores varies considerably above and below the averages for the data base as a whole, and in a particular case opined that the site in question would have lower than average trip generation for Costco stores (see Johnson Drive Economic Development Zone DSEIR, Appendix H). This begs the question of whether, based on its characteristics, the subject site would be expected to have above-average, average or below-average trip generation relative to the data base.

Mooney-69

A reasonable case can be made that, because, although it is just under 4 miles northeast of the nearest of the nearest existing Costco store to the south (4.8 miles by freeway alignment), but 100 miles from the nearest Costco to the northeast (in Reno) and 73 miles from the nearest Costco to the northwest (in Chico), by being on the northern urban-rural fringe of the Sacramento area it would intercept and service a vast area of Northern California Costco customers and potential Costco customers from the cities of Auburn, Colfax and the I-80 corridor perhaps as far northeast as Norden, as far as Marysville and Yuba City to the northwest and Grass Valley, Nevada City and the hinterlands perhaps as far as Downieville straight north, and would be positioned to counter the advantage of the WalMart, also located off Sierra College Boulevard just east of I-80. Hence, there is a reasonable expectation that this Costco would not be just an average trip generator but an above-average one.



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Another question is why the AM analysis trip generation data reflects only 5 Costco stores. Are these the only ones where fueling operations take place in the AM peak hour or what is the reason for their selection?

CEQA requires that there be full disclosure of data and documentation relied-upon in an analysis. Given the inherent conflict of interest that this transportation consultant has in this matter, there should be a full disclosure of the entire Costco trip generation data base and all narrative and statistical summations of in so that the public can assure itself that reasonable assumptions and interpretations have been made in this case.

**Primary Reliance on a Single Principal Access to this Massive a Traffic Generator Poses Traffic Operations Issues Not Fully Analyzed in the DEIR**

The primary access to and egress from the Project site is a single driveway connected to Sierra College Boulevard. Most customers and the fuel trucks would access and egress the site via this driveway. Warehouse delivery trucks would also egress the site via this primary driveway.

The secondary access to/from Brace Road would be right turn in/right turn out only. Warehouse delivery trucks would use this driveway to access the site (if they entered via the Sierra College Boulevard access, tractor-trailer rigs could not maneuver to the loading docks without heavy disruption to access/egress flows.

Although the Brace Road driveway could be utilized for access by drivers approaching from Sierra College Boulevard southbound or knowledgeable drivers on the same street northbound who choose to bypass the principal driveway, this driveway leads to the back areas of the Project and a circuitous drive to the primary parking areas on the east and south sides of the building near to the actual entrance to the proposed warehouse store. The Brace Road driveway, being right turn only, is of little utility to most patrons exiting the site.

As a patron of Costco and an observer of many Costco warehouse stores, I have seen a Costco with this severity of access constraints. The problem is internal. The movements to and from the fueling area (including fuel deliveries), heavy truck movements from the goods deliveries, and movements to and from the parking aisles all along the main access spine to/from Sierra College Boulevard and the conflicts related thereto are likely to render the effective in and out capacity of the spine roadway to far less than can theoretically be processed through its intersection with Sierra College Boulevard. This is not something reflected in the hypothetical LOS/Delay capacity of that intersection since it is a result of operational issues within the Costco site downstream /upstream of the intersection not addressed in operational analysis of that intersection itself.

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Mooney-69  
(Cont.)

Mooney-70

### **The DEIR Fails to Provide a Peak Shopping Season Analysis**

Lead agencies commonly require an analysis of peak weekday and peak weekend day traffic during the peak holiday shopping season that occurs between Thanksgiving and New Year because shopping traffic in that season is known to range up to 41 percent above annual average. In the case of this site and Project, this is particularly critical because of the proximity to I-80 which experiences significant holiday season recreational traffic peaking in this area and also because of the proximity to the large WalMart-Bass Pro Shops/Campers World shopping complex. The lack of weekday and weekend peak holiday shopping season analysis is also a critical defect in the DEIR traffic analysis and must be provided for the EIR to be adequate.

Mooney-71

### **Traffic Queue Issues**

In the Existing Condition, the DEIR traffic analysis discloses 14 intersections where traffic queues extend beyond queue storage capacity including 3 where the queues are of such length as to interfere with operations at upstream intersections (see DEIR, pages 3.7-12 & 13). In the Short Term Baseline condition, the number of intersections with excessive queues is 16 and the number that interferes with upstream intersections is 7 (See DEIR, page 3.7-13). In the Long Term Baseline Condition, the number of intersections with overflow queues is 21 with 10 interfering with upstream conditions (DEIR, page 3.7-14).

The implication of overflow queues is that blocking of other approach lanes would occur at least part of the time so that delay and potentially level of service ("LOS") ratings would be worse than the theoretical calculations thereof. Overflow queues also tend to increase traffic collision incidence, which the DEIR does disclose. But the DEIR is deficient for failing to mention the potential increases in delay and worsening level of service from the theoretical calculations and for failing to disclose intersections where observed LOS is clearly worse than theoretically calculated LOS.

Mooney-72

In the Existing + Project condition the DEIR discloses that overflow queues would occur at 15 study intersections and that the Project would cause or contribute to overflow queues vehicle movements by at least 5 percent at 4 locations (see DEIR, pages 3.7-27 & -28). This 5 percent criterion is ridiculous on its face because the more severe the overflow condition, the harder it is for a project to be found to have significant impact. A more appropriate criterion might be contribution to the queue length by a fixed increment in feet or an incremental length equivalent to 5 percent of the available storage capacity or causing the queue to extend into an upstream intersection or driveway.

It is noteworthy that the locations of 3 of the intersections impacted by queue overspill are on the very doorstep of the Project, at Sierra College Boulevard and

Brace Road, Sierra College Boulevard and Granite Drive and at Sierra College Boulevard and the I-80 westbound ramps. Nonetheless, the DEIR does define feasible mitigation at all 4 impacted locations it does disclose. However, at 2 of the locations, the impacts are characterized as significant and unavoidable because of jurisdictional issues. A key consideration here is that queue overflows are disclosed as *Creating Substantial Traffic-Related Hazards* in the DEIR. The Town of Loomis must accept a heavy burden of responsibility if it were to approve the Project under 'overriding considerations' relative to unmitigated impacts that involve hazards to public safety.

In the Short Term Baseline + Project Cumulative analysis (see DEIR Appendix E, pages 95-98), the number of intersections deficient due to excessive queues remains 16, with 7 having queues that extend to obstruct upstream intersections. Among those having critical impacts on Project site access and egress are:

- Sierra College Boulevard and Taylor Road where the northbound queue would obstruct operations at the intersection of Sierra College Boulevard and Brace Road.
- Sierra College Boulevard and Granite Avenue where the northbound left and through queues would obstruct operations at the intersection of Sierra College Boulevard and I-80 westbound ramps.
- The intersection of Sierra College Boulevard and I-80 westbound ramps where the southbound through queue would obstruct operations at the intersection of Sierra College Boulevard with Granite Avenue.
- The intersection of Sierra College Boulevard and the Project Driveway where the southbound through queue would obstruct operations at the intersection of Sierra College Boulevard with Brace Road.

Neither the DEIR nor its Appendix E traffic analysis discuss which of the queue related deficiencies in the Short Term Baseline + Project Cumulative condition are direct Project impacts (although the queuing deficiency at the Project Driveway and Sierra College Boulevard clearly must be) nor do they identify mitigation measures for queue related impacts in this scenario. Nevertheless, the analysis discloses, without directly saying so, that the Project will have extremely problematic access and egress right from opening day.

In the Long Term Cumulative + Project analysis (See DEIR, pages 4-25 & -26), the number of intersections where the Project's contribution to excessive queues exceeds the 5 percent criterion is 3, although the number of study intersections with overflow queues is 17 including 8 that obstruct upstream intersections. The three where the Project is disclosed to have significant impacts are Sierra College Boulevard and Taylor, Sierra College Boulevard and Granite and, Sierra College Boulevard and the Project driveway. The DEIR discloses theoretically feasible mitigation for all three locations, but characterizes that at Sierra College Boulevard and Granite Avenue as significant and unavoidable because of jurisdictional issues.

Mooney-72  
(Cont.)

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It should be noted that the proposed mitigation at the Project driveway only just exactly meets the design queue length need. This means that if the traffic projection or the queue projection is low by one iota, the mitigation will be ineffective. There is no margin for error. Also, since no analysis was done for the peak holiday shopping season, it is likely that there will be critical queue overflows here at that critical period.

Mooney-72  
(Cont.)

**Mitigation By Fair Share Fee Payment Questionable**

In the instance of many of the disclosed traffic impacts, the DEIR proposes to mitigate these impacts with "fair share" mitigation payments. The DEIR does not state how, or whether the Town will be able to pay the remaining share of the cost of the required improvements.

Mooney-73


The courts have rejected such "fair share" traffic improvements as inadequate unless there is a binding requirement that the measures will actually be implemented in their entirety. Mitigation fees are not adequate mitigation unless the lead agency can show that the fees will fund a specific mitigation plan that will actually be implemented in its entirety.

**Conclusion**

Based on the above, I am convinced that the DEIR is inadequate, and that the traffic analysis must be revised to include peak holiday shopping season scenarios at each stage of analysis and the DEIR must be recirculated in Draft.

Sincerely,

Smith Engineering & Management  
A California Corporation



Daniel T. Smith Jr., P.E.  
President

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Mr. Don Mooney  
July 20, 2018  
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**Attachment 1**  
**Resume of Daniel T. Smith Jr., P.E.**

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**DANIEL T. SMITH, Jr.**  
**President**

**EDUCATION**

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Master of Science, Transportation Planning, University of California, Berkeley, 1968

**PROFESSIONAL REGISTRATION**

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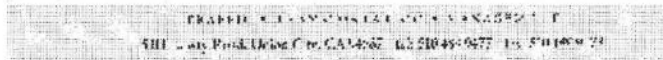
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Mooney-74

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Mooney-74  
(Cont.)

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Mooney-1	<p><i>The commenter provides background information on CEQA regulations and notes the Recirculated DEIR is legally deficient.</i></p> <p>The environmental analysis set forth in Section 3 of the 2019 RDEIR has been developed in accordance with CEQA Guidelines.</p>
Mooney-2	<p><i>The commenter notes the “Town’s conclusion regarding feasibility of alternatives and mitigation measures is not supported by substantial” information.</i></p> <p>The mitigation measures provided throughout Section 3 of the 2019 RDEIR are considered and discussed in compliance with CEQA Guidelines Section 15126.4. The alternatives analysis provided in Section 6 of the 2019 RDEIR have been developed in accordance with CEQA Guidelines 15126.6. The 2019 RDEIR appendices provide additional evidence to support conclusions.</p>
Mooney-3	<p><i>The commenter provides background information on CEQA regulations regarding project descriptions.</i></p> <p>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.</p>
Mooney-4	<p><i>The commenter provides details from the Recirculated DEIR project description.</i></p> <p>See the Response to Comment Mooney-3.</p>
Mooney-5	<p><i>The commenter provides details from the Recirculated DEIR project description.</i></p> <p>See the Response to Comment Mooney-3.</p>
Mooney-6	<p><i>The commenter identifies the City of Rocklin as the responsible agency for Granite Drive and notes that the commenter is unclear regarding the location of the City limit boundaries for the Town of Loomis and City of Rocklin.</i></p> <p>Please review Figures 2-3, 2-4, and 2-5 in the 2019 RDEIR. The Town of Loomis boundary with the City of Rocklin is labeled and shown as the gray dashed line. The existing paved sections of Sierra College Boulevard adjacent to the project site are located within the Town of Loomis. If there were to be a future expansion of a road from this intersection to the west, this would be within the City of Rocklin. Road improvements in the City of Rocklin are not proposed as part of the Loomis Costco project and are not needed to implement the proposed project. As detailed in Chapter 2 of this FEIR, the Town has provided for the possibility of an additional southern access to Granite Drive, but this facility is not needed to serve the proposed project or to avoid future adverse conditions related to traffic congestion.</p>
Mooney-7	<p><i>The commenter does not know whether a permit would be required for improvements to Sierra College Boulevard from the City of Rocklin.</i></p> <p>Please see the Response to Comment Mooney-6. As presented on Figures 2-3, 2-4, and 2-5 in the 2019 RDEIR, the Costco driveway and signal are located within the town of Loomis. The Town has jurisdiction and does not require any approval from the City of Rocklin for improvements to this intersection. As noted in the 2019 RDEIR, the proposed physical improvements to Sierra College Boulevard are located entirely within Loomis’s jurisdiction and are disclosed in the 2019 RDEIR.</p>

- Mooney-8 *The commenter makes reference to a separate lot line adjustment submitted to the Town related to an apartment property north of and adjacent to the project site and claims that the Recirculated DEIR project description should mention this lot line adjustment.*
- Refer to Chapter 2 of this Final EIR, which references the lot line adjustment. The lot line adjustment would ensure appropriate and uninterrupted access and does not change anything physically about the planned project. The lot line adjustment does not change anything related to the construction or operation of the project, and simply formalizes the planned access and circulation for the proposed project, and implements an agreement between Costco and the apartment owner. This lot line adjustment does not change the allowable use of land, site access, or anything else about implementation of the project that could have any physical environmental effect. But, the lot line adjustment is related to the proposed project site boundary and Town requires that the lot line adjustment is considered along with the proposed project.
- Mooney-9 *The commenter alleges that a General Plan Amendment and Zoning Amendment would be needed for the project and observes that the Recirculated DEIR refers to the need for a Zoning Code Amendment to allow warehouse retail within the Commercial General District.*
- All potential adverse physical environmental effects associated with the proposed project are addressed in the 2019 RDEIR. In addition, the 2019 RDEIR provides a discussion of consistency with Code requirements, such as those referenced in this comment. Assessor's Parcel Numbers 045-042-011 and -012 are zoned RM-5 and designated Residential-Medium High Density, while Parcels APN -045-042-034 and -036 are zoned both CG and RM-5 and designated as both General Commercial and Residential-Medium High Density. The portions of the properties that are zoned RM-5 and designated Residential-Medium High Density 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 allowable uses in the current zoning district and land use designations and therefore these parcels do not require rezoning or re-designation. Refer to page 2-29 of the 2019 RDEIR for a discussion of the Zoning Code Amendment that is relevant to the proposed project.
- Mooney-10 *The commenter observes that the Recirculated DEIR does not identify the need for a General Plan Amendment for 3.5 acres in the eastern portion of the project site.*
- The 2019 RDEIR does not reference the need for this General Plan Amendment because this is not needed. Please refer to Response to Comment Mooney-9.
- Mooney-11 *The commenter claims that the project is inconsistent with the Loomis Municipal Code regarding placement of the fueling station. The commenter references a limit in the Municipal Code regarding the number of service stations that may be located at any given intersection.*
- All potential adverse physical environmental effects associated with the proposed project are addressed in the 2019 RDEIR. In addition, the 2019 RDEIR provides a discussion of consistency with Code requirements, such as those referenced in this comment. The Loomis Municipal Code defines a service station as "See gas station and auto service." A gas station is defined as "a retail business selling gasoline and/or other motor vehicle fuels, and related product." The Loomis Costco Project is not a business that sells primarily gas, it is a warehouse that sells a variety of items, one of which is fuel. A service station includes other automotive repair services outside of fuel pumping and water and air dispensers. The project proposes a fuel dispensary ancillary to warehouse product sales. Fuel is a commodity sold by the warehouse, and due to regulatory requirements on fuel dispensing and storage, must be located outside the warehouse structure. The fueling station is proposed to be located at a signalized intersection with a project driveway and Sierra College Boulevard. There are no other fuel dispensing operations at that intersection. There are three fuel dispensing stations at the intersection of Granite Drive and Sierra College Boulevard, outside the Town limit.
- Mooney-12 *The commenter references an attached letter related to the traffic analysis and claims that comments on the original DEIR have been unaddressed.*
- This FEIR includes detailed responses to all comments related to adverse physical environmental conditions, as well as comments related to future traffic congestion, and comments related to the merits of the project. Relevant 2018 comments regarding traffic were addressed through the traffic impact analysis in the 2019 RDEIR.

*The commenter suggests that queue storage is inadequate at the fueling stations.*

Five representative Costco fueling locations were identified to ascertain 95th percentile queue estimates. The commenter chooses to eliminate two of these locations, which are relevant to the analysis and planning of the proposed project. When the data from these two locations is arbitrarily removed from consideration, the 95th percentile queue of 31 – 32 vehicles would have exceeded the 30-vehicle storage identified in the site plan. A more rational approach might be to remove outliers from consideration, which might be the highest and lowest data points, or those that otherwise are known to produce data anomalies or issues related to atypical or outlying data points. No outlying data points were identified by the commenter or the detailed transportation analysis conducted to support the EIR, and there is no rationale for removing these data points from consideration.

To further address on-site fuel station queuing considerations, (1) a change in the location of the fueling islands was implemented to increase on-site queue storage capacity; (2) a fuel station queue management plan will be made a condition of approval (Condition of Approval 25); and, (3) supplemental data was collected that further documents that fuel station queues can be accommodated on-site. Refer to the Response to Comment Rocklin-66. These data provide additional evidence to support the 2019 RDEIR's conclusions regarding queues at the proposed fueling station.

Costco has monitored, and in some cases, has expanded a number of fueling centers to ensure appropriate on-site queuing. The Loomis Costco site plan is informed by monitoring of queueing in other locations and changes that have been made to some other locations based on this monitoring.

As set forth in the Response to Comment City of Rocklin-66, Site Plan Option 1D includes relocation of the fueling island south by 15 feet, increasing the length of the area north of the fueling islands available for queue storage from 100 to 115 feet. The additional area allows for a fourth row of queued vehicles north of the fueling positions. This increases the available on-site queue storage capacity for vehicles waiting to access a fueling position from 30 to 40 vehicles. The fueling station relocation incorporated in Site Plan Option 1D would also be incorporated into Site Access Options 1A, 1B, and 1C.

As also set forth in Response to Comment City of Rocklin-66, as a condition of project approval, the applicant will be required to prepare and implement a performance-based queue management plan (Condition of Approval 25). The queue management plan would define steps to be taken by Costco personnel to prevent queues from spilling back into the main drive aisle if atypical/unforeseen conditions occur that would cause fuel station queues to approach or exceed the fuel station queuing waiting area. Queue management plans have been developed and effectively implemented at other Costco sites. Costco shall submit the queue management plan for Town review and approval prior to opening.

Based on the foregoing, peak queues from the fueling facility could be accommodated on-site without any spillbacks that could affect Sierra College Boulevard.

*The commenter states that the Recirculated DEIR is deficient because it fails to identify the project's purported inconsistencies with the Town of Loomis Land Development Manual in relation to required driveway spacing.*

All potential adverse physical environmental effects associated with the proposed project are addressed in the 2019 RDEIR. In addition, the 2019 RDEIR provides a discussion of consistency with Code requirements, such as those referenced in this comment.

As identified in the comment, the Town's Land Development Manual Section 6-3 states, "Driveways shall be at least 200 feet apart on collector streets and at least 250 feet apart on arterial streets. Driveways shall be at least 200 feet from an intersection on collector streets." Brace Road and Sierra College Boulevard are arterial streets. The comment fails to cite other applicable portions of the Land Development Manual and provides incorrect driveway distances. Citations to other applicable portions of the Land Development Manual and corrections to erroneous information are provided below.

Right-in/Right-Out Driveway West of the Sierra Meadows Apartments Driveway

As stated on page 57 of the Loomis Costco Warehouse Traffic Impact Analysis (Kittelson & Associates, Inc., October 2019, Appendix E of the 2019 RDEIR), the proposed project will provide a new northbound right-turn lane on Sierra College Boulevard approaching the signalized Brace Road intersection in conjunction with site development. All distances to the Sierra College Boulevard and Brace Road intersection provided as part of this response assume the proposed

northbound right-turn lane is in place. Page 57 of the Loomis Costco Warehouse Traffic Impact Analysis (Appendix E of the 2019 RDEIR) also states that Costco will install a raised median on Brace Road between Sierra College Boulevard and the existing Homewood Lumber driveway. This raised median would restrict the proposed Costco western Brace Road driveway and the existing western Sierra Meadows Apartments driveway to right-in/right-out traffic movements only.

The right-in/right-out Costco driveway west of the Sierra Meadows Apartments (western Brace Road driveway) would be located 185 feet from the nearest curb return at the intersection of Sierra College Boulevard and Brace Road, as measured by the Town engineer – not 140 feet, as included in the comment. As stated in Section 6-1 of the 2004 Land Development Manual, distances to intersections are measured from the intersection curb return to the centerline of the driveway. It should be noted that although the Land Development Manual provides direction on spacing between intersections and driveways on collector streets, it *does not* provide a spacing distance between intersections and driveways on arterial streets. This western Brace Road Costco driveway would also be 50 feet from the western driveway that serves Sierra Meadows Apartments – not 14 feet, as asserted in the comment. As stated in the Land Development Manual (Section 6-1), driveways are measured from centerline to centerline, not from edge of pavement to edge of pavement. These two distances do not meet the 250-foot separation indicated in Section 6-3 for arterial streets; however, Section 6-1 of the Land Development Manual provides additional guidance on placement and distance.

The fourth paragraph under Section 6-1 of the Land Development Manual addresses infill sites. The project site is located at an intersection, is adjacent to an apartment complex that the Costco site surrounds on three sides, is bounded by existing residences to the east, and a Chevron fueling station and McDonald's restaurant to the south. Within Loomis, the Costco site is located within and adjacent to developed land. Therefore, the Costco property is considered an infill site. Section 6-1 states:

*“The Town recognizes that infill projects (projects within older, previously developed areas) may have certain constraints such as lot size, existing driveways near the property line on adjacent parcels, etc. which may deem it impractical to achieve the requirements contained in this manual for site access. Infill projects such as these will be evaluated on a case-by-case basis by the Town. However, the goal will be to achieve the requirements contained herein to the extent practicable.”*

Since the apartment driveways are located adjacent to the project site, their location makes it impractical for any future development of the property to locate driveways on Brace Road, while also achieving the requirements listed in Section 6-3 of the Land Development Manual. Therefore, the Town is able to evaluate the project individually pursuant to Section 6-1 to determine how best to achieve the requirements in the Land Development Manual to the extent practicable.

Town engineers have reviewed the project and proposed driveway placement and conclude that an exception is appropriate for this project 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 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 would be right-in/right-out only, resulting in the same pattern of traffic movements. Municipal Code Section 13.36.100.B states that driveways shall be located a minimum of 150 feet from the nearest intersection, measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street, while Section 13.36.100.C states that where two or more driveways serve adjacent development, the centerline to the driveways shall be separated by a minimum of 50 feet. As measured by the Town engineer, the Costco western Brace Road driveway would be located 225 feet from the centerline of the nearest travel lane of Sierra College Boulevard, and 50 feet from the centerline of the apartment complex's western driveway. Since the Costco driveway would be over 150 feet from the Sierra College Boulevard/Brace Road intersection, and 50 feet from the apartment driveway, the proposed driveway location meets these standards of the Municipal Code, while most closely achieving the direction in the Land Development Manual. Since the spacing is consistent with the Municipal Code, since the project site is an infill site constrained by the placement of the apartment driveway 275 feet from the intersection of Sierra College Boulevard and Brace Road, measured from the centerline of the driveway to the centerline of the nearest travel lane at the intersection, and would not result in substantial traffic turning conflicts, the Town can conclude that the proposed right-in/right-out only driveway placement is consistent with the Town's Land Development Manual.

#### Eastern Brace Road Driveway

A driveway access on Brace Road located east of Sierra Meadows Apartments results in the same infill site constraints due to the existing apartment driveway location. The Town has determined that site plan option (Option 1D), in which an eastern Brace Road driveway would serve as an emergency-only access as opposed to a full access driveway, is superior, as discussed in this Final EIR. Therefore, locating a gated emergency access point east of the apartment complex would have no impact on traffic or turning movements from the apartment driveway and compliance with the Land Development Manual distance criteria is not relevant.

Mooney-15

*The commenter claims that the traffic study is inconsistent with the Loomis General Plan.*

As discussed in the Response to Comment Auguscik-11, 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-land arterial (low access control). The 2019 RDEIR will be 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." Accordingly, the use of Brace Road to provide access to the project site and to provide connections between retail and residential areas is consistent with the functional classification of the roadway. The correction of the Brace Road classification does not impact the intersection or roadway capacity analysis, findings or recommendations presented in the Loomis Costco Traffic Impact Analysis.

Mooney-16

*The commenter references the Loomis General Plan functional classification of Brace Road.*

As noted in the Response to Comment Mooney-15, Brace Road is designated as an arterial. This facility is, therefore, appropriate to convey trips between major activity centers, such as the retail uses along Sierra College Boulevard and other areas of the Town. The Traffic Impact Analysis is not predicated on changing the functional classification of this roadway; rather, the analysis is consistent with its General Plan designation. However, as noted in the Response to Comment Mooney-15, the text discussion will be corrected.

Mooney-17

*The commenter states that under Option 1A, the new full intersection at Brace Road is only 108 feet west of the intersection of Brace Road and Hunters Drive, which violates section 6-3 of the Land Development Manual.*

All potential adverse physical environmental effects associated with the proposed project are addressed in the 2019 RDEIR. In addition, this Final EIR provides comprehensive responses to all comments related to potential adverse physical environmental effects of the project, as well as responses to many comments that are unrelated to environmental effect, such as this comment.

Following a review of the detailed transportation analysis presented in the 2018 DEIR, the analysis of additional site access options in the 2019 RDEIR, and comments on the 2019 RDEIR related to the easterly Brace Road access, the Town has determined the easterly Brace Road access will be gated and limited to emergency access only.

In addition, notwithstanding the confirmation of the final site for the proposed project, the commenter references a "new full intersection at Brace Road" – this is inaccurate, as only driveway access was proposed and described in the 2019 RDEIR. As noted, the easterly Brace Road access will no longer be a driveway, but will be gated and limited to emergency access only.

Mooney-18

*The commenter states that the Recirculated DEIR fails to disclose and analyze the potential increases in delay and the worsening level of service associated with queuing issues.*

Refer to the Responses to Comments Mooney-60 and 61.

Mooney-19

*The commenter states that the Recirculated DEIR's discussion regarding greenhouse gas emissions associated with construction fails to disclose the greenhouse gas emissions associated with the cement that will be used for construction of the project, even though the production of cement is one of the major sources of greenhouse gas emissions.*

The GHG emissions analysis conducted to support the EIR is consistent with methods recommended by the Placer County Air Pollution Control District (PCAPCD). The EIR presents an analysis of all emissions associated with construction of the project, including those associated with



off-road construction equipment, material delivery trucks, haul trucks, and construction worker vehicles using an emissions model – the California Emissions Estimator Model (CalEEMod) Version 2016.3, which is recommended for use by PCAPCD and other air districts. In order to provide a more comprehensive and conservative assessment of cumulative GHG emissions related effects, the proposed project's construction related emissions were amortized over the estimated 20-year lifetime of the project and added to the operational emissions. The annual operational emissions, along with the amortized construction emissions were compared with the applicable significance threshold to determine cumulative significance. Emissions associated with the production of cement occur with or without the project and are not associated with the construction or operation of the project. These emissions are also beyond the control of the Town and cannot be mitigated by the Town or the project applicant. "Life cycle" emissions such as this are not included in or required by CEQA analysis or climate action planning for these and other reasons (California Natural Resources Agency 2009, pages 71 and 72). There is no need to make any revision to the analysis.

Mooney-20

*The commenter states that the Recirculated DEIR fails to adequately discuss, analyze, and mitigate the Project's noise impacts to the adjacent residences associated with truck deliveries.*

Noise impacts were comprehensively evaluated in 2019 RDEIR Section 3.6, "Noise" (see pages 3.6-12 through 3.6-18). As discussed in detail therein, Impacts 3.6-2 and 3.6-3 were found to be less than significant. Impacts 3.6-1 and 3.6-4 were found to be significant, and recommended Mitigation Measures Noise-1 and Noise-2 to reduce the level of impact were included. Impacts 3.6-1 and 3.6-4 were found to be significant and unavoidable after implementation of all feasible mitigation measures. However, Mitigation Measure Noise-2 has been revised to avoid the significant impact for operational noise.

*The commenter further states that the Recirculated DEIR's noise analysis is inconsistent with section 13.30.070(E) of the Loomis Municipal Code, because the Recirculated DEIR does not measure noise from the property line, but rather from the apartment building façade.*

The potential noise levels from project-related operational truck deliveries using the western Brace Road entrance were measured from the Sierra Village Apartment building façade in order to ensure the most accurate measurements of project-generated noise that could affect the apartment tenants.

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, as measured on the southern boundary (property line) of the apartment building. Existing nighttime noise levels measured 50 dBA Leq. Existing ambient noise levels currently exceed the Town of Loomis's exterior daytime and nighttime average hourly noise level standards of 50 dBA Leq and 40 dBA Leq, respectively.

Daytime deliveries to the project site during operation would be from Brace Road, west of 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 Leq.<sup>3</sup> 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 Lmax at the apartment building façade. Instantaneous

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<sup>3</sup> This noise level estimate was changed relative to that included in the 2019 RDEIR (54 dBA Leq) because a more reasonable speed of 15 miles per hour instead of 25 miles per hour was used. The revised estimate is more accurate.

maximum noise levels attributable to delivery trucks entering or exiting the project site would be approximately 70 to 78 dBA L<sub>max</sub> at the apartment building property line. Providing analysis for both the building façade and edge of the property line also provides analysis for any outdoor gathering areas.

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<sub>eq</sub> and 82 dBA L<sub>max</sub>. The increase from existing noise levels at these residential uses attributable to the proposed project's delivery trucks would be less than existing L<sub>max</sub> noise levels.

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. 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 light until 7am, seven days a week, and then use the Brace entry/exit during other times. Nighttime deliveries, assuming up to three trucks per hour, would result in an hourly noise level of 41 dBA L<sub>eq</sub> and 66 L<sub>max</sub> at the property line of the apartments (not including the benefit of shielding provided by the intervening warehouse building or the sound wall). As this would be below existing noise levels, noise impacts from nighttime deliveries would be less than significant.

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 not 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 below the measured ambient noise levels and less than the hourly nighttime maximum in Table 8-4 of the General Plan (40 dB).

Existing daytime noise levels at adjacent residential uses east of the project site were measured to be 57 dBA L<sub>eq</sub>. Existing nighttime noise levels measured 50.7 dBA L<sub>eq</sub>. Existing ambient noise levels currently exceed the Town of Loomis's exterior daytime and nighttime average hourly noise level standards of 50 dBA L<sub>eq</sub> and 40 dBA L<sub>eq</sub>, respectively.

The project applicant is required to comply with the Town's General Plan Noise Policy 17, which states, "[L]imit the use of leaf blowers, motorized lawn mowers, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise which adversely affects residential areas." Therefore, Impact 3.6-4 states that operation of parking lot sweepers would only occur during the daytime hours. Mitigation Measure Noise-2 has been revised to clarify this requirement, as shown below:

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

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

- Construct a 13-foot tall soundwall along the western property boundary of the adjacent Sierra Meadows apartment complex in order to shield first floor sensitive spaces from ~~nighttime~~ truck delivery noise generated by diesel engines and exhaust stacks.
- Install dual pane windows with an STC rating of 35 or higher at second floor apartment units facing the delivery road in order to reduce interior noise levels ~~attributable to nighttime truck deliveries~~.
- Construct a ~~68~~-foot soundwall along the eastern boundary of the project site at the residential property line ~~to reduce tire center noise~~.
- All truck deliveries entering and exiting the project site between 10pm and 7am are restricted to the exclusive use of the Sierra College Boulevard driveway and shall not use the Brace Road access.

- The operation of parking lot cleaning equipment shall be restricted to the hours between 7am and 7pm.
- Noise-generating parking lot cleaning equipment shall not be used at the same time as noise-generating landscape maintenance equipment within 100 feet of the property line of any occupied residential use.
- Noise-generating parking lot cleaning equipment and noise-generating landscape maintenance equipment shall not be used for more than 5 minutes per hour within 100 feet of the property line of any occupied residential use.

Also, all the sources assessed above in various locations within the site, could possibly occur simultaneously or at different times; consequently, exposing nearby sensitive uses to combined noise levels from two or more than two noise sources. When a noise source doubles, it would result in a change of (3 dB) (Caltrans 2013). A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly added. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Potential combined noise sources at nighttime would be HVAC and truck delivery at night. Noise levels from commercial HVAC equipment can reach 100 dBA at a distance of 3 feet (EPA 1974). HVAC noise, assuming it would be installed at 60 feet away from the noise sensitive uses, would be 74 dB. As discussed above, the proposed project would include a mechanical room where HVAC components would be housed and would provide adequate shielding from receiving noise-sensitive land uses to the east and north. The HVAC shielding would at least provide 25-dB reduction in noise. This would result in reduced noise level of 49 dB.

Truck delivery noise would be approximately 52 dB  $L_{eq}$  at 50 feet based on an assumption of three trucks in an hour. Since nighttime deliveries would use the Sierra College Boulevard driveway, noise would be shielded by the proposed building, and the proposed building would provide at least 10 dB of noise reduction. This would result in a noise level of 42 dB at the nearest sensitive uses (the apartments). Adding the HVAC noise level of 49 dB and truck noise level of 42 dB would result in total level of 50 dB at the sensitive uses. As described above, 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, and the ambient noise level then becomes the accepted noise level standard and significance threshold. 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  $L_{eq}$ . Therefore, the project noise level of 50 dB at the exterior uses of the nearest sensitive uses (apartments) would not exceed the applicable threshold.

The daytime noise sources in the project area would include operation of the proposed HVAC system, truck delivery, tire shop noise, parking lot noise, parking lot cleaning/sweeping, and landscape maintenance, as well as transportation noise in the vicinity of the project site. A composite noise analysis combines project-related noise levels based on the location of the noise sources, the number of noise sources at each location, and the effects at the nearest noise sensitive uses. Noise sensitive uses are located north and east of the project site. The apartments north of the project site would be shielded by the proposed building from the noise sources occurring south of the building. The noise sensitive uses the east of the project site, would be shielded by the proposed building from the noise sources occurring at the northwestern portions of the project site.

Typical noise sources for the tire shop would include pneumatic wrenches and tire breakers, with an hourly operational noise level of 61 dBA  $L_{eq}$  at 100 feet. Noise emanating from the tire repair shop is anticipated to attenuate to 53 dBA  $L_{eq}$  at the nearest noise-sensitive property line.<sup>4</sup> Assuming that each parking space adjacent to a residential use would be filled and emptied during the peak hour (for a total of 160–200 parking events), the noise level would be 52 dBA  $L_{eq}$  at 65 feet from the center of the parking space cluster to the nearest noise-sensitive use (residential properties to the east). The tire shop activities and parking lot noise would result in 56 dB combined noise level at the property line of residential properties to the east of the project site – noise levels for the apartment building to the north would be shielded by the proposed warehouse and soundwall. The proposed soundwall along the eastern perimeter would reduce noise levels by at least 5 dB, which would decrease this combined noise level to approximately 51 dB. Keeping the tire center doors closed would substantially reduce noise levels, and this requirement has been

<sup>4</sup> This noise level estimate has been corrected, compared to that presented in the 2019 RDEIR to be more accurate using the equation  $61 - 20 \cdot \log(260/100) = 52.7 = 53$  dB.

added to Mitigation Measure Noise-2 to ensure compliance with Table 8-4 of the General Plan. If the entire tire center closes all doors, the attenuation would be approximately 25 dB, and if only the door where noise-generating equipment is closed and the others are open, the attenuation would be at least 5 dB (Caltrans 2013, FHWA 2017).

The noise level from a vacuum street sweeper would be 70 dBA Leq at 50 feet (FHWA 2006). Noise level from lawn mower would be 95 dB at 3 feet (Table 3.6-1, Caltrans 2013). A drop-off rate of 7.5 dB per doubling of distance is typically observed over soft ground with landscaping. Therefore, landscaping noise at the nearest sensitive uses located at approximately 30 feet to the east of parking lot would be 70 dB. If parking lot cleaning and landscaping activities occurred simultaneously directly adjacent to residential properties, this would result in 73 dB combined noise level at the sensitive uses. This would exceed the General Plan standard of 65 dBA for outdoor activity areas that are directly adjacent to the proposed project site. This would also exceed the short-term noise standards in the General Plan (Table 8-4). However, the proposed soundwall for residential properties to the east would reduce noise levels by at least 5 dB. If the parking lot cleaning did not occur simultaneously with the landscape maintenance, the noise sources would not be combined. If landscape maintenance and parking lot cleaning is limited to no more than 5 minutes in the areas directly adjacent to residential properties, with the construction of the soundwall along the eastern perimeter, the project would be consistent with Table 8-4 of the General Plan, which allows noise levels of up to 65 dB for up to 5 minutes per hour. The 2019 RDEIR evaluates impacts of the project relative to local (Town) standards, which would include an assessment of consistency with Table 8-4 of the General Plan. These requirements are required as a part of Mitigation Measure Noise-2. Since Mitigation Measure Noise-2 prohibits use of landscape maintenance equipment and parking lot equipment at the same time near residences, and since this mitigation also limits landscape maintenance and parking lot cleaning equipment to no more than five minutes of use near a residential property, this would ensure compliance with the General Plan's 65 dB daytime/evening limit for noise of 1 to 5 minutes in length, as well as the more permissive limits for 5 to 15 minutes, 15 to 30 minutes, and 30 to 60 minutes (General Plan Table 8-4).

Mooney-21

*With regards to nighttime truck deliveries through the western Brace Road entrance, the commenter states that the Recirculated DEIR indicates that nighttime interior noise levels at the Sierra Meadows Apartments may exceed noise standards for short durations during each delivery, but fails to define the term "short duration." The commenter further notes that the duration influences the noise level that would be generated.*

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, avoiding sleep disruption for the residents of the apartments north of the project site, which would be shielded from nighttime delivery truck noise by the proposed building and the planned south wall. The eastern Brace Road entrance would be gated and used for emergency access only, and therefore would not generate significant noise at this location.

Mooney-22

*The commenter states that since the Recirculated DEIR states that the truck noise levels are 75dBA at the apartment façade, that means they would have to be reduced by 35 dBA at the property line to provide the required mitigation, and since nothing in the Recirculated DEIR indicates that such mitigation has occurred, the nighttime noise impacts remain significant.*

The text referenced by the commenter refers to daytime noise measurements. Truck delivery noise would be approximately 52 dB Leq at 50 feet.<sup>5</sup> A 2-dB reduction would be required to reduce hourly noise levels for daytime deliveries to the hourly maximum for noise sensitive land uses provided in Table 8-4 of the General Plan. As also noted on 2019 RDEIR page 3.6-17, the existing ambient noise levels at the project site and Sierra Meadows Apartments (54 dBA Leq during the daytime and 51 dBA Leq at night) currently exceed the Town of Loomis exterior daytime and nighttime average hourly noise level standards (i.e., 50 dBA Leq and 40 dBA Leq, respectively), and the existing ambient noise level therefore becomes the accepted noise level standard. Therefore, delivery truck noise levels would be below the applicable daytime standard, and impacts would be less than significant. 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. As noted in the Response to Comment Mooney-20, nighttime deliveries, assuming up to

<sup>5</sup> This noise level estimate was changed relative to that included in the 2019 RDEIR (54 dBA Leq) because a more reasonable speed of 15 miles per hour instead of 25 miles per hour was used. The revised estimate is more accurate.

three trucks per hour, would result in an hourly noise level of 41 dBA  $L_{eq}$ . As this is below existing noise levels, noise impacts from nighttime deliveries would be less than significant.

As discussed on 2019 RDEIR page 3.6-16, instantaneous maximum noise levels attributable to delivery trucks entering or exiting the project site would be approximately 75 dBA  $L_{max}$  at the Sierra Meadows Apartment building façade. A 5-dB reduction would be required to achieve the maximum daytime noise level included in Table 8-4 for noise occurring for less than a minute. Effective noise barriers typically reduce noise levels by 5 to 10 decibels (dB) (FHWA 2017). The 13-foot tall soundwall along the western property boundary of the adjacent Sierra Meadows apartment complex under Mitigation Measure Noise-2 would achieve this reduction. Therefore, the proposed project is not required to reduce the daytime exterior noise levels by 35 dBA at the property line of the Sierra Meadows Apartments.

Finally, as discussed on 2019 RDEIR page 3.6-17, Mitigation Measure Noise-2 would reduce project-generated noise at the Sierra Meadows Apartments by requiring the construction of a sound wall on the east, south, and west sides of the apartment complex, as well as upgrades to windows at the apartment complex that face the western Brace Road entrance. Impact 3.6-4 was found to be significant and unavoidable after implementation of mitigation solely because neither the project applicant nor the Town have control over the suggested window upgrades in the Sierra Meadows Apartments. If those upgrades are installed, the impact will be reduced to a less-than-significant level. 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. As described on page 3.6-3 of the 2019 RDEIR, studies have been conducted regarding the effects of single-event noise on sleep disturbance, with the sound exposure level (SEL) metric being a common metric used for such assessments. SEL represents the entire sound energy of a given single-event normalized into a one-second period, regardless of event duration. Due to the wide variation in test subjects' reactions to noises of various levels (some test subjects were awakened by indoor SEL values of 50 dB, whereas others slept through indoor SEL values exceeding 80 dB), no definitive consensus has been reached with respect to a universal criterion to apply to environmental noise assessments. One percent of individuals would be awakened by a SEL of 50 dBA, 1.5 percent would be awakened by a SEL of 60 dBA, 1.8 percent of individuals would be awakened by a SEL of 65 dBA. The project would construct a sound wall to further reduce noise levels, and since the nighttime truck deliveries would be moved to the Sierra College Boulevard access, this would place the warehouse building between the noise source and the apartments. The combination of the soundwall and intervening building would reduce noise levels from nighttime deliveries by more than 10 db to less than 31 dBA  $L_{eq}$  and interior noise levels would be less than 41  $L_{max}$  with windows open and less than 31  $L_{max}$  with windows closed (Caltrans 2013, EPA 1974, FHWA 2017, The Building Performance Centre 2007). Please see also the Responses to Comments Auguscik-12 and Mooney-20, -21, and -39.

Mooney-23

*The commenter states that because the project would exceed the Town's noise standards, the project would also violate the Town's noise ordinance.*

CEQA requires that an EIR evaluate potential conflicts with applicable plans and policies that were adopted to reduce an environmental effect. Therefore, 2019 RDEIR Section 3.6, "Noise" (see pages 3.6-12 through 3.6-18), evaluated the potential for the proposed project to exceed the Town's noise ordinance and General Plan noise standards. As discussed in detail therein, Impacts 3.6-2 and 3.6-3 were found to be less than significant. Impacts 3.6-1 and 3.6-4 were found to be significant, and recommended Mitigation Measures Noise-1 and Noise-2 to reduce the level of impact were included. Impact 3.6-1 (construction noise) was found to be significant and unavoidable after implementation of all feasible mitigation measures, because interior noise levels at adjacent noise-sensitive uses could exceed adopted standards during peak periods of the initial phase of construction. The Loomis Municipal Code exempts certain activities in recognition that construction noise is temporary, is more acceptable when limited to daylight hours, and is expected as part of typical development. Nonetheless, the 2019 RDEIR found the impacts to be significant. Impact 3.6-4 (operational noise) was found to be significant and unavoidable after implementation of mitigation solely because neither the project applicant nor the Town have control over the suggested window upgrades in the Sierra Meadows Apartments. If those upgrades are installed, Impact 3.6-4 will be reduced to a less-than-significant level. However, Mitigation Measure Noise-2 has been revised to avoid a significant impact and the improvement to windows is no longer needed to avoid a significant impact. See the Auguscik-12 and Mooney-20, 21, 22, and 39.

Mooney-22. In addition, the Town is not precluded from adopting a development project where the noise standards and/or noise ordinance would be exceeded, provided that feasible mitigation measures to reduce impacts are identified in the EIR and are adopted and implemented as part of Mitigation, Monitoring, and Reporting Program (as they will be for this project), along with adoption of a Statement of Overriding Considerations (see CEQA Guidelines Sections 15093 and 15097).

Mooney-24

*The commenter cites to Loomis Municipal Code Section 1330.070(C)(2)(a), and indicates the Recirculated DEIR violates this code section because it fails to consider other noise mitigation measures in addition to sound walls, such as site layout, setbacks, and open space.*

The 2019 RDEIR evaluated several different site plans, identified as Options 1A, 1B, and 1C, in addition to the proposed project (see 2019 RDEIR Chapter 2, "Project Description," on pages 2-7 through 2-13).

Mitigation Measure Noise-2 has been revised to restrict nighttime deliveries to Sierra College Boulevard, restrict operation of parking lot cleaning equipment to the hours between 7am and 7pm, prohibit noise-generating parking lot cleaning equipment from being used at the same time as noise-generating landscape maintenance equipment, and prohibit noise-generating parking lot cleaning equipment and noise-generating landscape maintenance equipment from being used for more than 5 minutes per hour near adjacent residential uses. Furthermore, the proposed project already includes setbacks. Therefore, the proposed project is consistent with Municipal Code Section 1330.070(C)(2)(a). Please see also the Responses to Comments Auguscik-12 and Mooney-20, -21, and -39.

*The commenter further states that nothing in Municipal Code section 13.30.070 regarding mitigation measure authorizes the approval of a project that does not mitigate the project's violations of the noise standards.*

There is no requirement in law which requires that a municipal code specifically state that projects that exceed a threshold or standard may be adopted under certain conditions. In fact, this is part of the reason why the CEQA Appendix G checklist suggests that lead agencies should evaluate whether or not a proposed project would conflict with land use plans, policies, or ordinances that were adopted to reduce an environmental impact, as part of the analysis in the environmental document. The proposed project's potential conflict with Town noise standards (which were adopted to reduce potential environmental impacts related to noise) are comprehensively evaluated in Impacts 3.6-1 through 3.6-4 (2019 RDEIR pages 3.6-2 through 3.6-18), and implementation of Mitigation Measures Noise-1 and Noise-2 would reduce the level of noise impacts. Please see also the Responses to Comments Auguscik-12 and Mooney-20, -21, and -39.

Mooney-25

*The commenter states the project violates Loomis Municipal Code Section 13.30.070(C)(4) because the Recirculated DEIR does not address alternatives that would eliminate nighttime truck deliveries for areas that are adjacent to residential uses, particularly as regards to Costco truck traffic that would access the site from Brace Road.*

Loomis Municipal Code Section 13.30.070(C)(4) states that, "truck deliveries to a commercial or industrial parcel adjacent to a residential zoning district shall be limited to the daylight hours unless the director authorizes other delivery times based on the determination that there is either no feasible alternative, or there are overriding transportation and traffic management benefits to scheduling deliveries at night."

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. Costco would use the Sierra College and not the Brace Road entrance/exit for all after hours/nighttime deliveries. Since daytime deliveries would produce noise levels that would not exceed existing ambient levels noise at the Sierra Meadows Apartments, and the project would construct a sound wall to further reduce noise levels, and nighttime deliveries would no longer use the Brace Road access, the impact related to delivery trucks would be less than significant. See the Response to Auguscik-12.

The reference in the comment fails to acknowledge that the Town's Code and General Plan allow consideration of overriding transportation and traffic management benefits in determining the timing of truck deliveries to commercial properties. There are benefits to scheduling deliveries at night, as disclosed in the 2019 RDEIR. Nighttime deliveries reduce traffic impacts for the proposed project by avoiding some deliveries during times when the project would be used by members and employees, and when the transportation network surrounding the project site would be

experiencing relatively higher demand. Therefore, the project would comply with Loomis Municipal Code Section 13.30.070(C)(4).

Mooney-26

*The commenter references Policy 18 from the Public Health and Safety Element of the General Plan, which requires that truck deliveries adjacent to residential uses are limited to daytime hours unless there are no feasible alternatives or there are overriding transportation benefits associated with scheduling deliveries at night.*

See the Response to Comment Mooney-25. As described in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries would not occur adjacent to residential uses. Nighttime 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. Therefore, impacts from nighttime delivery truck noise would be less than significant.

Mooney-27

*The commenter states that Alternative 2 (which does not include a fueling station) would meet most of the project objectives and would avoid significant noise impacts because nighttime truck deliveries would not occur, and therefore the commenter believes that the statement on Recirculated DEIR page 3.6-18 that no feasible alternatives are available to reduce noise Impact 3.6-4 to a less-than-significant level is not supported by substantial evidence.*

Loomis Municipal Code Section 13.30.070(C)(4) states, "Truck deliveries to a commercial or industrial parcel adjacent to a residential zoning district shall be limited to the daylight hours unless the director authorizes other delivery times based on the determination that there is either no feasible alternative, or there are overriding transportation and traffic management benefits to scheduling deliveries at night." [Emphasis added.] A "feasible alternative" related to truck deliveries as required by the Loomis Municipal Code does not equate to the CEQA requirements for analysis of alternatives to a proposed project (State CEQA Guidelines Section 15126.6). Municipal Code Section 13.30.070(C)(4) itself states that nighttime truck deliveries may occur if there are "overriding transportation and traffic management benefits to scheduling deliveries at night." Furthermore, the statement in the 2019 RDEIR that Impact 3.6-4 (page 3.6-18) would be significant and unavoidable does not say that "no feasible alternatives are available"; rather, the impact conclusion states that "no additional feasible mitigation measures are available." The commenter has not suggested the adoption of some other "feasible mitigation measure" to reduce the level of noise impacts; rather, the commenter suggests that a different project be implemented. Furthermore, the fact that Alternative 2 (evaluated in 2019 RDEIR Chapter 6, "Alternatives") would reduce one or more significant environmental impacts of the proposed project does not require the lead agency to adopt it in lieu of the proposed project. Finally, 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. Impacts from nighttime delivery truck noise would be less than significant. Please see also the Responses to Comments Auguscik-12 and Mooney-20, -21, and -39.

Mooney-28

*The commenter states that the Recirculated DEIR's discussion of noise impacts fails to comply with Loomis Municipal Code Section 13.30.070(D).*

Loomis Municipal Code Section 13.30.070(D) states, "Where noise-sensitive land uses are proposed in areas exposed to existing or projected noise levels in excess of the standards in Tables 3-2 and 3-3, the town shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design, so that proposed structures are designed to limit intruding noise in interior rooms to 45 dBA Ldn." The project does not propose noise-sensitive uses, but an acoustical analysis was conducted as part of the 2019 RDEIR and is reflected in the project's comprehensive noise analysis contained on pages 3.6-12 through 3.6-18. Therefore, the 2019 RDEIR's noise impact analysis complies with Loomis Municipal Code Section 13.30.070(D). See also the Response to Comment Mooney-23.

Mooney-29

*The commenter states that the Recirculated DEIR fails to state how compliance with General Plan policies, as required in Mitigation Measure Noise-2, would result in impacts being less than significant.*

The explanation requested by the commenter is detailed in four paragraphs of text (cited by the commenter), under the heading "Significance after Mitigation" on 2019 RDEIR pages 3.6-17 and 3.6-18. The 2019 RDEIR conclusions do not just rely on compliance with General Plan policies, but

specific project design features and mitigation measures. Please see also the Responses to Comments Auguscik-12 and Mooney-20, -21, and Mooney-36 through Mooney-44.

Mooney-30

*The commenter states that use of the term "to the extent feasible" (in the discussion "Significance after Mitigation" for Impact 3.6-4) means that the impacts may not be fully mitigated and the mitigation measure may not be effective.*

As discussed in detail under the heading "Significance after Mitigation" on 2019 RDEIR pages 3.6-17 and 3.6-18, Impact 3.6-4 (operational noise) was found to be significant and unavoidable after implementation of Mitigation Measure Noise-2 solely because neither the project applicant nor the Town have control over the suggested window upgrades in the Sierra Meadows Apartments. If those upgrades are installed, Impact 3.6-4 will be reduced to a less-than-significant level. "As feasible" refers to the fact that neither the project applicant nor the Town have control over this part of the mitigation measure. However, Mitigation Measure Noise-2 has been revised to avoid this significant impact. Please see also the Responses to Comments Auguscik-12 and Mooney-20, 21, 22, and 39.

Mooney-31

*The commenter states that the tenants in the Sierra Meadows Apartments would be required to keep their windows closed at night on hot summer evenings in order to avoid the project's nighttime truck delivery noise, and since the Town cannot regulate the opening and closing of private residents' windows, Mitigation Measure Noise-2 would not reduce Impact 3.6-4 to a less-than-significant level.*

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. Impacts from nighttime delivery truck noise would be less than significant. Please see also the Responses to Comments Auguscik-12 and Mooney-20, 21, and 39.

Mooney-32

*The commenter states that Mitigation Noise-2 would also not reduce Impact 3.6-4 to a less-than-significant level because the noise measurements relate to the edge of the Sierra Meadows Apartment building rather than the Sierra Meadows property line.*

See the Response to Comment Mooney-20.

Mooney-33

*The commenter provides background information and general discussion about CEQA regulations requiring EIR to discuss any inconsistency with general plans, specific plans, and regional plans.*

See Response to Comment Mooney-3.

Mooney-34

*The commenter states that the Recirculated DEIR fails to provide a discussion regarding the project's inconsistency with the current zoning and land use designations under the General Plan, and the Recirculated DEIR should have found that the inconsistencies of the proposed project would result in significant environmental impacts.*

Please also refer to the Response to Comment Auguscik-3. A discussion regarding the project's consistency with the current zoning and land use designations under the General Plan, and the need for zoning amendments related to specific physical environmental impacts, is presented on 2019 RDEIR pages 5-14 through 5-18. Additional analyses related to consistency with General Plan policies and programs are addressed in the respective topic area sections of the 2019 RDEIR (e.g., Section 3.4, "Biological Resources," Section 3.6, "Noise," and Section 3.7, "Transportation and Traffic").

A General Plan consistency table has been included in the Final EIR as a convenient reference (see the Response to Comment City of Rocklin-104). Neither the tabular formatting of a policy consistency analysis, nor the substance of the consistency analysis has revealed any adverse environmental effect that is any different from that presented in detail throughout the 2019 RDEIR.

It should be noted that the Parcels APN 045-042-011 and -012 are zoned RM-5 and designated Residential-Medium High Density, while Parcels APN -045-042-034 and -036 are zoned both CG and RM-5 and designated as both General Commercial and Residential-Medium High Density. The portions of the properties that are zoned RM-5 and designated Residential-Medium High Density 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 land use designation and therefore these parcels will not require rezoning or re-designation.



Development of a commercial structure on those parcels zoned RM-5 would require a rezone, but development of a parking area and drive aisle do not.

As observed in the 2019 RDEIR on page 5-18, land use inconsistencies are not a physical effect on the environment. To the extent that consistency of the proposed project with applicable policies or regulations is related to a potential adverse environmental impact, this is addressed in each relevant technical section of the 2019 RDEIR.

The zoning code text amendments related to warehouse retail and discussed on pages 5-15 through 5-17 of the 2019 RDEIR provide definition where there currently is none, and do not represent a proposed change to a zoning district. The zoning amendments: (1) assign a zone in which warehouse retail, which is already listed, can occur, with further restrictions as to the location and minimum parcel size where warehouse retail can be located; (2) update the compact parking stall dimensions to reflect current industry standard for compact spaces; (3) provide a requirement for signalized driveway dimensions and access; (4) define loading space requirements for warehouse retail, so that warehouses are not required to provide more loading spaces than needed; (5) define outdoor light fixture height associated with warehouse retail uses, where greater fixture heights result in a reduced number of lighting fixtures and are therefore more energy efficient; and (6) clarify the existing warehouse retail definition and add a definition for fueling stations. The amendments provide clarity, and none of these changes would result in any additional adverse physical environmental impact. The comment implies that one or more of these changes could be relevant to an adverse physical impact, but does not give any indication beyond a general implication. Therefore, no further response is warranted.

Mooney-35

*The commenter states that the project's inconsistency with the General Plan's noise standards would result in a significant impact.*

Noise impacts were comprehensively evaluated in 2019 RDEIR Section 3.6, "Noise" (see pages 3.6-12 through 3.6-18). As discussed in detail therein, Impacts 3.6-2 and 3.6-3 were found to be less than significant. Impacts 3.6-1 and 3.6-4 were found to be significant, and recommended Mitigation Measures Noise-1 and Noise-2 to reduce the level of impact were included. Impacts 3.6-1 and 3.6-4 were found to be significant and unavoidable after implementation of all feasible mitigation measures. However, Mitigation Measure Noise-2 has been revised to avoid the operational significant impact. Please see also the Responses to Comments Auguscik-12 and Mooney-20, 21, 22, and 39.

Mooney-36

*The commenter states that the project would be inconsistent with General Plan Noise Policy 1 because the project "is not sited and designed to minimize noise to the adjacent apartment building. Instead it is sited to facilitate truck deliveries so as to reduce traffic impacts associated with truck deliveries. It does so at the expense of creating significant noise impact to the apartments. Noise impacts that [are] significant and not mitigated."*

General Plan Noise Policy 1 states that new commercial and industrial development in the Town shall be sited and designed to minimize the potential for harmful or annoying noise to create conflict with existing land uses. As described in Chapter 2 of this FEIR, the proposed project has been modified such that nighttime truck deliveries will be prohibited from the Brace Road entrance, and must use the Sierra College Boulevard entrance. The proposed project has been sited and designed to minimize the potential for noise conflicts with existing land uses to the maximum amount feasible. Furthermore, as presented on 2019 RDEIR page 3.6-17, Mitigation Measure Noise-2 would reduce project-generated noise at the Sierra Meadows Apartments by requiring the construction of a sound wall on the east, south, and west sides of the apartment complex, as well as upgrades to windows at the apartment complex that face the western Brace Road entrance. Therefore, the proposed project is consistent with General Plan Noise Policy 1.

Mooney-37

*The commenter states that the project would be inconsistent with General Plan Noise Policy 4 because the General Plan noise standards would not be met.*

General Plan Noise Policy 4 states that "individual noise exposure analysis shall be required for proposed development projects as part of the environmental review process, to ensure that the Town's noise standards are met. The use of mitigation measures (noise buffers, sound insulation) may be required to reduce noise impacts to acceptable levels." [Emphasis added.] General Plan Noise Policy 4 includes a provision for mitigation measures, where necessary, to reduce noise levels of proposed development projects. Mitigation Measures Noise-1 and Noise-2 (2019 RDEIR pages 3.6-13 and 3.6-17, respectively) would reduce project-related noise impacts. Therefore, the proposed project is consistent with General Plan Noise Policy 4. Nothing contained in General Plan

Noise Policy 4 precludes the Town from adopting a development project where the noise standards would be exceeded, provided that feasible mitigation measures to reduce impacts are identified in the EIR and are adopted and implemented as part of Mitigation, Monitoring, and Reporting Program (as they will be for this project), along with adoption of a Statement of Overriding Considerations (see State CEQA Guidelines Sections 15093 and 15097). See also the Response to Comment Mooney-20.

Mooney-38

*The commenter states that because General Plan Noise Policy 5 discourages the use of sound walls "unless it is the only feasible alternative," the Recirculated DEIR is deficient because it fails to provide an analysis of alternatives to the use of a sound wall at the project site, such as changing the access point for truck deliveries, or a smaller project that does not include fuel stations.*

The 2019 RDEIR evaluated several different site plans, identified as Options 1A, 1B, and 1C, which provided alternative access points to and from the project site (see 2019 RDEIR Chapter 2, "Project Description," on pages 2-7 through 2-13). This FEIR includes additional information related to Site Plan Option 1D. All of the proposed options would require the use of a sound wall, because there is no other feasible way to reduce the noise levels at the Sierra Meadows Apartments unless the size of the proposed project itself was reduced to the point that it would not be economically feasible for Costco to operate and would not meet the project's underlying purpose or the Project objectives. Furthermore, General Plan Noise Implementation Policy 11 includes the use of sound walls to reduce noise. Therefore, the proposed project is consistent with General Plan Noise Policy 5, and no further analysis is required.

Mooney-39

*The commenter provides the text of General Plan Noise Implementation Policy 11.*

Although not explicitly stated in the comment, the Town assumes this General Plan Implementation Policy is listed because the commenter believes the proposed project is inconsistent with it. General Plan Noise Implementation Policy 11, as noted by the commenter, states that "the Town shall evaluate the noise impacts of vehicles on adjacent residential properties as a part of the development and environmental review process for all commercial and manufacturing uses. Where vehicles would have the potential to create noise exceeding 60 dBA Ldn at an adjacent noise sensitive use, the inclusion of noise mitigation techniques such as the use of a sound wall or enclosure of delivery areas shall be required." [Emphasis added.] Noise impacts were comprehensively evaluated in 2019 RDEIR Section 3.6, "Noise" (see pages 3.6-12 through 3.6-18). As discussed in detail therein, Impacts 3.6-1 and 3.6-4 were found to be significant, and recommended Mitigation Measures Noise-1 and Noise-2 to reduce the level of impact were included. Mitigation Measure Noise-2 would include the construction of a sound wall around the east, south, and west sides of the Sierra Meadows Apartments. Furthermore, 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. Therefore, the proposed project is consistent with General Plan Noise Implementation Policy 11.

Mooney-40

*The commenter provides part of the text of General Plan Noise Implementation Policy 12.*

Although not explicitly stated in the comment, the Town assumes this General Plan Implementation Policy is listed because the commenter believes the proposed project is inconsistent with it. General Plan Noise Implementation Policy 12, as noted by the commenter, states that "To reduce noise associated with truck traffic, the Town shall implement the following noise reduction strategies: a. The Town and Caltrans should consider limitations on hours of operation and other truck operations that could be limited to reduce noise impacts; and b. The Town should encourage the use of established designated truck routes that avoid residential areas and confine truck traffic to major thoroughfares. Designated truck routes must be followed." 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. Trucks would travel along I-80 and exit at Sierra College Boulevard to access the proposed warehouse. Sierra College Boulevard is a designated truck route. Therefore, the proposed project would be consistent with General Plan Noise Implementation Policy 12.

- Mooney-41 *The commenter states that the project is inconsistent with General Plan Noise Policy 15, because the project could be redesigned in a manner that avoids truck deliveries adjacent to the apartments and/or not in the evening.*
- General Plan Noise Policy 15 states, “Require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.” 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. Therefore, the proposed project would be consistent with General Plan Noise Policy 15. See also the Response to Comment Mooney-38.
- Mooney-42 *The commenter states that the project does not comply with General Plan Noise Policy 18, because there are feasible alternatives, including alternative locations for the project.*
- General Plan Noise Policy 18 states, “Require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited to daytime hours unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at night.” Costco operations require some deliveries during times when the store is not open, and this operational requirement also helps to avoid traffic congestion during peak demand periods. 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. Therefore, the proposed project would be consistent with General Plan Noise Policy 18. Refer also to the Response to Comment Mooney-25.
- Mooney-43 *The commenter states that the project is inconsistent with General Plan Noise Goal 1 because Recirculated DEIR Mitigation Measure Noise-2 indicates that impacts would be significant and unavoidable.*
- General Plan Noise Goal 1 states, “To protect Town residents and workers from the harmful and annoying effects of noise.” 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. Mitigation Measure Noise-2 (2019 RDEIR page 3.6-17) requires construction of a sound wall on the east, south, and west sides of the Sierra Meadows Apartments. In addition, Mitigation Measure Noise-2 recommends installation of new dual-pane windows to reduce interior noise levels at the apartments. As stated on 2019 RDEIR page 36.17, “the combination of mitigation measures will reduce noise exposure to a level that is consistent with applicable local standards – the combination of dual pane windows with an STC rating of 36 or higher and a sound wall would reduce the interior noise to 40 dB or less. 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. Therefore, the impact is significant and unavoidable.” If the recommended dual-pane windows are installed on the second-floor windows of the Sierra Meadows Apartments facing the Brace Road western entrance, Impact 3.6-4 would be reduced to a less-than-significant level. Therefore, the proposed project would be consistent with General Plan Noise Goal 1.
- Mooney-44 *The commenter states that the project is inconsistent with General Plan Noise Goal 2 because the project’s primary method of mitigation is a sound wall and the Recirculated DEIR makes no effort to provide other forms of mitigation.*
- There are no additional feasible mitigation measures to reduce the significant noise impacts other than as set forth in Mitigation Measure Noise-2, nor has the commenter proposed any. Please see responses to comments Mooney-37, Mooney-38, and Mooney-39. For the reasons stated therein, the proposed project would be consistent with General Plan Noise Goal 2.
- Mooney-45 *The commenter provides background information and general discussion about CEQA regulations requiring EIR to consider a reasonable range of feasible alternatives.*
- Per the CEQA Guidelines Section 15126.6(a), an EIR need not consider every conceivable alternative to the project and “there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of the reason.” Section 6.4 of the 2019 RDEIR analyzes four alternatives comprehensively. See pages 6-6 through 6-24 of the 2019 RDEIR.

- Mooney-46 *The commenter notes the Recirculated DEIR rejects Opportunity Site 2 because it is not owned by the applicant and the site would need to be purchased, however no information is provided that such acquisition would be infeasible.*
- Section 6.3 of the 2019 RDEIR analyzes alternatives removed from consideration. As discussed under Section 6.3.2, the applicant does not own, control, or otherwise have access to Opportunity Site 1, Opportunity Site 2, Opportunity Site 3, or the off-site alternative suggested by the City of Rocklin. This is an appropriate factor to consider in determining the feasibility of an alternative involving these alternative sites. CEQA Guidelines 15126.6(f)(1). See page 6-6 of the 2019 RDEIR.
- Mooney-47 *The commenter states the Recirculated DEIR does not consider a “reasonable range of alternatives” because only two alternatives are analyzed, both of which relate solely to the project site access roads, rather than considering the size of the project site and alternative site locations.*
- The commenter suggests that the 2019 RDEIR did not analyze a reasonable range of alternatives because it did not include an alternative with a different number of or location of lots. The number and size of lots does not correlate to physical impacts, although for certain impacts, the overall scale of a project could. The 2019 RDEIR analyzed three reduced project alternatives: one with no fueling station, one with a reduced warehouse, and, contrary to the comment, one with both no fueling station and a reduced warehouse. The 2019 RDEIR also considered and rejected as infeasible four alternative locations. Please see the Responses to Comments Mooney-34, -45, and -46.
- Mooney-48 *The commenter provides regulatory information regarding general plans.*
- See the Response to Comment Mooney-3 and the Response to Comment Mooney-44.
- Mooney-49 *The commenter states that because General Plan Noise Policy 1 uses the term “shall” (in reference to the siting of new commercial development to minimize noise) the General Plan mandates that the project be sited and designed to minimize noise to the adjacent Sierra Meadows Apartment building. The commenter further states that because the project’s noise impacts “are significant and not mitigated,” the project is in violation of General Plan Noise Policy 1.*
- 2019 RDEIR noise Impacts 3.6-1 and 3.6-4 (pages 3.6-12 through 3.6-13, and 3.6-15 through 3.6-18) were found to be significant, and implementation of recommended Mitigation Measures Noise-1 and Noise-2 would reduce the project’s level of impact. For the reasons discussed in the Response to Comment Mooney-36, the proposed project is consistent with General Plan Noise Policy 1.
- Mooney-50 *The commenter states that the Recirculated DEIR lacks an analysis as to whether there are alternatives to the proposed sound wall around the Sierra Meadows Apartments, as required by General Plan Policy 5.*
- Please see the Response to Comment Mooney-38.
- Mooney-51 *The commenter states that General Plan Noise Policy 12 dictates that the Town should relocate the truck entrance to Sierra College Boulevard and limit the hours of operation to reduce the project’s noise impacts. Therefore, the commenter further states that the project and the Traffic Study must be revised to be consistent with General Plan Noise Policy 12.*
- Please see the Response to Comment Mooney-40.
- Mooney-52 *The commenter provides a variety of attachments (labelled as Attachments 1, 2, 3, and 4) in support of his comments.*
- The Town reviewed and considered the information contained in the commenter’s Attachments 1, 2, 3, and 4 during preparation of Responses to Comments Mooney-1 through Mooney-51.
- Mooney-53 *The commenter inquires as to the difference between the 2018 DEIR and the Recirculated DEIR project description from a traffic and transportation perspective, and then provides a summary of his understanding of Options 1A, 1B, and 1C related to project site access, from the Recirculated DEIR.*
- The full details of the differences between Options 1A, 1B, and 1C are provided in Chapter 2, “Project Description,” of the 2019 RDEIR (pages 2-7 through 2-13). In addition to different on-site

layouts, Options 1A, 1B, and 1C also include different roadway improvements to Brace Road, Sierra College Boulevard, and Granite Drive. This FEIR provides additional information, where needed, to detail the transportation characteristics of Site Plan Option 1D.

As noted elsewhere in this Final EIR, the Town has invited extensive input on the project and the project environmental review, and has changed the site plan in response to this input. For example, in response to agency and community requests, the Town prepared the 2019 RDEIR to add options for site access and provide detailed analysis of the repercussions of each of these options for site access.

Mooney-54

*The commenter states that his comments on the original 2018 DEIR have largely been unaddressed and remain relevant.*

To the extent that comments are relevant to the 2019 RDEIR and have been made on the 2019 RDEIR, they have a detailed response in throughout this FEIR. The Town has recirculated the entire EIR and, as such, is not required to respond to comments on the original 2018 DEIR. All substantive comments received on the original 2018 DEIR were considered in the development of the 2019 RDEIR.

Mooney-55

*The commenter states, "because of our own experiences and observations of queuing at Costco fueling facilities that are at odds with the conclusions of the Recirculated DEIR, we conducted our own survey of queuing at Costco facilities with the aid of available aerial photography." The commenter further opines that Costco is "a poor predictor of queuing storage needs at its fuel facilities," and that Costco "is content to place the largest fueling facility it can conveniently fit on its proposed site plans to get through the approvals process without concern for queue storage inadequacies, and is content to work out the queue storage problems as best it can after the facility is built and in operation." Finally, the commenter suggests that positioning the proposed main entrance to the Costco facility from Sierra College Boulevard more precisely in between Granite Drive and Brace Road would offer "more reasonable service" to development on both sides of Sierra College Boulevard and would "create needed queue storage space" between the new Costco intersection and Granite Drive, therefore this should be considered as an alternative to the project.*

Refer to the Responses to Comments Mooney-13 and City of Rocklin-66.

The proposed project's site plan has been revised several times to incorporate comments from neighboring property owners, to accommodate shared access opportunities, including potential future connectivity to the north and south, as well as to ensure appropriate site access and delivery circulation. In addition, the fueling station (including number of fueling positions) has been designed to avoid adverse queueing effects. In addition, the proposed fueling bay position has been moved 15 feet south, increasing the queuing capacity from 30 to 40 vehicles, as discussed in the Response to Comment City of Rocklin-66.

All but one of the Costco sites for which the commenter provided photos are smaller than the site for which data is presented in Table 14 of the Costco Loomis Transportation Impact Analysis. One site in the Loomis Costco Transportation Impact Analysis had 22 fueling positions and the other four had 24 fueling positions. The number of fueling positions provided in the commenter's photos include:

- Photo 1: Tustin II (22 fueling positions – same as identified in the Loomis Costco Transportation Impact Analysis)
- Photo 2: South San Francisco (16 fueling positions)
- Photo 3: Sunnyvale (20 fueling positions)
- Photo 4: Santa Clara (12 fueling positions; note that the fuel station shown in the photo was closed and replaced with a new larger 24-position facility at a different location on the same Costco site circa 2018 that is also visible on Google Earth)
- Photo 5: Redwood City (20 fueling positions)
- Photo 6: Fremont (20 fueling positions) and Albany (Richmond) 22 fueling positions

In contrast, 30 fueling positions are proposed at the Loomis site, meaning more vehicles can be served simultaneously and thus member wait times in queue (and thus queue length) will be reduced.

Three of the sites the commenter highlighted have been expanded to meet demand since the photos that were provided: South San Francisco currently has 32 fueling positions, Sunnyvale has 30 fueling positions, and Santa Clara now has 24 fueling positions as noted above.

Regarding the location of vehicle fuel tank filling position influencing queuing, the images presented in the comment suggest relatively even lane utilization of the vehicles shown waiting in line. The shorter lines appear to be a reflection of site geometry, as opposed to fuel tank access position on the left or right-side of vehicles. Costco provides fueling hose lengths that can accommodate fueling on either side of most autos.

Mooney-56

*The commenter states that the Recirculated DEIR is deficient because it fails to disclose the project's purported violation of the Town of Loomis Land Development Manual regarding the distance between driveways and intersections, and the distance between multiple driveways.*

Please see the Response to Comment Mooney-14.

Mooney-57

*The comment states that under Option 1A, the new site access on the east side of the Sierra Meadows Apartments is proposed as a full-movement uncontrolled intersection, and the intersection would be constructed too close to Hunter Drive in violation of the Town of Loomis Land Development Manual.*

Please see the Responses to Comments Mooney-14 and Mooney-17.

Mooney-58

*The commenter states that approval from the City of Rocklin would be required for access to Granite Drive under Option 1B. The commenter also suggests that if Options 1B and/or 1C were added as mitigation measures for the proposed project, they would have to be found infeasible due to jurisdictional issues.*

The Town is aware that approval from the City of Rocklin would be required for the Granite Drive access. The Site Plan for Option 1B (2019 RDEIR Figure 2-4, page 2-9), includes the following statement above Granite Drive, "Note: Final point of access from Costco parcel to adjacent property and Granite Drive to be determined with the property owner and City of Rocklin."

With respect to the commenter suggesting that Options 1B and 1C would be infeasible as mitigation measures – these additional site access options, provided in response to comments on early versions of the project site plan, are not mitigation measures. Additional site access other than the proposed driveway on Sierra College Boulevard and the limited access driveway on Brace Road were not found to be required to provide adequate site access, but were included in response to requests by the City of Rocklin and others to provide additional access points. If access were not granted via Granite Drive, this would not make Options 1B or 1C infeasible; rather, that access point simply would not be implemented.

Mooney-59

*The commenter makes reference to clarifying Zoning text amendments that are identified in the Project Description of the Recirculated DEIR and presents the opinion that a General Plan Amendment and Zoning Amendment are needed for the 3.5-acre area designated Residential-Medium High Density and RM-5.*

Please refer to the Response to Comment Mooney-34. No rezone or designation change is required. The area designated Residential-Medium High Density and zoned RM-5 are proposed as parking and vehicular access. These are permissible uses for areas designated Residential-Medium High Density and zoned RM-5. The land use designation and zoning are disclosed in the 2019 RDEIR (See section 5.3.2.5) and no changes to the existing zoning or designation are proposed or required. There is no failure to disclose information.

Mooney-60

*The commenter claims that queuing effects are underestimated and that this would affect the intersection level of service analysis.*

The Loomis Costco Transportation Impact Analysis reported queuing analysis results from Synchro with a supplemental simulation evaluation, as documented in Section 3.4.1 of the Transportation Impact Analysis. In addition, a SimTraffic model was prepared for Sierra College Boulevard

between Taylor Road and Stadium Way for the Existing, Existing plus Project, Cumulative Long Term, and Cumulative Long Term Plus Project conditions to validate the Synchro findings.

The Transportation Impact Analysis reports Synchro-estimated 95th percentile queues for all turning movements at all study intersections. The 95th percentile queue is typically used in traffic engineering as a conservative measure of reporting queuing and because it only has a 5-percent probability of being exceeded, the average driver would likely experience shorter queue lengths than the reported value.

The commenter references queuing-related footnote statements on the Synchro software computation sheets presented in the Loomis Costco Transportation Impact Analysis that are proper for a technical appendix; however, the statements are not necessary to enable the reader to understand the DEIR's conclusions regarding the project's traffic impacts or the mitigation measures. Some of the queues in the Transportation Impact Analysis have a footnote, designated by a symbol such as a #, in the Synchro computation sheets. However, the Synchro 9 User Guide states: "In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bays." The Transportation Impact Analysis also identifies areas where queues would potentially spillback between study intersections.

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

See also the Responses to Comments City of Rocklin-17, City of Rocklin-71, and Sierra College-5.

Mooney-61

*The commenter opines that use of the Synchro software has a technical shortcoming.*

As stated in Section 3.4.1 of the Loomis Costco Transportation Impact Analysis, neither the lead agency (the Town of Loomis), the City of Rocklin, nor Caltrans have adopted methodology or significance criteria for the simulation evaluation. Accordingly, the SimTraffic analyses were not used to evaluate future conditions related to congestion and were shown for informational purposes only. The Loomis Costco Transportation Impact Analysis identifies multiple impacts requiring mitigation along the Sierra College Boulevard corridor, including queuing spillback issues involving the I-80 WB ramp terminal and Granite Drive, as well as existing northbound queue spillback from Taylor Road south. Additional detail microsimulation is not necessary to identify the need for corridor mitigation with site development.

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

- Synchro software and Highway Capacity Manual (HCM) methodologies are industry standard tools. They are industry standard, in part, because they produce reasonable estimates of delay, level of service, and vehicle queues at signalized and unsignalized intersections.
- Synchro software and HCM methodologies are widely accepted industry tools for sizing intersections, sizing turn pockets, determining needed intersection improvements, and designing traffic signal plans.
- It is Town of Loomis policy to use Synchro software to implement HCM methodologies when preparing traffic impact analyses for projects in Loomis.
- Implementing HCM methodologies with Synchro software is commonly used by neighboring agencies, including Placer County, City of Rocklin, City of Roseville, and Sacramento County, when preparing Traffic Impact Analyses.

See also the Responses to Comments Mooney-60, City of Rocklin-17, and City of Rocklin-71.

Mooney-62

*The commenter suggests that the traffic analysis does not account for development of vacant land in the vicinity of the proposed project site.*

As documented in Section 9.0 of the Loomis Costco Transportation Impact Analysis, the Cumulative Conditions – Long Term Baseline traffic forecast is based on the City of Rocklin 2030

model, but was also modified to account for approved/pending projects that were not included in the model, including:

- Granite Marketplace: Transportation Analysis Zone 866, generating 163 trips in and 67 trips out during the weekday AM peak hour and generating 162 trips in and 252 trips out during the weekday PM peak hour.
- Undeveloped Commercially-Zoned Property on West Side of Sierra College Boulevard: Transportation Analysis Zone 814 connecting to both Sierra College Boulevard and Granite Drive is shown in the model as generating 138 trips in and 49 trips out during the weekday AM peak hour and generating 118 trips in and 200 trips out during the weekday PM peak hour.

Use of the City's travel demand model with the above described modifications is appropriate for the long-term cumulative scenario. None of these areas had been approved for construction at the time of the Loomis Costco Transportation Impact Analysis Notice of Preparation. The analysis was modified to include the potential for future development. There is no need for any revision or additional analysis.

See also the Responses to Comments City of Rocklin-69 and Sierra College-2.

Mooney-63

*The commenter references the change at Intersection 24 between existing and future conditions and the claim that a site zoned for retail development was not considered in the traffic analysis.*

The comment is related to a superseded version of the traffic analysis for the proposed project. The Loomis Costco Transportation Impact Analysis presented in the 2019 RDEIR reflects changes made to address the topic raised in this comment. The 2019 RDEIR Loomis Costco Transportation Impact Analysis no longer includes volumes on the west approach of the subject intersection under Existing Plus Project Condition, but does include trips for the west property in the Cumulative Conditions - Long Term Baseline.

Mooney-64

*The commenter makes reference to analysis for Intersection 8 and claims that a site zoned for retail development was not considered in the traffic analysis.*

The comment is related to a superseded version of the traffic analysis for the proposed project. The Loomis Costco Transportation Impact Analysis presented in the RDEIR reflects the same existing conditions analysis and a revised analysis made for the Cumulative Conditions - Long Term Baseline volumes for the intersection. Both the weekday AM and PM peak-hour volumes were adjusted to reflect further development accessing the Granite Drive approach using the City of Rocklin 2030 model. Refer also to the Response to Comment Mooney-62 regarding the development of long-term volumes for the parcel access via the east leg of Granite Drive. Note also that the future development property on the east leg of Granite Drive will have shared access to and through the existing commercial retail development fronting Sierra College Boulevard both north and south of Granite Drive. This means that not all future trips to the retail properties will have to travel on Granite Drive.

Mooney-65

*The commenter claims that potential future development on vacant properties in the vicinity of the project site were left out of the analysis.*

The commenter is incorrect. See the Responses to Comments Mooney-62, Mooney-63, and Mooney-64. The areas in question were accounted for via the use of and adjustment to the City of Rocklin's travel demand forecasting model. The comment is related to a superseded version of the traffic analysis for the proposed project.

Mooney-66

*The commenter suggests that additional analysis for the peak shopping season should be provided.*

The traffic volumes used in the Loomis Costco Transportation Impact Analysis were reviewed and agreed upon as part of the Notice of Preparation (NOP) by the County, Caltrans, Town of Loomis, and City of Rocklin. Per the Policy on Geometric Design of Highways and Streets (as published by AASHTO) and consistent with the Town's established methodology and best traffic engineering practices, roadways and intersections are designed to accommodate the "30th highest hour" traffic, not peak holiday-time traffic. The commenter has not provided any evidence to support the claim that there will be a 41 percent increase in shopping traffic between Thanksgiving and the start of the new year. The analyses presented in the Transportation Impact Analysis are conservative and



appropriately reflect future conditions related to congestion, including how these conditions would be affected by project traffic. There is no need for any revision or additional analysis.

Mooney-67

*The commenter provided attachment to comment letter including personal resume.*

See the Response to Comment Mooney-3.

Mooney-68

*The commenter claims that there is conflict of interest related to the traffic analysis.*

This comment is unrelated to any potential adverse environmental impact attributable to the proposed project. No response is warranted.

Mooney-69

*The commenter has asked for the Costco trip generation database.*

The comment is related to a superseded version of the traffic analysis for the proposed project. The Loomis Costco Transportation Impact Analysis presented in the 2019 RDEIR provides additional documentation related to the Costco trip data in Appendix F. The trip generation rates used in the analyses were reviewed and agreed upon as part of the Notice of Preparation (NOP).

The weekday AM analysis trip generation is based on five Costco fuel station sites that were specifically selected because they provide representative data for weekday AM peak-hour conditions at comparable California fueling stations. Note that if Gasoline/Service Station trip data from the Trip Generation Manual, 10th Edition were used in lieu of the Costco data, the trip generation for the fueling station would be reduced from the 420 weekday AM peak hour total trips estimated in the Loomis Costco Transportation Impact Analysis (trip rate of 13.98 trips per fueling position) to 308 total trips using the Trip Generation Manual data (trip rate of 10.28 trips per fueling position). As noted throughout the Transportation Impact Analysis, the 2019 RDEIR, and this Final EIR, many conservative assumptions have been made in order to ensure that the documentation does not underestimate any potential impact.

Refer also to the Response to Comment City of Rocklin-58.

Mooney-70

*The commenter suggests that traffic analysis that examines a single principal access point would underestimate future congestion-related conditions.*

The comment is related to a superseded version of the traffic analysis for the proposed project. The 2019 RDEIR includes three site plans, each with an alternative access option. As noted in the Responses to Comments City of Rocklin-68 and Mooney-55, the site plan has been revised several times to incorporate input from neighboring property owners and interested public agencies. This FEIR presents Site Plan Option 1D, which has transportation characteristics that are essentially the same as the scenarios analyzed in the 2019 RDEIR (see Appendix C to this FEIR), but that limits the eastern Brace Road access to emergency only.

Primary access onto Sierra College Boulevard will occur via a signalized intersection located between Brace Road and Granite Road. The Loomis Costco Transportation Impact Analysis documents that the Project Driveway on Sierra College Boulevard is forecast to function acceptably with the installation of a traffic signal and the associated improvements on Sierra College Boulevard, as well as the design of internal drive aisles.

Mooney-71

*The commenter suggests that additional analysis for the peak shopping season should be provided*

Refer to the Response to Comment-Mooney 66.

Mooney-72

*The commenter makes reference to future traffic queues and suggests that such conditions would affect future levels of service.*

The comment is related to a superseded version of the traffic analysis for the proposed project. The current RDEIR Loomis Costco Transportation Impact Analysis provides an updated analysis that includes mitigation addressing queuing conditions. See also the Responses to Comments City of Rocklin-66 and Mooney-60 related to the queuing analyses and the Response to Comment Mooney-66 related to the shopping season.

Mooney-73

*The commenter has inquired how the Town will provide the remaining share of funding necessary to construct transportation improvements identified in the EIR.*

The Town is implementing many of the improvements detailed in the 2019 RDEIR that are within the Town's jurisdiction through the Town's current Capital Improvement Program (CIP), which improvements will be completed prior to Costco being operational. Costco is directly implementing improvements, as well. As documented in Table 4-10 of the 2019 RDEIR, the project will provide fair-share funding for modifications to the Sierra College Boulevard/Taylor Road intersection to be implemented with the Town's Sierra College Boulevard roadway widening project between Taylor Road and Brace Road. The Town's Sierra College Boulevard roadway widening project between Taylor Road and Brace Road is included in the adopted 2018-2023 Capital Facility Plan. Full funding for the widening project has been identified as outlined in the 2018-2023 Capital Facility Plan.

The Town has developed agreements with Caltrans and Placer County to fund improvements in those jurisdictions and, as detailed in Section 3.7 of the 2019 RDEIR (pages 3.7-27 through 3.7-33), will also negotiate in good faith to reach an agreement with all affected agencies that would represent a fair-share contribution toward improvements based on the project's increased traffic volumes to the roadway system, including the City of Rocklin. The 2019 RDEIR discloses the necessary mitigation measures that would, if implemented, be effective in mitigating the impact, but the Town cannot guarantee that another jurisdiction will use the funds provided to a separate jurisdiction for the intended purpose. The Town has no reason to believe that the improvements, which have been identified in close collaboration with each of the affected jurisdictions, would not be implemented – only that the Town cannot guarantee their implementation. In cases where the Town has identified feasible mitigation and provided for funding to implementation of that mitigation, but where the Town does not fully control the implementation of such mitigation, the 2019 RDEIR has appropriately identified significant and unavoidable impacts.

Mooney-74

*The commenter provides an attachment to his comment letter that includes his personal resume.*

See the Response to Comment Mooney-3.

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### 3.3.3.14 Letter Anna Nakashoji, February 4, 2020

2/5/2020

Mail - Costco Comments - Outlook

**Letter Nakashoji-1**

Reply all Delete Junk Block ...

**Re: Costco**

CC Costco Comments  
Tue 2/4/2020 10:02 AM  
nakashoji@sbcglobal.net; Mary Beth Van Voorhis

Dear Ms. Nakashoji,

There will be hearings at the Planning Commission and Town Council later this spring. The dates for the meetings have not been established. In compliance with the Town's ordinances the hearing dates can not be published until the Final EIR is available for public review. Therefore once the RDEIR comments have been received, once the Town knows the time it will take to respond to comments and prepare the Final EIR, and once the Final EIR is circulating the Town will then set the hearing for the Planning Commission. The hearing dates for the Town Council will be established once we the Planning Commission has made their recommendation.

> On Feb 4, 2020, at 7:53 AM, nakashoji@sbcglobal.net wrote:

>

> I would just like to know when the public hears start for the Draft EIR. Ive checked the calendar and it does not show anything.

>

> Thank you,

>

> Anna Nakashoji

> 3899 Martin Ln.

> Loomis, CA 95650

>

> 916-847-0381

Nakashoji-1-1

Nakashoji-1-1

*The commenter inquires when the public hearings for the Recirculated DEIR begin.*

Comment noted. The Planning Commission is tentatively scheduled to consider the project in July, with the Town Council consideration coming after that. Agendas for the Planning Commission are posted at this website: <https://loomis.ca.gov/town-government/commission-agendas/> and agendas for the Town Council are posted at this website: <https://loomis.ca.gov/town-government/council-agendas/>.

3.3.3.15 Letter Anna Nakashoji, February 5, 2020

**Letter Nakashoji-2**

RECEIVED

FEB 06 2020

TOWN OF LOOMIS

February 5, 2020

Town of Loomis  
Loomis Town Hall  
Taylor Road  
Loomis, CA 95650

Subject: COSTCO DRAFT EIR/TRAFFIC/BRACE ROAD

Council Members:

I have a concern regarding the secondary access to the project site, Brace Rd. As stated in the Draft EIR in the traffic section, Roadway Segments, Page 3.7-3 under Brace Rd this is a minor street and since Rocklin put in all their commercial shopping centers the traffic has doubled. People use Brace Rd as a short cut to Sierra College Blvd and a way to get out of all the traffic that has already been generated on Sierra College Blvd. The people who live off Brace Rd are finding it harder to get out of their driveways as traffic speeds on that Brace Rd due to no traffic controls from Horseshoe Bar Rd to Howard Lane, There are blind spots on Brace East of I-80 and a pre-school. There are buses that stop and drop off children and cars that pass those buses even though the red lights are flashing and the stop signs are out, I have seen it happen.

Nakashoji-2-1  
Nakashoji-2-2  
Nakashoji-2-3  
Nakashoji-2-4  
Nakashoji-2-5

The only thing you address is widening the roadway to standard width but don't say what that width is and a 3-foot shoulder which is not much. If Brace Rd is to be a secondary access traffic will increase enormously therefore I would like to see a stop sign at Betty Ln due to the hill after the creek making it hard to exit Betty Ln and possibly at Dias Ln. slowing traffic down making it safer for all.

Thank you,

Anna Nakashoji  
3899 Martin Ln  
Loomis, CA 95650

nakashoji@sbcglobal.net

916-847-0381

- Nakashoji-2-1 *The commenter expresses concern regarding the secondary access to the project site via Brace Road.*
- Please refer to the Response to Comment Nakashoji-2-2. 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 noted, this FEIR recommends Site Plan Option 1D, which limits the eastern Brace access to emergency use only.
- Nakashoji-2-2 *The commenter notes that Recirculated DEIR page 3.7-3 states Brace Road is identified as a minor street and "since Rocklin put in all their commercial shopping centers the traffic has doubled."*
- 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." As an arterial, it is therefore appropriate to locate this type of project at Brace Road and Sierra College Boulevard. The correction of the Brace Road classification does not impact the intersection or roadway capacity analysis, findings or recommendations presented in the Loomis Costco Traffic Impact Analysis.
- Nakashoji-2-3 *The commenter states that motorists use Brace Road as an alternative route to avoid congestion.*
- Existing traffic counts have been factored into the analysis presented in the 2019 RDEIR and this FEIR, and therefore existing traffic patterns are taken into account. The Town of Loomis General Plan identifies Brace Road 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." Accordingly, the use of Brace Road to provide connections between retail and residential areas is consistent with the functional classification of the roadway.
- Nakashoji-2-4 *The commenter states there are blind spots on Brace Road, and that cars sometimes pass school buses that are stopped to drop off children even though the school bus lights are flashing.*
- Possible blind spots on Brace Road east of I-80 and bus drop-off/pick-up operations of the Little Orchard Preschool on Brace Road are related to existing conditions traffic operations. The proposed project would not affect sight distances on Brace Road or bus drop-off/pick-up operations of the Little Orchard Preschool. These potential existing conditions traffic issues are outside the scope of the Loomis Costco Transportation Impact Analysis and EIR. However, the comment is included verbatim in this Final EIR so that decision makers may review the content.
- Nakashoji-2-5 *The commenter discusses concerns related to the design of Brace Road.*
- Within the Town's General Plan, Figure 6 (page IV-33) identifies the appropriate ultimate cross-section improvements on Brace Road. As shown, the Town is planning for future improvements that include 5-foot bike lanes, 5-foot sidewalks and 12-foot travel lanes (34-foot curb-to-curb paved width, refer to General Plan Figure 8E). The segment of Brace Road fronting Sierra Meadows Apartments will maintain on-street parking on the south side of the street in addition to the standard geometries shown in General Plan Figure 8E. The Town will require Costco to dedicate adequate right-of-way along the proposed project site frontage to accommodate the ultimate cross-section planned for this section of Brace Road. Existing right-of-way constraints may prevent the construction of Class II bike lanes on Brace Road at the time the project is constructed. Brace Road will be designated a Class III bike route on the constrained segments until adequate right-of-way can be obtained to construct Class II bike lanes in the future.

Figure 3-13. Loomis General Plan Roadway Cross Section

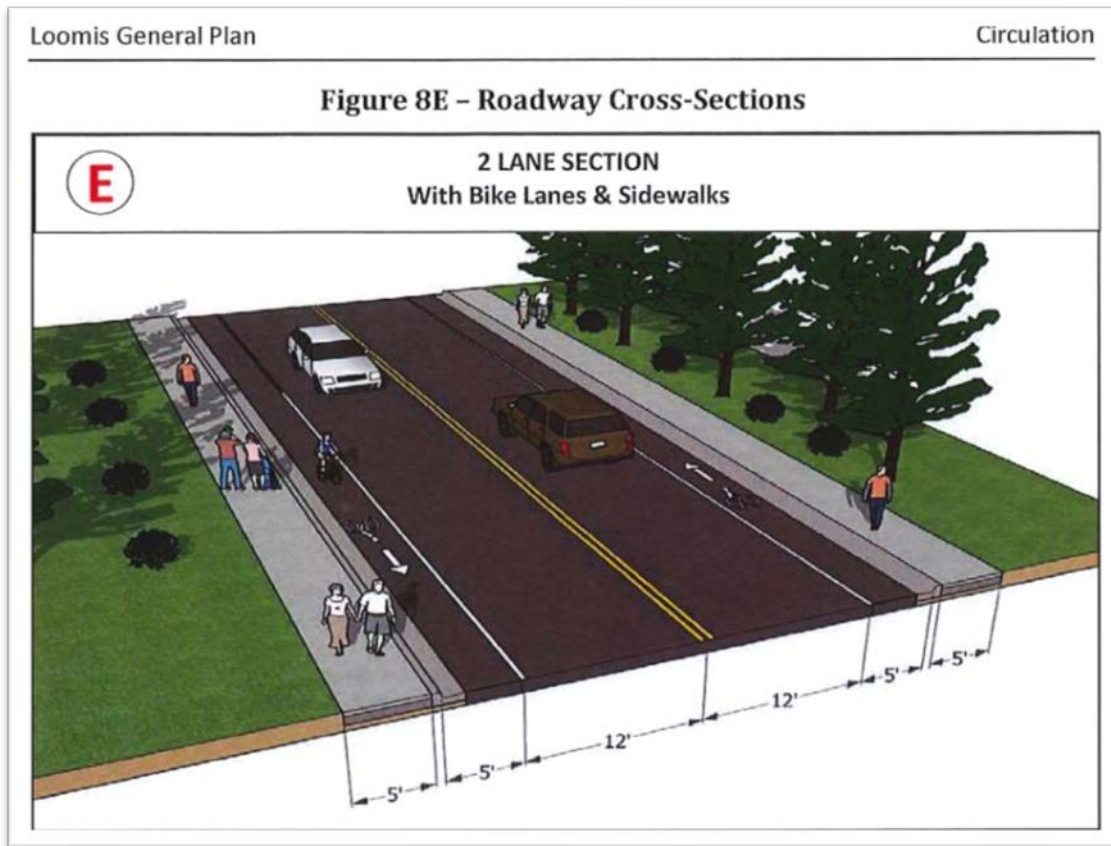


Image Source: Loomis General Plan

Note that the Loomis Costco Transportation Impact Analysis estimates 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 fuel 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 project site experiences its peak demand. Accordingly, analysis of the Betty Lane/Brace Road intersection is not in an area that would be substantially affected by project traffic. As detailed in Appendix C, traffic patterns associated with Site Plan Option 1D are essentially the same as the scenarios studied in the 2019 RDEIR.

Betty Lane is a private road that serves a small number of homes. The Betty Lane/Brace Road interaction would not meet California Manual on Uniform Traffic Control Devices (CA MUTCD 2014 Edition, Revision 4) warrants/criteria for installation of stop signs on Brace Road under current or future conditions.



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3.3.3.16 Letter Gerald Neal, February 11, 2020

RECEIVED

Letter Neal

FEB 11 2020

The Loomis City Council Members, TOWN OF LOOMIS February 7, 2020

**A SMALL TOWN IS LIKE A BIG FAMILY is what the sign at Raley’s says. Once upon a time that was true. Now the city leaders of Loomis have decided to bring in a “Big Box Store”, Costco, at the corner of Brace Rd. and Sierra College Blvd.**

Neal-1

**Sierra College Blvd. does not need any additional traffic. It is already backed up bumper to bumper at Taylor Rd between the hours of 3-7pm. And Brace Rd. already has more than enough traffic, as it runs through a growing residential area. It is already a very unsafe road and many of the residents that live along the road and in the general area are concerned.**

Neal-2

Neal-3

With Costco will come others. Maybe some fast food take-outs and chain restaurants will come next. Is there room downtown for an office supply store and a new Century Theater Complex? Is there enough land along King Road for some clothing outlet stores and a Home Depot. And let’s build an auto repair shop at the end of Bankhead Road and a Dollar Tree next to the Loomis veterinary clinic. Let’s mix all the houses and businesses together. That’s what’s happening to the residents who live along Brace Rd.

My wife and I purchased our home at 5490 Brace Rd. Loomis, CA 95650 June, 1988. There was no off-ramp or on-ramp on to Sierra College Blvd. from Highway 80. We used the freeway on and off ramps at Rocklin Rd. and then went down a frontage road to Brace Rd. There was very little traffic using Brace Rd. at that time.

Neal-4

**Once upon a time 5490 Brace Rd. was zoned strictly residential.**

It was August 1988. Our home was part of a small housing complex of 34 homes. Next to us was a ten acre piece of land and across the street an old farm house with acreage. Down at the end of the corner was a very large field with beautiful oak trees and blooming poppies, in the spring. Yes, we loved our new home, the wonderful open space, and the feel of a small town. I remember going to a Christmas craft fair in the fruit packing shed downtown Loomis. It was fantastic! Loomis did feel like a Big Family and it seemed to have lots of potential.

Our son was born in December 1988, and went to Little Orchard Preschool and our daughter, when she was born, went to our neighbor's, Linda Howard, daycare and preschool. They both went to Franklin Elementary and then to Del Oro. We consider ourselves to be "true" Loomis residents. And as such our voices should at least be heard and our views and ideas considered.

↑  
Neal-4  
(Cont.)

**Our little town does not need a big box store. We do not need a Costco at the corner of Brace and Sierra College Blvd. We are already growing way too fast without adequate planning and resident involvement. Are we going to go down the same road as Rocklin?**

Neal-5

**Rocklin has allowed the gross uncontrolled growth at the Sierra College ramps. I don't even recognize the off ramp at Sierra College Blvd. anymore and I don't believe I've ever seen one like it, even in Sacramento.**

Rocklin has brought in so many big box stores, Walmart, Target, Bass Pro Shop. It has brought in so many fast food take-outs, phone stores, restaurants, gas stations. And most of all it has brought in traffic and people that don't live in Loomis. I wonder how many people who stop and shop live in other cities but like the quick on and off the freeway. That area is a total mess. It has brought a ton of traffic to an already extremely busy Sierra College Blvd. Everyone taking the short cut to Lincoln plus all the giant new "Rocklin Mall" shoppers. It has also brought in more traffic to the streets of Loomis.

Neal-6  
Neal-7

For years the leaders and residents of Loomis fought to control and limit the growth of Rocklin on our border. What happened???? First we let in MacDonald's and the Chevron gas station. Then we let Homewood build on the open space at the end of Brace Rd. and changed the zoning. Now we are letting in Costco and another gas station. There are already three gas stations in close proximity of each other. This is not what I imagined would happen to my small town.

Neal-8

**Why do we need a Costco at that location on Brace Rd.? The answer is we do not!!** Is there a better location in Loomis? Has anyone studied other possible locations?

Neal-9

**Has anyone considered what the impact of all of the additional traffic will do to the streets of Loomis? ( Brace Rd. Taylor Rd. King Rd. and of course Sierra College Blvd. )**

Neal-10

Let's discuss Brace Rd. I live on Brace Rd. and witness the traffic daily, the speeders traveling 40-45 miles per hour in a 35 mile per hour zone, and the drivers who run the stop sign right by my house. I hear the roar of trucks and motorcycles, the screech of brakes as cars come up to the only stop sign on Brace ( between the stop light on the corner and the stop sign at Horseshoe Bar Rd.) I hear the roar as the drivers rapidly accelerate away from the stop sign.

Neal-11

Neal-12

**It's a very dangerous road especially with the growing number of young children, walkers with pets, joggers, and bike riders.**

My neighbors and I have been concerned about the traffic on Brace since 2005 and before. In 2006 we went before the city council to voice our concerns.( See articles included with letter ) We were promised relief. We were given the one stop sign at the corner of Brace and Hunter Oaks. The situation has gotten 10 times worse.

The speed limit in our rapidly growing residential area should be 25 miles per hour. We should have additional stop signs and crosswalks. We should have some police presence to see that drivers obey the speed limit and drive safely.

Neal-13

We have personally been crashed into twice backing our vehicles out of our driveway. We have had three pets killed in the road. I can't go across the street to visit my neighbor without feeling afraid someone speeding and running the stop sign will hit me. There are no crosswalks and absolutely no police presence at all.

I've heard that one option is to let shoppers exit Costco onto a turn right exit onto Brace Rd. **That is totally ridiculous and not acceptable!** What will the drivers do? Will they drive down Brace Rd. and do u-turns in our neighborhoods and driveways and then go back up the street to the light to get back onto Sierra College? Or will they race down Brace Rd. at 45-50 miles per hour, run the stop sign, and continue down Brace to the corner of Horseshoe Bar Rd. , turn right and get back on the freeway by Raley's?

Neal-14

Is this a good idea in a densely populated residential area? Is this a good idea where the school bus stops with no crosswalk or stop sign? Is this a good idea where the road travels past a preschool and a swim school? Is this a good idea where no one obeys the speed limits? **Absolutely, NOT!!! Has anyone visited the area and observed the traffic issues? Has anyone studied, identified, or planned for the increase in traffic that Costco will bring to Brace Rd.? I seriously doubt it!**

Neal-15

The city council owes it to the residents living on Brace Rd. and the residents living off of the side streets entering the residential areas to fulfill the promises made back in 2006, especially now that the road has become so unsafe. I would gladly serve on a committee to look into the traffic and safety concerns on Brace Rd. There is a growing number of bicyclists, walkers, joggers, and children crossing the streets in and around the area.

I truly believe that someone will eventually get hit by a car and seriously injured or killed if nothing is done. I hope it doesn't take something like that for the city council to take notice and do something about the traffic issues on Brace Rd.

**So I'm asking the members of the city council, why do we need a Costco in our small town? If we do, have your explored other better locations?**

**I'm asking what will the members of the city council do about the massive amount of traffic Costco will bring to the area?**

Neal-16

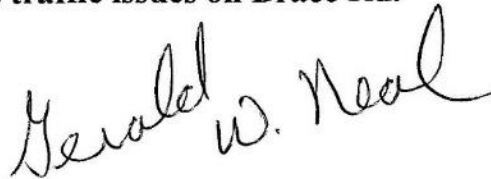
**What will the city council do to the massive amount of traffic the Costco will bring to Brace Rd., especially if there is a back exit out of Costco onto Brace Rd. ?**

5

**The answers are Loomis does not need a Costco at that location. There absolutely should not be a back exit from Costco onto Brace Rd. and something needs to be done about the dangerous traffic issues on Brace Rd.**

↑  
Neal-16  
(Cont.)

Sincerely,  
Gerald Neal



32+ year resident at 5490 Brace Rd. Loomis, CA

PS: I would like to speak at the next meeting concerning Costco. Please put me on the agenda.

Phone: 916 316-0236  
e-mail: mr.geraldneal@gmail.com

Please note the attached newspaper articles and letter my daughter submitted to the Loomis newspaper on July 14, 2005, it wasn't published we don't know why.

July 14, 2005

Max was a beautiful dog. He was a yellow lab mix. He had a yellow body, a white chest, a spotted wet nose, soft ears, and a long tail that always wagged. Max loved to have his belly rubbed and his ears massaged. He was playful and full of energy. He loved to play fetch and when I jumped on my trampoline he would jump up and bark and want me to play with him. Max loved to play tug of war and he was so strong. Max loved to chase squirrels and birds in our backyard but he never caught any. Max did not like strangers. I was never afraid when I was with Max. I knew he would protect me and he was always there if you were lonely. I remember he would stand up on his back legs and give me a hug when ever I wanted one. Max was my best friend.

Max was only 6 years old when he was hit by a car on Brace Road. My family and I had gone on vacation. Max did not like the kennel so our neighbor across the street was watching him. Max got out of the fence and was on his way home when he got killed. Max was a backyard dog and was never out in front without us. **He didn't know how fast cars go past our house on Brace Road.**

My dad is constantly warning my brother and me about the road. He told us never to run out in the road trying to get our basketballs. My dad says you can't trust the road because there will be times when a car doesn't come by for awhile and other times cars will come by speeding at 45 or 50 mph. The speed limit is 35 mph but my dad says it should be 25 mph. Brace Road is not a major street. It only

Neal-17

has 2-3 speed limit signs, no stop signs, or stop lights, and not a single crosswalk. I guess people feel that they can go as fast as they want. There is a preschool down the street as well as the Sea Otter swim school. There are many new houses being built in my neighborhood. There are lots of children and pets around here and more are going to come. Max was only in the road for a few seconds and he was killed. Speeding cars on Brace Road is a serious problem and is getting worse every day. This problem needs to be fixed before a young child is next.

My dad and I wrote this letter together hoping something will be done before another life is taken. We miss Max very much but maybe Max's death will help save a life. Last night I crawled into my dad's bed crying because I missed Max. I miss giving him a hug good night. My dad hugged me and said he missed Max too. Max was beautiful dog, a great friend, and we loved him very much.

Neal-17  
(Cont.)

Sincerely,  
Katie Sinnott-Neal age 12  
And her dad.

P.S. Please call or write if you would like to help with this problem.

*Katie Sinnott-Neal*

Katie Sinnott-Neal  
5490 Brace Rd.  
Loomis, CA 95650  
652-3181



As a resident of Loomis and a member of the town council, I hear a lot about traffic issues in town. Speeding and traffic congestion are two of the most common issues raised. Both of them stem from the same source — the popularity of the Loomis Basin area as a place to live and the waves of new residents we have.

There is more traffic because there are more people, and the income level of the new residents means that they have more cars per household. Living "in the country" puts you further from shopping, school, work and recreation sites, so you drive more. And we all seem to have over booked schedules that require us to be two places at once and we try to reduce the driving time by stretching the limit. It is especially easy when everyone around you seems to do the same.

Congestion and speeding seem to be a natural outgrowth of our lifestyle.

Recently a group of concerned Brace Road residents came before the council to request immediate action on the traffic woes found on that street. We listened to a variety of comments about speeding and poor driving manners and referred the matter to the traffic committee for more detailed review and recommended solutions.

The town can (and will) provide the relief within our power to the Brace Road issues — possible stop signs, better speed limit signage, more concentrated sheriff patrols, possible changes to the turn lanes and the use of the speed trailer to notify drivers just how fast they're driving. Certain traffic calming measures (such as speed bumps) are unavailable to Brace Road because it is an emergency vehicle route, but there are plenty of other options, both short-term and long-term.

As I noted above, there are

## Guy Fuson

Guest columnist



many reasons for excess speed — distractions (including cell phones), a belief that the limit is just advisory and general haste to keep up with our increasingly busy lives. It is common to think that the speeders you see are from out of town or out of your neighborhood, but the sheriff's statistics indicate that most speeding is done by your neighbors.

At the council meeting I asked the assembled Brace Road residents to do their part and told them that I did not

want to hear that they had been cited for speeding in town. As a member of the town council I can pledge that we will do our part with the

tools we have to help monitor and control traffic behavior, but we can't do it all. I'm asking all of you to do your part to help as well.

The most effective traffic calming device we have is visible every time we look in the rear view mirror — and it isn't a flashing red light — it is ourselves, as the driver. I'd like us all to look in that rear view mirror and recite this pledge:

"I, (insert name), do hereby pledge to drive the speed limit in Loomis, to use my turn signals and otherwise treat my fellow motorists, pedestrians, and the neighbors along my route with the courtesy and respect I'd like to receive."

Think of it as a golden rule for driving — drive as you would like others to drive.

Maybe we ought to have bumper stickers: "I drive the limit in Loomis."

Walk the talk, drive the talk, take the pledge.

*... sheriff's statistics indicate that most speeding is done by your neighbors.*



Guy Fuson  
Guest columnist

# Drive like you would like others to drive

Page 4 Thursday, April 13, 2006

Neal-17  
(Cont.)

Many of the drivers now using Loomis roads are not Loomis residents.  
H. Neal 2/7/2020

# Putting the brakes on speeding

Slow down, you're moving too fast, law enforcement officials say

By Susan Belknap  
Loomis News Editor

Even though the town of Loomis doesn't have too many big crimes like murder and burglary, it does have its share of residents who break laws, speeding laws that is.

A few weeks ago several members of Fast Team, a multi-agency, special law enforcement task force, concentrated on several areas in Loomis where problems with speeding have occurred.

According to Lieutenant Don Hutchinson of the Placer County Sheriff Department, the Fast Team usually gets together about once a month in locations throughout the county where speeding is known to be a problem.

Fast team consists of members of the California Highway Patrol, Rocklin, Roseville and Lincoln Police Departments as well as the Placer County Sheriff's Department. For the April event, Fast Team members from the CHP and Lincoln Police Department were stationed throughout the town of Loomis on a Monday morning from about 8 a.m. until



KARINA WILLIAMS/THE LOOMIS NEWS

Officer Bob Brodovsky uses a sophisticated radar machine to track speeding motorists as they drive through Loomis.

11 a.m. handing out 17 tickets to speeding offenders in that three-hour time span.

"We wrote 15 citations and

gave two verbal warnings," said

Sheriff deputy and traffic officer Bob Brodovsky. "That is a large number considering how light the

traffic was."  
California Highway Patrolman and Fast Team Coordinator Mike

See Team, page 20

Thursday  
May 4, 2006

Neal-17  
(Cont.)

# Team: Speeding is biggest safety problem in Loomis, traffic officer says

Continued from page 1

Ketterer is responsible for arranging the Fast Team sites each month.

"We care about what happens here in Placer County," Ketterer said. "Even though we've cited several people, most of them seem happy we're here making a presence."

Placer County Sheriff Ed Bonner believes the Fast Team approach is a great way to use maximum resources and current technology to catch speeders. "But we need voluntary compliance from drivers," Bonner said. "Many people just drive too fast."

As the traffic officer for Loomis, Brodovsky daily patrols the streets of the town and knows just how big the speeding problem is.

"The biggest safety problem here in Loomis, as in all areas is speed," Brodovsky said. "One of the hot spots for speeders in Loomis is Brace Road. It has a lot of local traffic as well as peo-



KARINA WILLIAMS/THE LOOMIS NEWS

Traffic officer Bob Brodovsky stands on Brace Road in Loomis in an effort to get motorists to slow down.

ple coming in from Folsom and other areas."

Brodovsky said many people are cited for speeding at the intersection of Brace Road and Hunter Oaks. Even

though a 35-mph zone is posted, Brodovsky said many drivers cruise at 50 mph and above.

"The face of this neighborhood has changed,"

Brodovsky said. "We need to get people to slow down. This is a residential area."

Another area of Loomis Brodovsky said drivers tend to speed is where Horseshoe Bar Road curves past the freeway toward Brace Road. The posted speed limit is 30 mph but as Brodovsky will attest, many drivers ignore the sign and go much faster.

"I would rather have people slow down than give them a ticket," he said.

Even though Brodovsky, as a Loomis traffic officer for about two years, is fairly accurate at estimating the speed at which most cars travel, he relies on two sophisticated methods of technology to capture the exact speed of local violators.

A stalker radar machine mounted on the dash of his patrol car enables him to know the exact speed of any car going in any direction.

"This machine also filters out cars I don't want to spot," he said. "I can pick

out the direction I want to filter and lock in the speed of any car."

In addition to the stalker Brodovsky also uses the Lidar Pro System, which is a portable device that can detect a car's speed up to a quarter of a mile away. With its portability Brodovsky said he often uses the lidar in certain areas out of the patrol car where he can track the speed of an approaching car.

"I've seen all the tricks," he said. "People put on their brakes the minute they see me. I've also heard all the excuses for going too fast."

The most common reason drivers give Brodovsky for going over the speed limit is that they either have a sick person at home they are trying to get to or they need to get to the hospital to visit a sick person there.

"But the reality is, if you are speeding and you cause an accident and someone is killed, you can't take it back," he said.

Neal-17 (Cont.)



- Neal-1                    *The commenter states that building a Costco on the corner of Brace Road and Sierra College Boulevard will ruin the “small town feel” in Loomis.*
- While this comment is not related to the adequacy of the 2019 RDEIR for addressing environmental effects associated with the project, it has been included in this Final EIR for decision maker review prior to considering an action on the proposed project.
- Neal-2                    *The commenter states that Sierra College Boulevard “does not need additional traffic” and is backed up at Taylor Road between 3pm and 7pm.*
- See the Response to Comment Neal-1. Traffic impacts related to the project are disclosed in Section 3.7, Chapter 4, and Appendix E of the 2019 RDEIR.
- Neal-3                    *The commenter states that Brace Road already has enough traffic now and is very unsafe.*
- See the Response to Comment Neal-1. Traffic impacts related to the project are disclosed in Section 3.7, Chapter 4, and Appendix E of the 2019 RDEIR.
- Neal-4                    *The commenter provides a theoretical discussion of other business that may come into Loomis in the future, and a discussion of the low traffic levels and other conditions in Loomis that were present in 1988.*
- See the Response to Comment Neal-1.
- Neal-5                    *The commenter states there is no need for Costco and there are other box stores in the area.*
- See the Response to Comment Neal-1.
- Neal-6                    *The commenter states that businesses in the area have “brought in traffic and people that don’t live in Loomis.”*
- See the Response to Comment Neal-1.
- Neal-7                    *The commenter discusses history of traffic on Sierra College Boulevard.*
- See the Response to Comment Neal-1.
- Neal-8                    *The commenter discusses the history of ongoing growth in the area.*
- See the Response to Comment Neal-1.
- Neal-9                    *The commenter inquires if there is better location for Costco in Loomis and if other possible locations have been studied.*
- Several alternative locations for the Costco project were evaluated in 2019 RDEIR Chapter 6, “Alternatives.” These locations were found to be infeasible.
- Neal-10                    *The commenter inquires if “anyone considered what the impact of all the additional traffic will do to the streets of Loomis?”*
- 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.
- Neal-11                    *The commenter notes that drivers on Brace Road travel at 30-35 MPH in a 35 MPH zone.*
- See the Response to Comment Neal-1.

- Neal-12 *The commenter discusses existing traffic noise on Brace Road.*  
See the Response to Comment Neal-1.
- Neal-13 *The commenter discusses the safety of Brace Road and notes the speed limit should be 25 MPH and there should be additional stop signs, crosswalks, and additional police presence.*  
See the Response to Comment Neal-1.
- Neal-14 *The commenter has posed a number of questions related to offering site access such that motorists can use Brace Road.*  
Per Figure 2 on page IV-5 of the Town of Loomis General Plan, 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.” Accordingly, the use of Brace Road to provide access to the proposed project site and to provide connections between retail and residential areas is consistent with the functional classification of the roadway.  
As part of the Loomis Costco Transportation Impact Analysis, three site plan options were analyzed. All three options include a proposed right-in/right-out driveway on Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments. Site Plan Options 1A and 1C also include a full movement driveway on the east side of the project site. This Final EIR includes a site plan that includes a gate across the eastern Brace Road access and restrictions on this access point for emergency use only (Site Plan Option 1D).  
The proposed western Brace Road right-in/right-out Project driveway would primarily serve Costco employees and entering delivery vehicles due to the site orientation. 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 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.  
The Loomis Costco Transportation Impact Analysis, as well as subsequent analysis of the FEIR site plan (see Appendix A and Appendix C of this FEIR), demonstrates that all proposed access options would not significantly impact (worsen) traffic at Brace Road and the connecting intersections assuming provision of the Transportation Impact Analysis -recommended mitigation measures, including added capacity at the Brace Road/Sierra College Boulevard intersection and widening and restriping of Brace Road between Sierra College Boulevard and the east side of the proposed project site. Further, the use of retail traffic on Brace Road is consistent with its arterial designation.  
Refer to the Response to Comment Noorani-2 for additional discussion on this topic.
- Neal-15 *The commenter presents various reasons as to why the project should not be approved, and expresses concern with project-related traffic impacts on Brace Road.*  
Section 3.7.5.4 of the 2019 RDEIR analyzes transportation impacts comprehensively. 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.
- Neal-16 *The commenter questions the need for the project and expresses concern over traffic impacts.*  
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.
- Neal-17 *The commenter provides several newspaper attachments related to vehicles exceeding the speed limits on Brace Road.*  
See the Response to Comment Neal-1.

3.3.3.17 Letter Adam Noorani, February 10, 2020

**Letter Noorani**

February 10, 2020

Sent Via electronic mail

To: Town of Loomis  
C/O Costco Comments  
3665 Taylor Rd  
Loomis Ca 95650

From: Adam Noorani  
5993 Mareta Lane  
Loomis Ca, 95650

Brace Taylor LLC  
7892 Oak Glen Lane  
Granite Bay, Ca 95746

Re: Costco Recirculated Draft Environmental Impact Report December 2019

Dear Town of Loomis -Planning Department

My name is Adam Noorani and I am submitting the following comments in response to the Costco project Recirculated Draft Environmental Impact Report of December 2019. I am representing myself as a longtime Loomis resident and a principle of Brace Taylor LLC which is the landowner of the Homewood Lumber property.

Homewood Building Supply was founded in 1990 in the town of Loomis by my late father Hamid Noorani. Over the years, Homewood has contributed to the community as a leading source of tax revenue and contributions to local causes. In 2008, when it became necessary for Homewood to relocate to a new location, Hamid made it a priority to relocate within the town of Loomis. Shortly thereafter, the property located at the corner of Brace and Sierra College Blvd was purchased and the long development process began.

↓  
Noorani-1  
↓

After years of struggle through the approval process and the great recession, Homewood's Brace road property was constructed and completed in 2013. This was a very expensive project in which Homewood had to make several added investments and compromises to meet the needs of the community's objectives and neighborhood concerns. Since this time, Homewood has continued to prosper as a strong local business that provides employment and tax revenue while having a relatively light impact on Loomis roads and infrastructure.

Noorani-1  
(Cont.)

The December 2019 RDEIR describes three proposed site plan options showing entrances and exits from the Costco Property. We are strongly opposed to all three options. In general, it is our view that Brace Road and the connecting intersections will not adequately support the traffic that a Costco will generate without creating massive traffic back logs and safety hazards.

Noorani-2

Option 1B places a Brace Road "right in/right out" access at the west end of the Sierra Meadows Apartments. It appears that a raised curb would be construction at Homewood's "left in" Brace Road turn lane to prevent exiting Costco vehicles from turning left when they leave the Costco parking lot. Given that most Costco vehicles will be seeking to return to Sierra College Blvd, it should be expected that the Homewood driveway entrance will become high volume "U" turn for Costco Traffic.

Noorani-3

Options 1A and 1C will add a great deal more traffic with the addition of a Brace Road non-signalized intersection located at the East end of the Sierra Meadows Apartments. This added volume of traffic will likely turn Brace Road into a parking lot.

Noorani-4

As an added concern, Homewood has access points on both Brace Road and Sierra College Blvd. This may cause the Homewood property to become a bypass for the more creative Costco drivers who are seeking to Exit Costco and go North on Sierra College Blvd. This would pose both a security and a safety problem. Homewood already struggles with onsite congestion and cannot become a "shortcut" for Costco shoppers.

Noorani-5

We strongly urge the planning commission and town council to reject the concepts of allowing Costco access points from Brace Road as described in the December 2019 Draft EIR. We also ask that further mitigation measures and improvements be required to offset the massive traffic increase and avoid this area from becoming a place that people want to avoid.

Noorani-6

Sincerely



Adam Noorani

Brace Taylor LLC

Noorani-1

*The commenter provides detail on the Homewood Building Supply company. The commenter further states the Homewood's Brace Road property has continued to prosper as a strong local business while having relatively light impact on Loomis roads and infrastructure.*

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.

Noorani-2

*The commenter expresses opposition to all the different site access options offered by the Town.*

The Loomis Costco Transportation Impact Analysis demonstrates that all three proposed access options would not significantly impact (worsen) traffic at Brace Road and the connecting intersections with the required mitigation measures, including added capacity at the Brace Road/Sierra College Boulevard intersection and widening and restriping of Brace Road between Sierra College Boulevard and the east side of the proposed project site. The proposed truck delivery trips are detailed in Chapter 2 of the 2019 RDEIR. As shown, truck trips are very minor. Future traffic conditions associated with Site Plan Option 1D, as detailed in Appendix C to this FEIR, are essentially the same as the scenarios studied in the 2019 RDEIR.

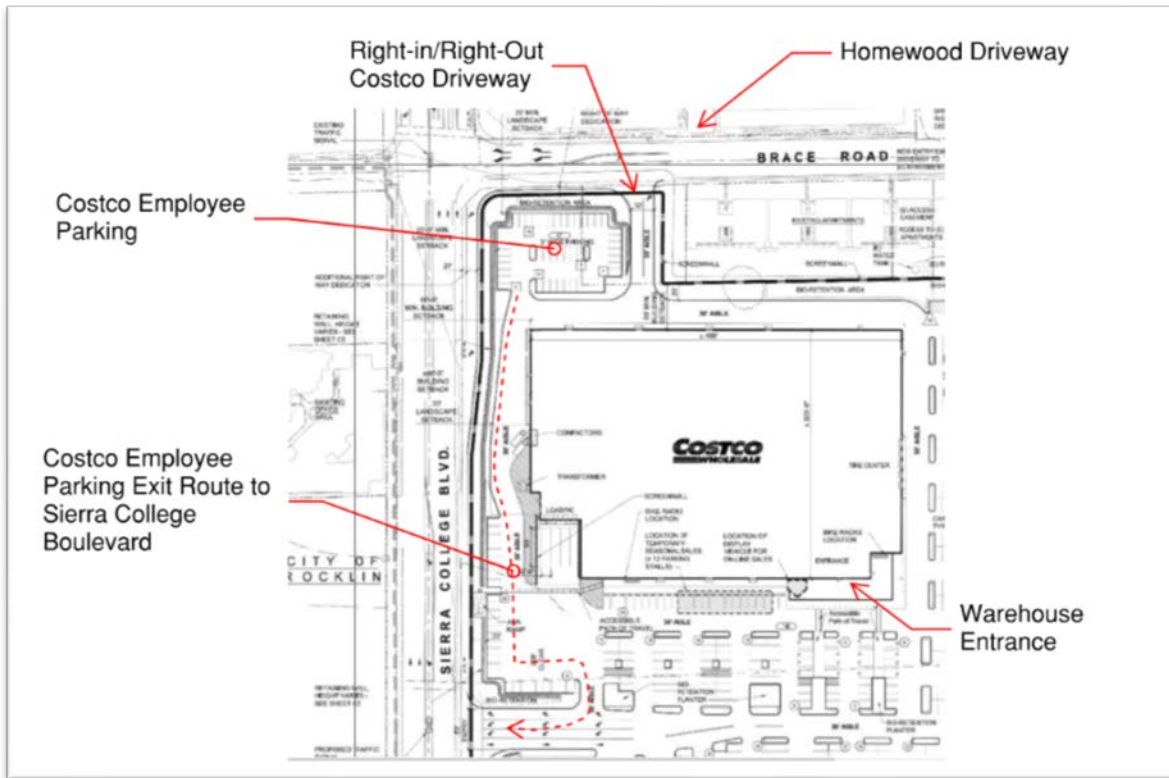
Noorani-3

*The commenter suggests that there would be "U" turn movements along Brace Road.*

The proposed Brace Road right-in/right-out driveway would primarily serve entering truck delivery vehicles and Costco employee parking due to the site orientation. The on-site parking area shown on the south side of Brace Road between Sierra College Boulevard and the Sierra Meadows Apartments will be designated for Costco employee use only. Costco employees will be entering and leaving the site at off-peak hours and can readily travel south through the site directly to the new traffic signal to reach Sierra College Boulevard. Refer to Figure 3-14, below.



Figure 3-14. Costco Site Plan and Employee Parking



In reviewing Figure 3-14, it should be further noted that the Costco warehouse building entrance/exit used by Costco members is located at the opposite end of the warehouse from the employee parking area and Brace Road. As a result, Costco members are anticipated to travel to/from the warehouse via the new traffic signal on Sierra College Boulevard.

Under Project Site Plan Options 1A and 1C, Costco members would also have the option of using the proposed unsignalized full access driveway to be located approximately 675 feet east of Sierra College Boulevard (i.e. the eastern Brace Road Project access) to make a northbound left-turn onto Brace Road heading toward Sierra College Boulevard.

Turn movements at the west access proposed on Brace Road referenced in Comment #3 are proposed to be restricted to right-turns only and a raised median is proposed as noted in Comment #3. The raised median would not restrict turn movements to or from the the Homewood property. Based on the considerations noted above, vehicle trips are not expected to leave the Costco to travel to the west access on Brace Road and U-turn at the Homewood Driveway to reach Sierra College Boulevard. Subject to Town approval, a no U-turn sign could be placed facing the eastbound left-turn lane on Brace Road serving the Homewood site (Condition of Approval 21).

Noorani-4

*The commenter suggests that the project would lead to congested conditions along Brace Road.*

Please refer to Response to Comment #2.

The western project access on Brace Road is expected to serve employees, entering delivery vehicles, as well as a limited number of Costco members due to the site orientation. Under the recommended Site Plan Option 1D, the eastern Brace Road access will be emergency only. Turning volumes will be relatively low. See Loomis Costco Transportation Impact Analysis Figures 11C, 11E, 12C, and 12E, as well as Appendix A, which details future traffic conditions associated with Site Plan Option 1D.

The Loomis Costco Transportation Impact Analysis, as well as subsequent analysis of the FEIR site plan (Site Plan Option 1D, see Appendix C to this FEIR) demonstrate that all four proposed access options will operate acceptably per Town operating standards assuming provision of the Transportation Impact Analysis-recommended mitigation measures.

Noorani-5

*The commenter expresses a concern that an existing commercial property adjacent to the proposed project site could be used by motorists wishing to travel north on Sierra College Boulevard.*

As documented in the Response to Comment Noorani-2, the proposed project will be adding capacity at the Brace Road/Sierra College Boulevard intersection to accommodate Brace Road trips. Further, the combination of (1) the existing configuration of drive aisles within the Homewood property, (2) the out-of-direction travel required to traverse the Homewood site, and (3) the Homewood on-site parking and building operations identified in Comment Noorani-5 will deter use of the Homewood property by Costco trips as a short-cut to Sierra College Boulevard.

In addition, it should be noted that the proposed driveways on Brace Road are projected to serve a limited number of trips. The western access on Brace Road will primarily serve delivery vehicles and employees and is limited to right-turns only. The Costco member entry/exit location on the south side of the warehouse building and the placement of the Costco fuel station further to the south will limit the number of vehicle trips using Brace Road to access Costco.

Noorani-6

*The commenter urges the planning commission and the Town Council to reject project site access points from Brace Road. The commenter further requests additional mitigation measures and required improvements to offset the project's traffic increase.*

Section 3.7 of the EIR analyzes transportation impacts comprehensively. As shown in Impact 3.7-1 and 3.7-3, the mitigation measures would reduce the LOS and queue impacts to less than significant levels at some of the impacted locations; however, significant and unavoidable impacts remain as noted [see pages 3.7-21 through 3.7-36 of the Recirculated Draft EIR].

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### 3.3.3.18 Letter Roger Smith, February 5, 2020

<b>Letter Smith</b>
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**From:** [Roger Smith](#)  
**To:** [Costco Comments](#)  
**Subject:** Comments on Costco Revised DEIR  
**Date:** Wednesday, February 5, 2020 10:32:00 AM

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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

Smith-1

**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.

Smith-2

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.

Smith-3

Roger Smith

- Smith-1 *Commenter requests that comments be recorded. The commenter understands the deadline to submit comments is February 10, 2020.*
- 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.
- Smith-2 *The commenter requests consideration of constructing access ramps to I-80 at King Road as a mitigation measure.*
- The traffic analysis conducted for the Costco project indicates that the Costco project would not impact the area where the new I-80 access ramps at King Road would be necessary, nor would the new ramps be successful at addressing the impacts of the Costco project. In addition, while the social inconvenience of traffic is not an environmental impact that, in general, is germane for consideration under CEQA, construction of a new interstate ramp could potentially have adverse effects that would require study. The original 2018 DEIR and 2019 2019 RDEIR provide a detailed analysis not only of the direct and reasonably foreseeable indirect effects associated with implementing the proposed project, but also impacts associated with carrying out mitigation imposed by the Town. Since the Town will be updating the Town's General Plan, this suggestion could be worthy of consideration for this planning process. It is not related to potential impacts of the proposed project, however.
- Smith-3 *The commenter suggests that a new ramp alignment at King Road would be feasible and should be considered as mitigation for traffic congestion-related impacts.*
- Please see the Response to Comment Smith-2, above. The traffic analysis did not indicate that such improvements would be necessary or successful in addressing any traffic impacts generated by the Costco project. However, these suggestions may be taken into consideration during the Town's General Plan Update process.

3.3.3.19 Letter Charlene Walters, December 29, 2019

**Letter Walters**

**From:** [Charlene Walters](#)  
**To:** [costcocomments@loomis.ca.gov](mailto:costcocomments@loomis.ca.gov)  
**Subject:** Costco Project  
**Date:** Sunday, December 29, 2019 11:16:24 AM

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Dec 21, 2019

Andrew Hauge  
Loomis Costco Project Process Coordinator  
[costcocomments@loomis.com](mailto:costcocomments@loomis.com)  
3665 Taylor Rd  
PO Box 1330  
Loomis, CA 95650

I am adamantly opposed to the Costco proposal.

Walters-1

Traffic:

Even now, it is impossible to get to the shops in Crossings and around Freeway 80 and Sierra College Blvd.

Walters-2

The area is not appropriate for a large, hi-density business such as Costco. There is no freeway ramp accessible, the road infrastructure does not exist and the present commercial buildings are very hard to access. Even now, it is difficult, if not impossible, to access the Crossings stores. There is too much traffic, and air pollution and pedestrians to make it safe.

Walters-3  
Walters-4  
Walters-5  
Walters-6

With the proposed houses, Granite Dr. and Sierra College will be congested and difficult to drive on, both for emergency vehicles and consumer vehicles. Noise is an issue for surrounding business and private dwellings.

Walters-7  
Walters-8

Entrance to proposed Costco from Granite Drive, is not feasible, as the impact on the

Walters-9

Chevron and 7-11 would be enormous with too many vehicles. Granite Dr. is congested from all the car dealers now. With enormous traffic increases, the green house gasses would rise to higher than healthy levels.

↑ Walters-9  
(Cont.)  
| Walters-10

There are enough gasoline stations at Sierra College and Granite, so gasoline in the Costco Proposal should be eliminated. More pumps are not needed and would add to pollution {both air and traffic }

| Walters-11  
| Walters-12

A Large business such as Costco would kill surrounding small businesses.

| Walters-13

Respectfully submitted,,

Charlene Walters

3040 Sunset Hill Rd.

Rocklin,CA 95677

- Walters-1 *The comment expresses opposition to the proposed project.*  
This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Walters-2 *The comment states that at the present time, it is not possible to access the shopping opportunities that are available at the Crossings, around I-80, and around Sierra College Boulevard.*  
This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Walters-3 *The comment states that the area is not appropriate for a large, high-density business such as Costco.*  
This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Walters-4 *The comment states there is no freeway ramp accessible, the road infrastructure does not exist, and the present commercial buildings are very hard to access.*  
This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Walters-5 *The comment states that at the present time, it is very difficult to access the stores at the Crossings.*  
This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted.
- Walters-6 *The comment states there is already too much traffic, air pollution, and pedestrians in the project area, and therefore the proposed project would be unsafe.*  
With regards to traffic and safety, see the Responses to Comments Granada-3 and Granada-4. The project's potential impacts related to air pollution are evaluated throughout 2019 RDEIR Section 3.3, "Air Quality" (pages 3.3-1 through 3.3-27). As summarized on page 3.3-27, the project's short-term construction and long-term operational emissions would not exceed Placer County Air Pollution Control District (PCAPCD) thresholds. Furthermore, project-related compliance with existing regulations, which is required by law, would result in less-than-significant air quality impacts.
- Walters-7 *The comment states that with the proposed houses, Granite Drive and Sierra College will be congested and difficult to drive on, for both consumers and emergency vehicles.*  
The proposed project does not include construction of new homes, but rather construction of a new Costco warehouse retail store and a fueling station. With regards to traffic and safety, see Responses to Comments Granada-3 and Granada-4.
- Walters-8 *The comment states that "noise is an issue" for surrounding businesses and private dwellings.*  
See the Response to Comment Granada-4.
- Walters-9 *The comment states that the proposed entrance to the Costco from Granite Drive is not feasible because the "impact to the existing Chevron and 7-11 would be enormous with too many vehicles." The comment further states that Granite Drive is already congested from the existing car dealers.*  
This comment does not pertain to the environmental analysis contained in the 2019 RDEIR; the comment is noted. Traffic studies and impacts at Granite Drive are disclosed in Section 3.7, Chapter 4, and Appendix E of the 2019 RDEIR, with proposed mitigation measures and roadway improvements to address these impacts. This FEIR recommends Site Plan Option 1D, which limits



the eastern Brace Road access to emergency only and provides for the future opportunity for a southern Granite Drive access.

Walters-10

*The comment states that greenhouse gases would be generated at unhealthy levels due to the proposed project.*

Project-related greenhouse gas (GHG) emissions are evaluated in 2019 RDEIR Section 3.5, "Greenhouse Gases" (pages 3.5-1 through 3.5-16). As summarized on pages 3.5-15 and 3.5-16, modeled GHG emission estimates for project-related construction and operational activities would exceed PCAPCD-recommended efficiency threshold. Implementation of Mitigation Measure GHG-1 would reduce GHG emissions associated with operational transportation activities that would occur as a result of the proposed project. In addition, increased fuel efficiency standards and vehicle emissions standards anticipated to be enforced at a State level in future years would reduce GHG emissions per vehicle mile traveled, and therefore reduce GHG emissions associated with proposed project's mobile operations. However, anticipated GHG reductions would not reduce the project's emissions to a rate below the PCAPCD-recommended efficiency thresholds. Therefore, Impact 3.5-1 would be cumulatively considerable and unavoidable.

As also discussed on 2019 RDEIR page 3.5-16, since the proposed project would result in emissions above the threshold adopted by PCAPCD, which was intended support the State legislative framework, the project's potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs is considered significant. Even with implementation of Mitigation Measure GHG-1 and GHG reductions associated with existing regulatory requirements, GHG emissions associated with the proposed project would still exceed the PCAPCD-recommended threshold of significance. Sincere there are no additional feasible mitigation measures, Impact 3.5-2 would be significant and unavoidable.

Walters-11

*The commenter opines that the fueling station component of the proposed project should be eliminated because "there are enough gasoline stations at Sierra College and Granite."*

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

Walters-12

*The comment states that more gasoline pumps are not needed and would add to air and traffic pollution.*

See responses to comments Granada-3 and Walters-6.

Walters-13

*The comment states that "a large business such as Costco would kill surrounding small businesses."*

As stated in the State CEQA Guidelines Sections 15131(a) and 15382, the economic or social effects of a project shall not be treated as significant effects on the environment. Rather, the focus of the analysis shall be on the physical changes.

Furthermore, the commenter offers no substantial evidence to support her comment, which is instead a statement based solely on personal opinion rather than fact. As defined in the State CEQA Guidelines Section 15384, "substantial evidence" means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or *evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment* does not constitute substantial evidence." (Emphasis added.)