



TOWN OF LOOMIS
ACTION MINUTES
SPECIAL MEETING OF
LOOMIS TOWN COUNCIL
BLUE GOOSE EVENT CENTER
3550 TAYLOR ROAD, LOOMIS, CA 95650
www.loomis.ca.gov

TUESDAY **AUGUST 4, 2020** **7:00 P.M.**

PURSUANT TO EXECUTIVE ORDER N-29-20, CERTAIN PROVISIONS OF THE OPEN MEETING ACT ARE SUSPENDED DUE TO A STATE OF EMERGENCY IN RESPONSE TO THE COVID-19 PANDEMIC. CONSISTENT WITH THE EXECUTIVE ORDER, THE LOOMIS TOWN COUNCIL MEETING WILL INCLUDE TELECONFERENCING.

CALL TO ORDER Call to order at 7:07 p.m. by Mayor Jan Clark-Crets. (Below will show the final action only, please refer to the attached verbatim minutes for more detail.)

PLEDGE OF ALLEGIANCE

ROLL CALL

- Present:
 - Mayor Jan Clark-Crets
 - Mayor pro tempore Jeff Duncan
 - Councilmember Brian Baker
 - Councilmember Rhonda Morillas
 - Councilmember Tim Onderko
- Absent: None

PUBLIC COMMENT PROCEDURE

In order to protect public health and the safety of our Loomis citizens, Public viewing of this meeting will be offered through the Town's YouTube Channel at:
https://www.youtube.com/channel/UCy8o0_g9piGfhFmfkM1IZLQ.

AND

Via the Zoom platform

Public comment will be opened for each agenda item through the Zoom platform. Please note that YouTube livestream comments are disabled for the livestream.

How To Participate in the Meeting via Zoom

You can participate in the meeting via Zoom software or via telephone. When you join the meeting, you will be muted by default. To inform the Clerk that you would like to make a public comment, you will use the "Raise Hand" feature. Instructions for using the "Raise Hand" feature when using a computer or mobile device can be found at the link below:

<https://support.zoom.us/hc/en-us/articles/205566129-Raising-your-hand-in-a-webinar>

ZOOM Participation via computer or smartphone

You can join the meeting from your computer using a web browser or the Zoom software. You can join the meeting by clicking the following link: <https://us02web.zoom.us/j/89142011180>. Please note that you should only raise your hand during public comment on the agenda item you are concerned about.

ZOOM Participation by telephone (Audio Only Option)

1. Dial (669) 900-9128
2. When asked for the meeting ID, enter 891 4201 1180 #.
3. When asked for your participant ID, press # to continue.

4. *You will be muted by default. To inform the Clerk that you would like to make a public comment during each agenda item, dial *9 to "Raise your hand". The Clerk will unmute you when it is your turn to speak and will identify you by the last three digits of your phone number. Please note that you should only raise your hand during public comment on the agenda item you are concerned about.*

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

This time is reserved for those in the audience who wish to address the Town Council on subjects that are not on the Agenda. The audience should be aware that the Council may not discuss details or vote on non-agenda items. The Council may refer your concerns raised during public comment to staff or placed on future agenda. **Please note that the audience will be allotted time to make public comments on any item on the agenda at the time it is heard.**

ADOPTION OF AGENDA

Council will typically adopt the agenda in the order listed or modify the order in a way that can best accommodate the people in attendance who wish to speak on agenda items. Speakers are requested to restrict comments to the item as it appears on the agenda and stay within a three-minute time limit. The Mayor has the discretion of limiting the total discussion time for an item.

A motion was made to adopt the Agenda. On motion by Councilmember Baker, seconded by Councilmember Duncan and passed by the following roll call vote:

Ayes: Baker, Clark-Crets, Duncan, Morillas, Onderko
Noes: None
Abstained: None
Absent: None

PUBLIC HEARING

1. #17-01 LOOMIS COSTCO PROJECT - ENVIRONMENTAL IMPACT REPORT CERTIFICATION, ZONING CODE AMENDMENT, LOT LINE ADJUSTMENT, CONDITIONAL USE PERMIT, AND DESIGN REVIEW

The Project is located on 17.41 acres at the southeast intersection of Sierra College Blvd. and Brace Rd. on the following parcels: APN 045-042-011, 045-042-012, 045-042-023, 045-042-034, 045-042-035, 045-042-036, and 045-042-037 owned by Costco. In addition to the parcels listed above, the proposed Lot Line adjustment includes parcel APN 045-042-016 which composes a portion of the Sierra Meadows Apartments owned by Robert Auguscik. The Project site is served by SPMUD, PCWA, PG&E, South Placer Fire Protection District, and Recology Auburn/Placer, and the site is vacant.

The Loomis Costco Project includes the construction and operation of an approximately 155,000-square-foot warehouse retail facility and an associated fueling station at the corner of Sierra College Boulevard and Brace Road. The warehouse retail space would provide approximately 149,500 square feet of floor space dedicated to storage, retail goods and services.

Recommended action: Staff recommends that the Town Council:

1. Consider the proposed Environmental Impact Report (EIR), the CEQA Findings, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program (MMRP) for the Loomis Costco Project; and
2. conduct a public hearing on the proposed Zoning Code Amendment, Lot Line Adjustment and Conditional Use Permit for the Loomis Costco Project; and
3. introduce Ordinance #20-__ approving a Zoning Code Amendment for first reading.

Public comment:

Following further discussion on the matter, a motion was made to hold first reading of Ordinance 285, approving amendments to the Loomis Zoning Ordinance (Title 13) to allow, as a conditional use, warehouse retail within the CG-General Commercial Zone under Section 13.26.040, to modify Section 13.30.080 to define lighting height for warehouse retail uses, to modify Section 13.36.090 regarding compact parking stall dimensions, to modify Section 13.36.100 to define warehouse retail driveway requirements, to modify Section 13.36.110 to clarify warehouse retail loading space requirements, and to modify Section 13.80.020 to clarify the definition of warehouse retail and add a definition for fueling station. On motion by Councilmember Baker, seconded by Councilmember Morillas and passed by the following roll call vote:

Ayes: Baker, Clark-Crets, Duncan, Morillas, Onderko
Noes: None
Abstained: None
Absent: None

A motion was made to continue the public hearing to August 11, 2020. On motion by Councilmember Baker, seconded by Councilmember Duncan and passed by the following roll call vote:

Ayes: Baker, Clark-Crets, Duncan, Morillas, Onderko

Noes: None

Abstained: None

Absent: None

ADJOURNMENT: Mayor Clark-Crets adjourned the meeting at 10:00 p.m.

Jan Clark-Crets, Mayor

Charleen Strock, Town Clerk

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STATE OF CALIFORNIA

TOWN OF LOOMIS
TOWN COUNCIL MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

AUGUST 4, 2020

7:03 P.M.

MEETING HELD
VIA ZOOM VIDEOCONFERENCE
AND AT THE
BLUE GOOSE EVENT CENTER
3550 TAYLOR ROAD
LOOMIS, CALIFORNIA

Reported by:
Kathryn Schmidt
RPR, RMR, CRR, CSR 13096
Job No.: 4182414

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A P P E A R A N C E S

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JAN CLARK-CRETS
(Mayor)

RHONDA MORILLAS
(Town Council)

BRIAN BAKER
(Town Council)

JEFF DUNCAN
(Town Council)

TIM ONDERKO
(Town Council)

CRICKET STROCK
(Town Clerk)

BRITTON SNIPES
(Town Engineer)

SEAN RABÉ
(Town Manager)

JEFF MITCHELL
(Town Attorney)

ANDERS HAUGE
(Planning Consultant, Hauge Brueck Associates)

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A P P E A R A N C E S
C O N T I N U E D

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MATTHEW GERKEN
(AECOM)

MARY BETH VAN VOORHIS
(Planning Director)

SABRINA TELLER
(Outside Town CEQA attorney, Remy Moose Manley LLP)

MARIO TAMBELLINI
(Town Traffic Consultant, Wood Rodgers)
(Via Zoom)

CHRIS BREHMER
(Costco Traffic Consultant)
(Via Zoom)

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P U B L I C

P A R T I C I P A N T S

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JEANNIE RISE (phonetic)

DANIEL CUCCHI

PAM BLAKE

DALJIT BAINS (phonetic)

RICHARD JACKSON

ADAM NOORANI

PATRICIA BACH

DIANA AUGUSCIK

BOB AUGUSCIK

PAT BRECHTEL

MICHAEL FORTUNATO (phonetic)

RICHARD SALMARON (phonetic)

RYAN DEMARTINI (via Zoom)

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TUESDAY, AUGUST 4, 2020; 7:03 P.M.

ZOOM AND LOOMIS, CALIFORNIA

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MAYOR CLARK-CRETS: Good evening, everybody.
I have something to read before we actually call our meeting to order.

Welcome to the August 4th special Town County Council meeting. Tonight's meeting is being broadcast live to our YouTube channel and through the Zoom platform. Links for both can be found on tonight's agenda available on the Town's website.

You'll note that we have instituted physical distancing for those in attendance tonight. In order to maintain that distance, please do not move your chairs.

Tonight's meeting will follow this format:
Public comment for matters not on the agenda:
Please do not comment on the Costco project during this portion.

We will then begin the agenda item for the Costco project.

Staff will first provide presentation. The council will ask questions of staff. I will then open the public hearing.

The project applicant will first be providing an opportunity to speak. They are attending in person

1 and via Zoom tonight.

2 The project co-applicant will then be provided
3 an opportunity to speak.

4 The council will ask questions of the project
5 applicant and any additional questions for staff.

6 Public comment will be open. Public comment
7 will be open for each agenda item for in-person comments
8 and through the Zoom platform only. Please note that
9 YouTube live stream comments are disabled for the live
10 stream.

11 You can participate in the meeting via Zoom
12 software or via telephone. When you join the meeting,
13 you will be muted by default. To inform the clerk that
14 you would like to make a public comment, you will use
15 the raise hand feature. You can find the button to
16 raise your hand at the bottom of the screen if you are
17 using the Zoom meeting software.

18 Please note you should only raise your hand
19 during public comment on the agenda item you are
20 concerned about.

21 You can also participate in the meeting by
22 telephone through Zoom, which offers an audio-only
23 functionality.

24 In order to do that, dial (669)900-9128. When
25 asked for the meeting ID, enter 89142011180 and press

1 the pound key.

2 When asked for your participation ID, simply
3 press the pound key to continue. You will be muted by
4 default.

5 If you are listening via phone, in order to
6 inform the clerk that you would like to make a public
7 comment during each agenda item, dial star 9 to raise
8 your hand. The clerk will un-mute you when it is your
9 turn to speak and will identify you by the last three
10 digits of your phone number.

11 Please note that you should only raise your
12 hand during public comment on the agenda item you are
13 concerned about.

14 Be prepared to comment on the specific agenda
15 item you wish to comment when I announce that item. You
16 will have three minutes to comment per agenda item.

17 Public comment will be open for each open
18 agenda item through the following means:

19 First, by those in attendance inside the
20 facility. Please stand on the blue X marks in the
21 center of the floor in order to maintain physical
22 distancing. Please do not touch the microphone when you
23 are speaking. Once you are done speaking, please head
24 directly back to your seat.

25 Once all of those inside the facility are done

1 speaking, we will call those -- in those who are waiting
2 outside. Those speakers will need to form a queue
3 following the blue X marks on the floor.

4 Once a commenter is finished speaking, we ask
5 that they follow the tape marks and head back outside in
6 order to maintain the capacity of the facility.

7 When all members of the public in attendance
8 have commented, we will open comments up to those
9 commenting on the Zoom platform. Once public comment is
10 finished, we will bring it back to the council for
11 deliberation.

12 With that said, I would like to officially
13 call this meeting to order.

14 Now, let's do the Pledge of Allegiance.

15 (Pledge of Allegiance.)

16 MAYOR CLARK-CRETS: May we have roll call,
17 please?

18 TOWN CLERK STROCK: Yes. Council member
19 Morillas?

20 COUNCIL MORILLAS: Here.

21 TOWN CLERK STROCK: Council member Baker?

22 COUNCIL BAKER: Here.

23 TOWN CLERK STROCK: Council member Duncan?

24 COUNCIL DUNCAN: Here.

25 TOWN CLERK STROCK: Council member Onderko?

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COUNCIL ONDERKO: Here.

TOWN CLERK STROCK: Mayor Clark-Crets?

MAYOR CLARK-CRETS: Here.

All right. Now we are going to open up for public comment for items not on the agenda.

MS. BLAKE: Hello. My name is Pam Blake. I've lived here for 35 years. And I just want to make a comment on your July 14th town council meeting where all five of you voted "yes" to the building engineering and maintenance request to proceed with filing an application for the new proposed project that's on approximately 160 acres.

For the Green Business Park, Loomis, that includes three stories of condominiums, we watched the presentation that was given. Public comment was against this.

I can't find this on the web page, but I did find it March of 2019.

"Welcome to Loomis, California. The Town of Loomis is a quaint family-oriented community established in 1850, and incorporated in 1984.

"Loomis retains its rural character and charm with its large residential lots and custom homes, an old-fashioned

1 downtown, and woodlands with natural
2 streams and rolling hillsides."

3 Now, people moved to Loomis to be out in the
4 country with nice homes on acreage.

5 And I look at -- yes, you guys all voted yes.
6 You gave this company, you know, the green light to go
7 ahead with their application. But, again, in that area,
8 it's not right. I'm sorry. It's just not right.

9 Thank you.

10 MAYOR CLARK-CRETS: Thank you.

11 Any other public comment for items not on the
12 agenda?

13 Are there any public comments coming from
14 the -- coming from our online options?

15 TOWN MANAGER RABÉ: No.

16 MAYOR CLARK-CRETS: All right. Hearing and
17 seeing no more further public comment, we'll move to
18 adoption of the agenda.

19 COUNCIL BAKER: I'll make a motion to adopt
20 the agenda.

21 COUNCIL DUNCAN: Second.

22 MAYOR CLARK-CRETS: All right. We have a
23 motion and a second.

24 May I have the roll call, please?

25 TOWN CLERK STROCK: Council member Baker?

1 COUNCIL BAKER: Aye.

2 TOWN CLERK STROCK: Council member Duncan?

3 COUNCIL DUNCAN: Aye.

4 TOWN CLERK STROCK: Council member Morillas?

5 COUNCIL MORILLAS: Yes.

6 TOWN CLERK STROCK: Council member Onderko?

7 COUNCIL ONDERKO: Aye.

8 TOWN CLERK STROCK: Mayor Clark-Crets?

9 MAYOR CLARK-CRETS: Yes.

10 All right. Before we move on to the public
11 hearing, I want to read the following:

12 We will now open for public comment. We will
13 first take public comment from those in the building.
14 Please remember to stand on the blue X marked on the
15 floor to maintain proper physical distancing.

16 Once those inside have had -- have commented,
17 we will call in those who are waiting outside.

18 When those in-person commenters are finished,
19 we will open public comment via the Zoom platform.

20 If you are participating via Zoom software,
21 please click the raise hand button at the bottom of your
22 screen.

23 If you are participating via phone, please
24 press star 9 to raise your hand.

25 We will identify you by either your name or

1 the last three numbers of your phone number.

2 Please note that you have three minutes for
3 your comment. Once you've reached three minutes, we
4 will ask you to please wrap up -- wrap your comments up.
5 If you don't wrap your comments up in a few seconds, we
6 will need to mute your microphone.

7 All right. So with that said, let's open up
8 our public hearing. This is regarding the Loomis Costco
9 project. And I believe we are going to hear from staff
10 first?

11 TOWN MANAGER RABÉ: Correct.

12 ANDERS HAUGE: My name is Anders Hauge, and I
13 am the consultant to the town on the processing of the
14 Loomis Costco project. So we're going to briefly go
15 through the presentation and then if you have questions.

16 Mary Beth or Sean, this doesn't seem to be
17 working, so -- the green light does -- if you would push
18 the next slide.

19 So the purpose of tonight's hearing is for you
20 to conduct the public hearing which you've opened.

21 The town council is going to receive the
22 Planning Commission recommendations for the Costco
23 project. And you're going to receive a Costco -- or a
24 presentation by Costco on the project. You're going to
25 receive public comment. And then the council will

1 deliberate and make decisions after that process is
2 complete.

3 Next slide.

4 The Costco request for action include the
5 certification of the environmental documentation. It is
6 to amend the Loomis Zoning Code. It's to approve a lot
7 line adjustment, and to approve a conditional use
8 permit, design review for warehouse retail use, with an
9 accessory fueling station, subject to the conditions of
10 approval that are in your staff package.

11 Next.

12 The zoning amendments include a number. There
13 is one that will amend Section 13.26.040 to allow
14 warehouse retail uses in the general commercial zone.

15 You have in the zoning code a warehouse retail
16 use. It was just not assigned to a zone. You have it
17 in your general plan. So this assigns that warehouse
18 use to the zone.

19 Also, 13.30 allows the parking lot light
20 fixtures to exceed 20 feet for warehouse uses but no
21 higher than the building.

22 Section 13.36.90 allows nine-foot-wide compact
23 parking stalls. So this is the first time Loomis will
24 have a compact stall in your zoning code.

25 Section 13.36.100 defines the warehouse retail

1 driveway requirements.

2 Section 13.36.110 defines the warehouse retail
3 loading space requirements for the loading trucks.

4 And Section 13.80.20 defines and clarifies
5 warehouse retail definition and the definition of a
6 fueling station.

7 The Costco project is located at the southeast
8 corner of Sierra College Boulevard and Brace Road. It
9 is approximately 17.2 acres. There is a lot line
10 adjustment that would dedicate the existing
11 Starlight Lane, which is owned by Costco, to the owner
12 of the Sierra Meadows Apartments, Robert Auguscik.

13 There is a 155,000-square-foot warehouse
14 retail facility and a fueling station with up to
15 30 fueling pumps located on the site.

16 This is a graphic of the lot line adjustment.

17 The green pointer works for those in the
18 audience.

19 You can see this hashed area where it says
20 "Transfer parcel" is the existing Starlight Lane, and
21 that would be transferred from Costco to the Augusciks.

22 Next.

23 Highlights of the plan. The retail warehouse
24 is located at the north end of the site. The accessory
25 fueling station is located at the southwest corner of

1 the site. Initially there will be 24 pump or fueling
2 stations, but it has the ability to build up to 30.

3 The site includes 781 automobile parking
4 spaces, plus there's additional bike spaces, motorcycle
5 spaces, on site.

6 There are going to be 63 oak trees placed on
7 the site: 225 Valley Oak and six Blue Oak trees will be
8 planted off site pursuant to the town's tree ordinance.
9 And they'll be either planted off site or pay in-lieu
10 fees to have that done.

11 And access to the Sierra Meadows Apartments is
12 unchanged under the proposal before you tonight.

13 This is a drawing of the project. Quickly,
14 this is the Costco site at the northwest site. There is
15 parking here for the staff of the Costco facility at the
16 northwest corner. There is parking along the eastern
17 edge.

18 This is a required emergency-vehicle-access
19 only. That is a condition of approval. And it is
20 permanent.

21 There will be a sound barrier along the
22 residential uses at this side of the site.

23 This is a fueling station in this location,
24 and this graphic shows the traffic patterns for the
25 fueling trucks to unload their fuel.

1 This shows a pattern for the loading -- the
2 trucks loading at Costco during the evening hours. And
3 this pathway is where the loading trucks will come
4 during the daylight hours so -- which is 7:00 to
5 10:00 p.m.

6 Next slide.

7 This slide is the same site plan but what we
8 wanted to show is this is Sierra College Boulevard.
9 Along the bottom of the graphic you have Granite Drive,
10 the existing Granite Drive here. And the access to
11 Granite Drive could be, in fact, provided, you know,
12 through the adjacent property owner.

13 Costco has negotiated with the adjacent
14 property owner to allow that access.

15 The City of Rocklin, though, would have to
16 approve it.

17 So the conditions of approval that we have
18 before you tonight requires if the City of Rocklin
19 allows that access, Costco shall build that access point
20 to provide traffic between the two commercial facilities
21 so they're not coming out on Sierra College Boulevard.

22 Next slide.

23 Couple of questions about the fueling station
24 and queuing.

25 Costco recently modified the plan slightly to

1 increase the queuing. So these gray spaces you see down
2 in kind of the bottom are the 30 fueling stations. And
3 these are areas that you can queue people. So there are
4 30 fueling stations and 40 cars in queue, for a total of
5 70 cars under normal conditions.

6 If there is a situation where that is backing
7 up, there is a temporary queue management plan, which is
8 a condition of approval to be implemented; that this
9 area of the parking lot will be barricaded. And it's
10 hard to see but there is a blue dotted line, and the
11 cars will come around and then queue into the normal
12 queue. And that adds an additional 13 cars, for a total
13 of 83 vehicles, both in the fueling station and also in
14 the queue.

15 And honestly if I saw that many cars, I don't
16 know if I would want to drive in there.

17 This is a graphic of Sierra College Boulevard
18 at the Costco main entrance.

19 Next slide.

20 And this is a graphic from Sierra College
21 Boulevard looking at the fueling station.

22 Next slide.

23 Some of the circulation highlights.

24 The main signalized entrance to the project
25 will be from Sierra College Boulevard. There will also

1 be an access on Brace Road, which is a right in/right
2 out on the west side of the Sierra Meadows Apartments.

3 There is also a mandatory permanent emergency
4 vehicle access point at the eastern side of the
5 apartments, accessing or potentially accessing
6 Brace Road.

7 Sierra College improvements that will be
8 constructed by Costco as part of the project are a
9 northbound right-turn lane, southbound left-turn lane,
10 northbound third travel lane on Sierra College
11 Boulevard, sidewalks, Class II bike lane, and a new
12 dedicated right turn lane onto Brace Road.

13 Next slide.

14 Sierra College Boulevard improvements that are
15 included in the town of Loomis capital improvement
16 program include new northbound and southbound third
17 lanes on -- from Brace Road to Taylor Road, making that
18 a six-lane segment up to Taylor Road.

19 There are new Class II bike lanes that will be
20 from Brace Road to Taylor Road. And there will be a new
21 extended northbound secondary lane from Taylor Road
22 across the tracks, along Sierra College Boulevard, to
23 provide additional space for queuing once you cross over
24 the railroad tracks.

25 The project also recommends mitigation of

1 signalization coordination which is required to be
2 between Caltrans, the town of Loomis, and the city of
3 Rocklin.

4 Next slide.

5 At this time, Mario Tambellini, the town's
6 engineer, is going to talk about some traffic items.

7 There were a number of assumptions made during
8 this process, both in the first, second environmental
9 documents and the final EIR. So we decided we wanted to
10 give you some more background information on traffic.
11 So he is on the Zoom call.

12 So, Mario, tell me when you need to -- or tell
13 Mary Beth when you need to change the slides.

14 MARIO TAMBELLINI: Thanks, Anders.

15 This is Mario Tambellini with Wood Rodgers,
16 and we are the consultant that has been assisting the
17 town of Loomis with reviewing traffic items for the
18 Loomis Costco project.

19 And as Anders said, I'm going to spend a
20 couple minutes going over a couple of the common traffic
21 comments that we've received throughout the process.
22 I'm going to be providing just a little bit more
23 information and some responses to those common comments.

24 So the first thing we'd like to address is
25 that we've been hearing that Costco in general generates

1 a lot of traffic, and perhaps Costcos generate more
2 traffic than most other land use types that go in this
3 type of area. So we wanted to take a little bit of a
4 closer look at that.

5 If you look at the Costco generation --
6 sorry -- the Costco Traffic Transportation Impact
7 Analysis prepared for the project, it estimates that the
8 Costco project will generate approximately 12,290 trips
9 per day.

10 If you look at the current zoning in the
11 general plan for the project site, the current zoning
12 allows one- or two-story buildings and up to .5 to 1.0
13 floor area ratio, which determines how much square
14 footage you can build on that site.

15 Doing some industry standards, ITE trip
16 generation of the general plan conditions, we determined
17 the development of one-story buildings, consistent with
18 the current zoning, would generate up to 12,500 trips
19 per day, and development of two-story buildings
20 consistent with the general plan zoning would generate
21 up to 25,000 trips per day.

22 And so as you can see, the Costco project is
23 relatively consistent in the number of trips compared to
24 a one-story building consistent with the general plan,
25 and it's actually quite a bit less than the theoretical

1 maximum trips that could be generated by that site.

2 Next slide, please.

3 The next question and comment that we've heard
4 a lot of is that people are concerned, they want to make
5 sure that the Loomis Costco doesn't have as much traffic
6 congestion as the Roseville Costco does today.

7 And so this is something that we've looked at
8 carefully. And we want to highlight a number of key
9 differences between the setting where the Loomis Costco
10 would go and the existing Roseville Costco that makes us
11 confident that you won't have that same congestion at
12 Loomis Costco.

13 The first one is just the overrule traffic and
14 build-out on the major road on which each site is
15 located. Roseville Costco is located on Stanford Ranch
16 Road. There's a significant number of shopping centers
17 nearby, including the Galleria Mall just to the south.
18 As such, Stanford Ranch Road contains 50,000 daily trips
19 on average adjacent to the Roseville Costco.

20 Meanwhile, Loomis Costco would be located on
21 Sierra College Boulevard, which is far less built out
22 and the average daily traffic on Sierra College
23 Boulevard, with construction of the Loomis Costco, is
24 only anticipated to be about 28,000 daily trips. It's
25 quite a bit less than Stanford Ranch Road in Roseville.

1 Additionally, if people want to access the
2 site, a lot of people are going to be heading north to
3 get to the site from I-80.

4 If you're heading north and want to enter the
5 Loomis Costco on Sierra College Boulevard, all you have
6 to do is make a single right turn to access the site
7 using the currently proposed site plan.

8 However, if you're traveling north on
9 Stanford Ranch Road, and you want to enter the
10 Roseville Costco, you would have to make either a U-turn
11 plus a right turn or two left turns before you could
12 enter the parking lot, both combinations of which would
13 be quite a bit more time-consuming and cause more delay
14 than the single right turn proposed for the Loomis
15 Costco.

16 We also want to note that the parking lot for
17 the Loomis Costco would only house Costco warehouse
18 itself. All trips using the Costco parking lot
19 driveways would be associated with the Costco.

20 And contrasting that, parking lot for the
21 Roseville Costco is shared not only by Costco but by the
22 entire Stanford Ranch Mall, which contains many grocery
23 stores and other shopping facilities, and as such, the
24 Roseville Costco driveways are loaded with traffic from
25 many sources, not even related to Costco itself.

1 Finally, we want to talk about how the local
2 circulation will work around each site.

3 For the Loomis Costco, we're proposing
4 consolidated access points. This will allow us to make
5 sure that all traffic in and out of the site is all
6 traveling in the same direction, minimizing conflicts
7 and everybody can keep moving forward.

8 Meanwhile, if you look at Five Star Boulevard
9 adjacent to the Roseville Costco, you will see many
10 closely spaced, high-volume driveways all along that
11 roadway, which creates many conflict points and a lot of
12 congestion and slowdown.

13 So based on all these points outlined here,
14 we're very confident the Loomis Costco traffic
15 situation will be quite a bit better than the Roseville
16 Costco traffic situation.

17 Next slide, please.

18 So the next topic I wanted to just address
19 really quickly is we've had some comments on the project
20 site access, and so we're going to go over a couple
21 theoretical scenarios that people have requested that
22 the project look at. And I just want to note the
23 following slides are not proposed to change the project.
24 They are intended to address comments only.

25 Next slide, please.

1 So one comment that we've received is to
2 consider potential dual northbound right-turn lanes and
3 dual southbound left-turn lanes into the Costco driveway
4 off of Sierra College Boulevard.

5 And the reason why we don't believe this is a
6 good solution for this site is that by creating two
7 entry lanes into the project site, if that was something
8 that were to occur, you would create a pretty
9 significant weaving movement, which would slow down
10 people entering the site, back up cars all the way to
11 Sierra College Boulevard.

12 As an example of why that weaving movement
13 would occur, if you were in the left right-turn lane
14 from Sierra College Boulevard, entering the site, and
15 you want to go to get some fuel before you shop at the
16 store, you're actually going to enter the site on the
17 left-hand side internal entryway. You're going to have
18 to merge one lane to the right and then merge into the
19 fuel center. So you're going to be cutting in front of
20 the traffic in the middle lane next to you to get to
21 your destination.

22 Similarly, if you're using the right
23 right-hand-turn lane to enter the site, and let's say
24 you want to continue and just park and go to the store
25 first off, that right-hand entryway lane only goes to

1 the fueling station. So you're going to have to merge
2 over one lane to your left, cut in front of vehicles in
3 that lane, and then continue on your way.

4 So you're going to -- by creating two
5 entryways into the Costco store, you would potentially
6 have a significant weave movement that would make
7 overall operations worse, and that's why it's not
8 proposed as part of the project.

9 Next slide, please.

10 And just as a quick example of that -- this
11 type of issue and somewhere where it's actually already
12 happening today, there's an existing weaving condition
13 on Sierra College Boulevard and Granite Drive, nearby
14 the Loomis Costco project where this is already
15 occurring. This is not related to or caused by the
16 Costco project at all. This is a good example of
17 congestion caused by these weaving movements.

18 So if you're headed eastbound on Granite Drive
19 and you want to turn right onto southbound
20 Sierra College Boulevard, as you can see on the image on
21 the screen, if you use the right-hand-turn lane, you're
22 going to end up in a lane that goes only onto the I-80
23 westbound ramps. And so if you want to continue south
24 on Sierra College Boulevard, as soon as you merge -- or
25 turn onto Sierra College Boulevard, you're going to have'

1 to start merging left, cutting in front of people.

2 Similarly, if you use the left eastbound
3 right-turn lane from Granite onto Sierra College
4 Boulevard, and you want to actually get on that I-80
5 westbound ramp, as soon as you get onto Sierra College
6 Boulevard, you're going to have to start merging to your
7 right and shift lanes, cutting in front of people and
8 slowing traffic down.

9 And so this is an existing source of
10 congestion just nearby the Loomis Costco project site.
11 And it's an example of something we want to avoid when
12 we designed the project.

13 Next slide, please.

14 The final comment that we've received that I
15 want to address is that we have asked Best to consider
16 shifting the Costco driveway signal on Sierra College
17 Boulevard about a hundred feet further north.

18 And the issue with this is that if the traffic
19 signal and the driveway were to shift further north, it
20 would align the project driveway directly in line with
21 the front of the Costco building, which contains the
22 main entrance for shoppers. And as vehicles would enter
23 the site on this alignment, they would almost
24 immediately be conflicting with pedestrian, with their
25 shopping carts coming in and out of the main door of the

1 Loomis Costco.

2 Once again, these conflicts would cause a lot
3 of slowdown, a lot of congestion, and make the overall
4 operation of the site worse.

5 Next slide, please.

6 And with that, that concludes my topics on
7 traffic. And I'd like to hand it back to Anders.

8 ANDERS HAUGE: Thank you, Mario. Really
9 appreciate that.

10 So a bit of the project history.

11 The application was made to the town of Loomis
12 in March of 2017. There was a notice of preparation, a
13 draft EIR prepared, a Planning Commission public
14 hearing, Planning Commission meetings, and it was
15 decided after reviewing the comments on that initial
16 draft EIR that we needed to go back and address a number
17 of issues. And we recirculated the draft EIR to address
18 those issues. And that recirculation occurred between
19 December and February of last year and this year.

20 The final EIR with response to comments was
21 circulated June 26 through July 7th.

22 And I wanted to note the presentation that
23 Mario just made, all of those issues are addressed
24 either in the recirculated draft EIR or the response to
25 comments, but this was a graphic way to explain to

1 person the text that we have in those documents.

2 And then the Planning Commission held their
3 meeting on July 7th and unanimously recommended you take
4 the actions to approve the project.

5 And tonight, you're meeting, and our
6 recommendation is that tonight you have a first reading
7 of the zoning ordinance, and that at the end of the
8 public hearing, you continue it to the evening of
9 August 11th. And August 11th is a date that we would
10 like you to consider each of the actions for approval of
11 the project.

12 Next.

13 I wanted to go over the agency coordination.

14 Beginning prior to the release of the
15 recirculated EIR, we decided we needed to go out and
16 meet with the agencies who had comments, and we wanted
17 to resolve the issues, confirm our approach to the
18 revised -- or recirculated draft EIR.

19 We wanted to provide the draft traffic
20 analysis so that it could be reviewed by the agencies
21 prior to going into the EIR.

22 We wanted to create the fair share estimates
23 of mitigation costs between Caltrans, Placer County,
24 city of Rocklin, and the town of Loomis.

25 And we also redid our modeling, both using the

1 Synchro model and the SimTraffic model that the town --
2 or city of Rocklin had requested us to use.

3 This is discussed in Attachment 6 about the
4 agency coordination efforts.

5 With Caltrans, we had a number of meetings and
6 they agreed to the fair share program. They also agreed
7 to our methodology. They agreed to the assumptions that
8 were made. And if you note in their comments on the
9 recirculated draft EIR, they did not talk about traffic
10 because it was taken care of.

11 They currently have the memorandum agreement
12 with the town for the fair share funding where the town
13 would pay the agreed upon fair share.

14 We also met a number of times with
15 Placer County resources, the same thing. They agreed to
16 the modeling and the analysis that was conducted. They
17 agreed to the fair share allocation, and provided us
18 costs for the county so that we had accurate costs. And
19 they, too, are considering a memorandum of understanding
20 that the town would then contribute fair share to the
21 projects within Placer County.

22 We also met with South Placer Fire Department.
23 They have responsibility for fire protection. And one
24 of their concerns, the existing tax structure does not
25 cover the costs for this facility. So it actually

1 requires Costco and South Placer to come to an agreement
2 on a funding mechanism for an annual basis, and they
3 have been in discussions to achieve that.

4 We also met with Placer County Air Pollution
5 Control District prior to the release of the revised or
6 recirculated draft EIR.

7 They had comments and concerns about how we
8 calculated VMT. And so we went back to them and worked
9 with them in addressing their concerns, and actually
10 providing the analysis VMT that meets their
11 requirements. And that is what has been presented in
12 the final EIR and the response to comments. So they are
13 in concurrence with the way we have calculated vehicle
14 miles traveled for this project.

15 Sierra College, we met with them on one
16 occasion, and after some correspondence, declined to
17 meet with us further, saying that they would just
18 respond to the comments or they would make comments on
19 the final EIR.

20 City of Rocklin, we had a number of meetings
21 with them, e-mails, phone calls. We, in the last
22 meeting, presented the information, discussed the
23 mitigation, discussed a number of items, and they
24 requested that we provide them the actual traffic impact
25 analysis and also the results of our same traffic

1 modeling.

2 That was presented to them in the fall of
3 2019, so it's been about nine months. And since that
4 date, we left that meeting saying, "We're open. Do you
5 have any questions? Do you have any concerns? Please
6 talk to us. We want to work it out."

7 We have not heard from them, other than the
8 day after the Planning Commission, the planning director
9 wanted to know when you were going to have your meeting.
10 And that's the only communications we've had with
11 Rocklin since the fall of 2019. And that invitation has
12 been open and ongoing since that point in time.

13 We also met with a number of concerned
14 citizens, including the apartment owner of Homewood and
15 had discussions with managers of the Harmon property.
16 We met on site with the apartment owner.

17 And basically we looked at the median strip
18 that was being proposed on Brace Road and we want to
19 clarify that median strip will only block left-hand
20 turns coming out of the Costco driveway; that the
21 apartments and Homewood will have the -- will have the
22 access and the ability to make turning movements as they
23 do today. The final designs, we will make sure that
24 those conditions don't change.

25 For the Harmon property, they were concerned

1 about the existing left-hand turn lane under the
2 long-term conditions which would be 10 to 15 years.
3 It's possible the left-hand turn lane into their
4 business establishment would be removed. And they just
5 requested to communicate with us over -- with the town
6 over time to make arrangements for what -- you know,
7 make arrangements to have safe access into their
8 property if that happens at that point in time. So
9 we're looking again 10 to 15 years, and working with
10 them and making sure they have access to the property.

11 Next slide.

12 So a number of requests -- and I kind of want
13 to highlight. One, the VMT methodology, there was
14 questioning about it so we decided to go to the state
15 agency responsible and work closely with Placer County
16 Air Pollution Control District to achieve the modeling
17 and conclusions for VMT.

18 There were questions about funding to
19 jurisdictions outside of Loomis.

20 Just be aware the town has offered to
21 reimburse Rocklin for their fair share, the I-80
22 Sierra College interchange. That is not a mitigation
23 measure. That is just an offer that the town has made,
24 and that offer has not been acted on at this time.

25 The town has also offered to reimburse Rocklin

1 for cost on the Sierra College CFD. Again, that is not
2 a mitigation measure. That's not required. But at this
3 time, there has been no response from the City of
4 Rocklin for that.

5 And then the town has offered to pay the fair
6 share of traffic improvements to Rocklin, Caltrans, and
7 Placer County, and each of those agencies has an
8 agreement.

9 Just as a note of information, the fair share
10 calculation indicates that at full condition, full, you
11 know -- the long-term condition, Costco will contribute
12 about seven percent to Sierra College Boulevard traffic
13 with either the City of Rocklin or Placer County or the
14 Homewood contributing 93 percent to the traffic on
15 Sierra College Boulevard.

16 We were also asked by the town of Rocklin
17 to -- well, the town of Rocklin and others to consider
18 two access points to Brace Road and avoid -- and that we
19 also had comments from neighbors wanting us to avoid
20 headlights disturbing the residences across from
21 Eastern Brace access.

22 So we did evaluate that as an alternate -- or
23 an option within the recirculated draft EIR. And after
24 the review and looking at comments, we're coming back to
25 you with a new option, 1B, which is proposing the

1 permanent emergency vehicle access on Brace Road, east
2 of the Sierra Meadows Apartments, which seems to address
3 the issues, and also would not have lights shining into
4 the residences across the street.

5 Next.

6 There was also a request by the City of
7 Rocklin that we design a Granite Drive access, and we
8 did that. And that was evaluated in the recirculated
9 draft EIR. Then Rocklin came back and said, "No. We
10 don't want you to have access to Granite Drive."

11 We did -- or Costco did reach agreement with
12 the adjacent property owner to connect Costco through
13 that property, through Granite Drive. And we're at a
14 point now with the condition of approval. If the
15 City of Rocklin agrees for that access point into the
16 adjacent property, that Costco's required to build that
17 access. And our recommendation is for better flow of
18 traffic and for reducing the traffic on Sierra College
19 Boulevard, that that be done.

20 There's also a request to move the main
21 entrance north of Sierra College Boulevard. And Mario
22 just gave the presentation on why that is not
23 recommended.

24 Thinking about it, one of the things that I
25 came to a conclusion is when I tried to go in front of

1 an entrance in front of Costco, a person entering and
2 exiting Costco right in front, feel they have the
3 right-of-way. And it's always taken me a long time to
4 inch forward trying to get through.

5 Where the attitude if you're farther in the
6 parking lot is the cars have the right-of-way and allows
7 a better flow of traffic.

8 So it's -- I think Mario did a good job of
9 explaining why we feel this is an unsafe condition to
10 move the entrance.

11 And then also there was a request to provide
12 additional queuing for the fuel station. The fueling
13 station was moved further to the south on the site. And
14 they also came up with a temporary management queuing
15 plan, which is a condition of approval and required if
16 the queuing becomes too severe. And I have a slide
17 showing what that looks like a little bit later.

18 Next.

19 We were asked to -- or Costco was asked to
20 retain as many oak trees as possible, so there will be
21 four retained on site, and there will be 63 oak trees
22 replanted on site using 24-inch boxes.

23 Also, there was a request to reduce the
24 nighttime noise from trucks and the maintenance of the
25 parking lot. So the conditions of approval require that

1 there's no site maintenance activities between 7:00 p.m.
2 and 7:00 a.m. And it also requires that delivery trucks
3 use the main entrance on Sierra College Boulevard
4 between 10:00 p.m. and 7:00 a.m. which addresses that
5 issue.

6 There was also a request that we look at
7 reducing the tire center noise. We're requiring the
8 closing of doors, when possible, so basically bring the
9 car in, close the door. And also using equipment that
10 produces reduced noise level, which Costco has said they
11 are now using.

12 And we have observed this practice at the
13 Citrus Heights site. They actually close the doors when
14 their cars are in the shop.

15 Next slide.

16 We were also asked to maintain the existing
17 turn movements onto Brace from the adjacent properties,
18 and as discussed earlier, we are going to construct the
19 median to only limit the left-hand turns for the Costco
20 traffic. The other businesses and apartments will be
21 able to retain their existing access.

22 There was also a request that we reduce
23 queuing of traffic on Sierra College Boulevard. Queuing
24 today is a significant impact. It's there today. In
25 fact, the queuing in the modeling is so severe that you

1 can't get into the Costco right-hand-turn lane because
2 under the worst case or extreme condition, the cars are
3 backed up to Granite Drive and you can't make that turn.

4 So what we're recommending is a Loomis -- the
5 Loomis and capital improvement programs to widen
6 Sierra College Boulevard up to Taylor, the signal
7 coordination and the additional lanes and striping
8 improvements, which will mitigate the existing
9 conditions and mitigate the impacts that Costco has
10 both short term and long term on Sierra College
11 Boulevard.

12 There was also a request to protect the
13 existing water well at Sierra Meadows Apartment. And so
14 we have assured that any activities that would impact
15 that are at least 50 feet away pursuant to state
16 guidelines from the water well, and the design you have
17 in front of you today achieves that.

18 It was also requested that we use the same
19 traffic model, and we ran the same traffic model and
20 provided that information to the City of Rocklin for
21 their review, again, last October.

22 Next slide.

23 So quickly CEQA disclosure. Due to the
24 project components, basically the things that had been
25 built into the project design, there are impacts that

1 are considered to be less than significant or no
2 impacts.

3 There are also a number of impacts that have
4 been mitigated to a less-than-significant level and
5 there are 18 mitigation measures recommended to
6 accomplish that. And also there are jurisdictional
7 limitations on the implementation of mitigation since we
8 need Caltrans, Placer County, and City of Rocklin to
9 agree to those.

10 So as you see in the next few slides, there
11 are impacts that have been identified as significant and
12 unavoidable because we can't guarantee that these other
13 agencies will implement the projects with the funding
14 that is provided by the project.

15 Next slide.

16 So there are biological resources that are
17 significant and unavoidable, including the permanent
18 fill of wetlands, loss of protected oak, loss of
19 Valley Oak Woodland habitat, loss and disturbance of
20 nesting migratory birds, loss and disturbance habitat
21 for nesting raptors, indirect adverse effects on the
22 Steelhead population, and also potential morality and
23 loss of habitat for the Western Spade Foot Toad.

24 So those are all documented in the
25 recirculated EIR.

1 Greenhouse gases, there will be generation of
2 greenhouse gases that are significant, unavoidable
3 impact. And there is also a conflict with the
4 applicable plan policy and regulation regarding reducing
5 the GHG that we're identifying as a significant impact.

6 The only noise impact we've identified is the
7 exposure of people to the short-term construction noise.
8 And after that, we believe the mitigation measures
9 reduce noise to less than significant.

10 There are significant unavoidable traffic
11 impacts. Again, we have to call them this because we
12 have to have the cooperation of the other agencies to
13 implement the mitigation. But there would be
14 degradation of levels of service at intersections, and a
15 potential for creation of substantial traffic-related
16 hazards.

17 Next slide.

18 And then there are cumulative impacts so this
19 is when you have one or more coming together. And we
20 have cumulative impacts for biological resources,
21 greenhouse gas, short-term plus long-term intersection
22 operations, long-term plus intersection operations,
23 creation of substantial traffic-related hazards under
24 the short-term plus project, and potential for creation
25 of substantial traffic-related hazards under the

1 cumulative long-term project conditions.

2 Next slide.

3 We have reviewed the general plan for
4 consistency. That consistency analysis has been
5 provided to you, Attachment 4, Exhibit 4A in your staff
6 report.

7 We've also reviewed the zoning consistency
8 which includes review, and the conditional use permit,
9 the design review, and those are dealt with under the
10 conditions of approval to address those issues.

11 And also we have a zoning consistency with the
12 lot line adjustment, and the recommendation is that is
13 approved with conditions of approval to assure
14 compliance with your zoning code.

15 Quickly, the town's objectives are to locate
16 warehouse retail uses and a fueling station near
17 existing interchanges to minimum impacts to the
18 remainder of Loomis;

19 To locate the warehouse uses and fueling
20 stations was to not conflict with the character, scale,
21 architecture of the historic central business district
22 along Taylor Road;

23 To locate the warehouse retail on land
24 sufficient to provide the necessary facilities for that
25 type of use;

1 To improve the Loomis' commercial base, to
2 increase municipal revenues, to increase retail sales,
3 taxes, as well as employee spending, and provide a wider
4 range of goods and services to the local residents, in
5 addition to encouraging uses near the freeway;

6 And to expand the space available for
7 integrated retail sales of goods and services and fuel
8 in the town of Loomis.

9 Next.

10 So tonight the recommendation is that you
11 introduce the first reading of the zoning ordinance
12 amendment. And we're recommending on August the 11th, a
13 week from tonight, that you approve the Costco project
14 subject to the findings and conditions, including a
15 resolution with the CEQA findings and to certify the
16 Final Environmental Impact Report, the EIR mitigation,
17 monitoring and recording program, to adopt the zoning
18 ordinance.

19 Second reading, to pass a resolution to
20 approve the lot line adjustment and to pass a resolution
21 to improve the warehouse retail conditional use permit,
22 design, and review.

23 So at this time Costco -- we have a
24 representative from Costco here and he will make a
25 presentation.

1 And that's Mike Dubrota.

2 MR. DOBROTA: Hi. I'm Mike Dobrota. I'm a
3 real estate representative for Costco.

4 I would like to thank the council and the
5 mayor for giving us a chance to speak.

6 I'd also like to thank the staff for the three
7 hard years with consultants, experts, analysts, to come
8 up with this presentation for a project for Costco.
9 It's been a long time coming.

10 I started this project 2016. So I kind of
11 felt like I started it and I should come here tonight to
12 basically answer some questions, if there are any, from
13 the public or from the council itself.

14 There is a little bit of presentation here.

15 I haven't been on a day-to-day with this, so
16 these are some of the things that have already been
17 discussed.

18 Landscaping, site changes, setbacks, that are
19 on here. Especially from the east side of the property,
20 the setback for the residences over there. There are
21 sound walls and the -- they already talked about the
22 reduced height of the lot lines.

23 So let's go on to the next one.

24 This is one of the elevations. What we really
25 tried to do was to take a look at some of the

1 architecture within the town, the packing-type buildings
2 and things like that. So we're going to use the metal
3 building with signage on the building, landscaping in
4 front, trellises to break it up a little bit.

5 Go on to the next one.

6 And this is just showing some of the -- how
7 the building will be broke up so it's not a big mass and
8 where the signage is.

9 With that, I'm also going to say a couple of
10 other things.

11 With this project that I started, I also had,
12 you know, numerous meetings with adjacent property
13 owners. The -- as far as the lot line adjustment, I
14 negotiated that with Mr. Auguscik, who is here today,
15 and we're hell bent on making sure that happens. It
16 wasn't as easy as I thought. You can't just move a line
17 on the ground and make a lot line adjustment evidently
18 in California.

19 So we're going to go through that and we're
20 going to honor that. It's just a matter of getting
21 through the process.

22 You know, I've had some discussions on site.
23 I'm the kind of real estate guy that throws things
24 against the wall to see if it could work.

25 I've had a number of discussions with Bob and

1 with Daljit regarding what ifs. Didn't go that far.

2 I also met with at one time the mayor of
3 Rocklin, to see what their concerns were and how, you
4 know, Costco could be a better neighbor.

5 But this has gone on for, as we all know,
6 three to four years, and we're here today.

7 But I want to tell you one thing that Costco
8 looks at. They're going to look at this project and
9 they want make sure it works. Because we're membership
10 driven, and if the members aren't happy, they call.
11 They write letters. And then we're out there making
12 changes and changes, and we all know when you make
13 changes, it becomes costly. So you want to get it right
14 the first time.

15 So I applaud the consultants that have put
16 together this package. They put a lot of effort into
17 it. I've been doing this stuff for over 20 years. And
18 I don't know if anybody has done the analysis like this
19 for a project.

20 So I would like to just basically make myself
21 available to answer any questions that you may have
22 or -- I don't know what the process is, if after the
23 public speaks, there may be more questions. I'm not
24 really...

25 Thank you.

1 MAYOR CLARK-CRETS: So we are going to have
2 the co-applicant come up or shall we do more questions
3 now?

4 TOWN MANAGER RABÉ: Co-applicant.

5 MAYOR CLARK-CRETS: Okay. So if you don't
6 mind, we'll talk with the co-applicant, and then after
7 that, we'll have questions, and then we'll be able to go
8 back and forth at that time.

9 MR. DOBROTA: That's fine.

10 MAYOR CLARK-CRETS: Okay. Thank you very
11 much.

12 MR. AUGUSCIK: Hello. My name is
13 Bob Auguscik. My family and I own the apartments on
14 Brace Road.

15 We've been trying to work with Costco and the
16 town for three years now. Over that time it's become
17 very clear that the town is more interested in tax
18 revenue from Costco than trying to work out issues with
19 surrounding businesses and residents.

20 There are numerous problems with this project.
21 The right in/right out restriction on the Brace Costco
22 entrance will force cars down Brace Road and force them
23 through the apartment parking lot and create a
24 turnaround for those vehicles.

25 This will create a very unsafe condition where

1 kids play and people walk to their homes.

2 I have been using the apartment west entrance
3 for over 16 years, sometimes four or five times day. I
4 would argue that our existing entrance is too close to
5 Sierra College.

6 Cars coming off of Sierra College quickly
7 accelerate to well over the 35-mile-an-hour speed limit
8 and give you very little time to make a decision to pull
9 out.

10 Cars traveling west on Brace Road are also
11 moving at a much higher rate of speed.

12 With the Homewood entrance awkwardly offset
13 from the apartment entrance, adding a Costco entrance
14 next to our west entrance is not safe.

15 The site line triangles that are being used in
16 the memo attached to the staff report do not consider
17 cars parked on Brace Road.

18 The town has reassured me that the street
19 parking is not going to go away. Why don't these site
20 triangles consider parking on Brace Road?

21 The nighttime restriction on trucks through
22 Brace Road entrance is not enforceable and will have
23 severe impact on the livability of the apartments.

24 And lastly, the EIR does not actually
25 interpret the lot line agreement between Costco and the

1 apartments.

2 On December 17th, 2019, before signing this
3 lot line adjustment application, I requested a meeting
4 with the town to discuss how the lot line adjustment
5 would be done. In our meeting, Anders and Mary Beth
6 reassured me that the lot line adjustment was a simple
7 easy step that would take a month or so to complete and
8 could be approved at staff level.

9 I left the meeting feeling satisfied the lot
10 line adjustment would be done as a standalone
11 application outside the project.

12 Based on the meeting, I signed the application
13 and sent it back to Costco.

14 It is now very clear that the town
15 representatives were not truthful with me once again,
16 and actually deceived me into thinking that this -- that
17 they would process a lot line adjustment, independent of
18 the project.

19 The town's lack of transparency and disregard
20 for the existing apartments is the reason I can no
21 longer support this project.

22 I was totally onboard with Mike when this
23 thing first came around, and I just lost all respect for
24 the town at this point.

25 MAYOR CLARK-CRETS: All right. Going back to

1 council, and do you have any questions for any of the
2 speakers?

3 COUNCIL ONDERKO: Well, those are pretty
4 serious charges that were laid out against the town, so
5 I would like staff to have an opportunity to bring
6 that -- to discuss those charges about the lot line
7 adjustment application.

8 ANDERS HAUGE: When we met early on the lot
9 line adjustment, it appeared to be a simple process.
10 Typically it is a simple process. But in this case,
11 there were some issues with too many lots, and therefore
12 we were looking that this was not a lot line adjustment
13 but it was going to have to be a subdivision map. And
14 there was additional research done, and the town
15 certified that some of those lots actually had been
16 merged before.

17 And the other thing that we became aware of
18 was the town code requires when you have a project, a
19 combined project, that you have to process that together
20 through the end of the process.

21 So the lot line adjustment is being processed.
22 It is part of the Costco project since it's interrelated
23 and integral to each other.

24 And so this did not turn out to be the simple
25 lot line adjustment that Mary Beth, as your planning

1 director, can typically approve.

2 COUNCIL ONDERKO: Can I respond to that?

3 Okay. Well, that's an explanation. I guess
4 that's different than what I think the applicant is
5 claiming, that we were not transparent and several other
6 charges of ethics.

7 And so it sounds like we probably should have
8 had more information when the application -- when the
9 applicant came into the office so that we provided
10 better direction and expectations so -- you know, those
11 kind of things happen. I'm not saying that that makes
12 anything easier for the app- -- co-applicant.

13 But, you know, to say that, you know, we
14 breached our ethical duty, I think is, you know, a
15 pretty serious charge.

16 We have a fantastic staff here in Loomis. And
17 while we don't always get it right, we do pretty good
18 here to be straightforward with the public.

19 And so I would appreciate if you could just
20 cut some slack to the staff on that -- in that regard.

21 MR. AUGUSCIK: I'm only stating facts.

22 COUNCIL ONDERKO: You know, everybody is
23 interested in process until they understand it. And so
24 once process is understood, it's more complicated I
25 think than a lot of people really realize.

1 So that's it for me on that item.

2 Thank you.

3 MR. AUGUSCIK: I was speaking with
4 Mike Dobrota every week on this for a year. And I know
5 that Mike was having meetings with you for over a year
6 on getting this lot line adjustment done.

7 Michael Okuma actually wrote a letter to you
8 guys saying, "We have to do this, whether we do it in
9 the project or outside of the project. We want this
10 done."

11 The town attorney actually called my attorney
12 and told him that it was his idea to take this out of
13 the -- to make this part of the project because the town
14 had some idea that they had some right to this property.

15 So how do you answer that?

16 MAYOR CLARK-CRETS: So when you say that the
17 town had some right to this property -- I'll ask the
18 quick question: When you started to talk about the lot
19 line adjustment, did Costco actually own the property at
20 that time?

21 MR. AUGUSCIK: No, they did not.

22 MAYOR CLARK-CRETS: Okay. So there was a
23 little bit of delay until the actual property was in
24 their hands.

25 MR. AUGUSCIK: There was -- yeah, a few

1 months. I don't remember exactly how long. But the
2 only -- the only thing that triggered our agreement was
3 them purchasing the property, which they did shortly
4 thereafter.

5 MR. MITCHELL: Madam Mayor, if I could add a
6 couple comments.

7 MAYOR CLARK-CRETS: Please.

8 MR. MITCHELL: The other issue that Anders
9 didn't mention is because this is being done in the
10 context of the Costco project, we could not approve this
11 piece prior to the approval of the environmental
12 document.

13 If we had approved the lot line adjustment
14 prior to the approval of the environmental document, it
15 would have raised the possibility of a challenge from
16 those who are inclined to file a lawsuit against this
17 project, claiming that we had split the project, which
18 is illegal under CEQA.

19 So it's unfortunate that this was not a simple
20 straightforward lot line adjustment between two parties
21 who had no project in mind. It was clearly being done
22 in the context of the Costco project.

23 MAYOR CLARK-CRETS: So initially we started
24 out with thinking that it would be a simple thing
25 because we weren't thinking about the lots, and then

1 realizing that there was actually going to be a
2 subdivision and --

3 Didn't we notify the co-applicant as we found
4 out things, as we were going through? Did you let him
5 know what was going on?

6 MR. AUGUSCIK: I didn't even know what the
7 application was. I signed an application --

8 MAYOR CLARK-CRETS: Just one minute, sir.
9 Mr. Auguscik. I respect your time for sure, but I'd
10 like to hear from the staff.

11 ANDERS HAUGE: As we hit each of the steps and
12 came with new information, Costco and Mr. Auguscik were
13 provided letters as to where we stood and where we were
14 in the process.

15 MAYOR CLARK-CRETS: Okay.

16 ANDERS HAUGE: It wasn't as fast as we wanted.

17 MAYOR CLARK-CRETS: All right. Yeah.

18 Well, again, I can reiterate Council member
19 Onderko working with the staff; that we had -- certainly
20 we have no ill will towards you. And, you know, this
21 project is huge, something of which we never had before.
22 And, you know, I definitely apologize for some
23 misinformation, but I can hardly believe that it was
24 ever intended to be such so...

25 Anybody else?

1 COUNCIL DUNCAN: I have a question. I have a
2 question for -- I'm sorry.

3 I have a question for Mr. Auguscik.

4 MR. AUGUSCIK: Yes.

5 COUNCIL DUNCAN: When you purchased the
6 property, that was back in 2006?

7 MR. AUGUSCIK: 2004.

8 COUNCIL DUNCAN: 2004.

9 So I'm sure you were unaware that the
10 property, the lot line that was -- what you thought was
11 part of your property, you know, you didn't -- you
12 weren't aware of that; right?

13 MR. AUGUSCIK: No. It was actually
14 represented that we owned to the middle of Starlight at
15 the time. And I just assumed because we had parking
16 spots, garbage pickup, and the storage building on that
17 property, that it was ours. The title, you know,
18 company highlighted it, and I didn't question it.

19 COUNCIL DUNCAN: So you've been operating for
20 16 years without any problem, as far as doing your
21 business, people coming and going to your apartment
22 complex?

23 MR. AUGUSCIK: No.

24 COUNCIL DUNCAN: So my question is at this
25 point in time, with such a big project, why are you in

1 such a rush to get this done right at this time? Is
2 there something pending that...

3 MR. AUGUSCIK: Well, as I have told the staff,
4 we were actually planning on selling the apartments.
5 And I said all this in the last meeting. And we're
6 getting ready to put it on the market when Mike Dobrota
7 approached me with this lot line adjustment.

8 And so, you know, at the point I talked to
9 Mike, it sounded like a month or two, and this thing was
10 going to be done. And so we entered into this
11 agreement, you know.

12 Then a year and a half later, it's still not
13 done, and we have to put, you know, all our plans on
14 hold.

15 COUNCIL DUNCAN: So you would be unable to
16 sell the property because of the lot line that --

17 MR. AUGUSCIK: And just the uncertainty that I
18 was getting -- just the uncomfortable feeling I was
19 getting from the town. I wasn't getting straight
20 answers. One day they announced they're closing our
21 entrance. You know, another day they're restricting the
22 west entrance. Now they're not restricting the west
23 entrance. None of these conversations were had with me
24 before they were announced. They were just announced.

25 COUNCIL DUNCAN: Right.

1 MR. AUGUSCIK: So the site visit that Anders
2 talked about happened a week and a half ago. That was
3 the first site visit to the apartments by the town in
4 three years, with me at least.

5 COUNCIL DUNCAN: So my concern is when someone
6 makes accusations like that about -- it seems like you
7 know for certain without a doubt that there was ill
8 intent on --

9 MR. AUGUSCIK: I'm not saying there was ill
10 intent. I'm saying that I was misled.

11 COUNCIL DUNCAN: Right.

12 But at this point in time, the town has been
13 working and Costco has been working too, and there's
14 nothing to tell you any different that the lot line
15 adjustment would not be done.

16 MR. AUGUSCIK: Well, but we had a signed
17 agreement that didn't mention a project. It only said
18 that should Costco purchase the property, they will
19 perform this lot line adjustment.

20 COUNCIL DUNCAN: Right.

21 MR. AUGUSCIK: And so, you know, we can sit
22 here and interpret that all we want, but it's pretty
23 straightforward. And I think if anyone in this room
24 looked at it, they would deduct the same thing I did,
25 that this thing was going to happen fairly quickly, and

1 you know, there weren't going to be any strings
2 attached.

3 COUNCIL DUNCAN: All right. Thank you.

4 COUNCIL ONDERKO: Well, there's always strings
5 attached in real estate transactions.

6 Okay?

7 And my -- my understanding of the transaction
8 or the would-be transaction is much different than I
9 think what you're saying.

10 So having said all that, what's to stop you
11 from selling the property at a fair market price right
12 now?

13 MR. AUGUSCIK: What's to stop me?

14 I've had probably four brokers call me during
15 the course of the last year, make -- wanting to make
16 offers on it on behalf of clients. And the minute I
17 mention that there is a lot line adjustment, a possible
18 dispute with the town and Costco, everybody goes away.

19 COUNCIL ONDERKO: Well, you have a -- as I
20 understand it, you have -- you had a willing buyer who
21 is sitting in this room right now and so --

22 MR. AUGUSCIK: Are you speaking of Costco?
23 Yeah. At a fraction of what the property was worth.

24 COUNCIL ONDERKO: That's not my understanding,
25 but --

1 MR. AUGUSCIK: Well, you guys don't have an
2 understanding. I had a broker in here at the last
3 meeting that will vouch for -- I've contacted three or
4 four brokers, and they've all come up within \$200,000 of
5 what the value of the apartments are. It's based on the
6 rent. It's pretty much straightforward.

7 COUNCIL ONDERKO: Yeah. Cap rate.

8 MR. AUGUSCIK: Exactly.

9 COUNCIL ONDERKO: Okay. I'm good on this
10 side. Thank you, Madam Mayor.

11 MAYOR CLARK-CRETS: Any other questions?

12 No?

13 No questions for staff or anybody else?

14 No?

15 Okay.

16 Go ahead.

17 COUNCIL DUNCAN: I do have a question.

18 On the Synchro modeling, Sim model, I get a
19 little bit confused at times. So we were using the --
20 which traffic model?

21 ANDERS HAUGE: The town uses the Synchro
22 model.

23 COUNCIL DUNCAN: The Synchro model?

24 ANDERS HAUGE: Correct.

25 COUNCIL DUNCAN: So when Rocklin asked us to

1 use the Sim model, we said, "Okay. We'll use the Sim
2 model as well as the Synchro model"?

3 ANDERS HAUGE: That is correct.

4 COUNCIL DUNCAN: And the results came back and
5 they were --

6 ANDERS HAUGE: Similar.

7 I would ask if Mario could talk to you about
8 that because he's the one who did the analysis between
9 the two models. And so if you could bring Mario up,
10 that would be appreciated.

11 You're on, Mario.

12 MARIO TAMBELLINI: Yes. I'm on?

13 COUNCIL DUNCAN: Did you hear that?

14 MARIO TAMBELLINI: Yeah.

15 So what Anders said, we primarily performed
16 the Synchro analysis for the project.

17 After requests from Rocklin, we performed the
18 supplemental SimTraffic analysis for one of the primary
19 plus project scenarios, and then compared the findings,
20 the level of service delays and the queues produced by
21 both models at all the site intersections.

22 And we generally found while there is, you
23 know, some variations, in some cases Synchro produced
24 better or worse results, and in some cases SimTraffic
25 produced better or worse results.

1 The overall story was generally consistent
2 and, you know, the general number of impacts and areas
3 where intersections were impacted were generally
4 consistent.

5 COUNCIL DUNCAN: So I don't know if you know
6 the answer to this, Mario, or maybe Anders does, but has
7 Rocklin used this model on all of their projects on the
8 Sierra College Boulevard corridor; have they used that
9 same model they requested us to use?

10 ANDERS HAUGE: Mario, I will let you address
11 that because you did the research.

12 But the brief answer is they have used both
13 models in their environmental documents.

14 MARIO TAMBELLINI: Yes.

15 Basically Rocklin actually primarily used
16 Synchro and similar equation-based softwares for all
17 their analysis, including on Sierra College Boulevard --
18 or I should say the majority of the analysis, all the
19 way up to recently, as recently as 2017,2018 to my
20 knowledge, so that includes their prior general plan
21 circulation and the update, as well as traffic studies
22 done for developments in the area.

23 It's just been in the last couple of years
24 where they switched over to primarily using SimTraffic
25 specifically for the Sierra College Boulevard corridor.

1 But they still use Synchro for the majority of other
2 intersections they analyze throughout the city.

3 ANDERS HAUGE: And you should be aware that
4 the town used the Rocklin model as our model. So we
5 used the inputs that were developed by Rocklin, so we
6 took their model and actually ran their model.

7 COUNCIL DUNCAN: So we've been consistent with
8 the modeling that's been going on with Rocklin's traffic
9 Synchro or Sim model?

10 MARIO TAMBELLINI: Correct.

11 When the notice to proceed -- or I'm sorry,
12 the notice of preparation went out for the Costco EIR
13 and we scoped out the original traffic study, we were
14 consistent with the methodologies Rocklin used at the
15 time.

16 And there was no guidelines in the City of
17 Rocklin that stated SimTraffic should be used for
18 traffic analysis.

19 COUNCIL DUNCAN: Okay. Thank you.

20 MAYOR CLARK-CRETS: Anything else?

21 No?

22 COUNCIL ONDERKO: I do have some comments.

23 Is there more to the presentation?

24 MAYOR CLARK-CRETS: I think it's done, and
25 then we're going to open up to public comment.

1 COUNCIL ONDERKO: Okay. I'll wait for my
2 comments until all the comments are over.

3 MAYOR CLARK-CRETS: Okay.

4 COUNCIL ONDERKO: Thank you.

5 MAYOR CLARK-CRETS: So before we move on to
6 the public comments, I want to go ahead and read this
7 process again.

8 We will now open for public comment. We will
9 first take public comment from those in the building.
10 Please remember to stand on the blue X marks on the
11 floor to maintain proper physical distancing.

12 Once those inside have commented, we will call
13 in those who are waiting outside.

14 When those in person commenters are finished,
15 we will open public comment via the Zoom platform.

16 If you are participating via Zoom software,
17 please click in the raise hand button at the bottom of
18 your screen.

19 If you are participating via phone, please
20 press star 9 to raise your hand.

21 We will identify you by either your name or
22 the last three numbers of your phone number.

23 Please note that you will have three minutes
24 for your comment.

25 Once you've reached three minutes, we will ask

1 you to please wrap your comments up. If you do not wrap
2 your comments up in a few seconds, we will need to mute
3 your microphone.

4 So with that said, I'd like to open it up for
5 public comment.

6 TOWN MANAGER RABÉ: Quickly, Madam Mayor,
7 Brit, our Public Works director, will be keeping time on
8 his iPad over there. So when we get to three minutes,
9 he'll wave to let you know the time is up.

10 MAYOR CLARK-CRETS: So raise your hand, Brit,
11 so we recognize who you are.

12 TOWN ENGINEER SNIPES: I'll raise my hand at
13 two minutes, 30 seconds.

14 MAYOR CLARK-CRETS: Okay.

15 TOWN ENGINEER SNIPES: And three minutes I'll
16 start -- stand up, wave, you know, whatever it takes.

17 MAYOR CLARK-CRETS: All right.

18 Anybody would like to give some public
19 comment?

20 MR. BAINS: Good evening, Mayor, and town
21 council. I appreciate the opportunity to speak today.

22 My name is Daljit Bains.

23 And three years in the making, unfortunately
24 we're back to the same site plans, and it's very
25 disappointing. I was hoping that Costco and the town

1 would work together to come up with a traffic plan and a
2 site plan that is more conducive to the traffic impacts
3 and doesn't violate a lot of the CEQA guidelines.

4 So the project description has gone through
5 numerous changes as it applies to Brace Road. The most
6 recent changes is the modification of Brace Road that
7 restricts the Costco entrance to right in/right out,
8 while allowing left turns into Homewood and left turns
9 in and out of Sierra Meadows Apartments.

10 The changing project description with respect
11 to Brace Road reflects the uncertainty the project will
12 create with respect to traffic and safety impacts on
13 Brace Road. It amounts to a we will figure it out as we
14 go approach when it comes to Brace Road.

15 The town changes the entrance/exit, realizes
16 there's a problem. Then changes it again, only to
17 discover additional problems.

18 And, again, my traffic consultant, Dan Smith,
19 who received the comments today, points out the
20 significant flaws in the changes to Brace Road, such as
21 the failure to meet the requirements of the development
22 manual standard, and that given the speed of travel on
23 Brace Road, there's not sufficient space between
24 driveways.

25 Mr. Smith also points out that the site

1 triangles depicted in the improvements memo by Mario --
2 memo are not clear and fails to disclose that the site
3 drawings from the two driveways predicted in the memo
4 would be obstructed by the law and landscaping.

5 The final EIR fails to state how this
6 mitigation measure will be enforced, as the Brace Road
7 access will not be gated or controlled.

8 Mitigation measures must be enforceable under
9 CEQA. Simply stating that a driveway cannot be used
10 between 10:00 p.m. and 7:00 a.m. does not mean that
11 trucks will not use the driveway if it's more convenient
12 to them.

13 Moreover, simply putting a sign at the
14 Brace Road driveway would not suffice as the driver
15 would have already gone right and made a turn on
16 Brace Road and wouldn't have seen that.

17 The tire center doors shall be closed whenever
18 pneumatic wrenches and tire breakers are used, to the
19 maximum extent feasible. The reliance on a mitigation
20 measure to be implemented only when feasible does not
21 satisfy CEQA requirements. That mitigation measure
22 cannot be deferred. The mitigation measure is also not
23 enforceable.

24 The final EIR fails to adequately consider an
25 alternative that moves the footprint of the large Costco

1 warehouse to a different location on the property that
2 would allow for a more effective ingress and egress
3 scheme from Sierra College Boulevard. This would
4 eliminate the need for an access point on Brace Road,
5 thus eliminating the truck entrance and exit on
6 Brace Road --

7 TOWN ENGINEER SNIPES: Time.

8 MR. BAINS: -- avoiding the noise impacts and
9 traffic safety impacts.

10 MAYOR CLARK-CRETS: Thank you, Daljit.

11 MR. BAINS: Thank you.

12 MAYOR CLARK-CRETS: Thank you.

13 MR. BAINS: Thank you.

14 MS. RANDY: Hi. My name is Randy, and I've
15 been a resident of Loomis for about eight years. I live
16 in a residential area located on the periphery of the
17 proposed Costco. I will be directly affected by the
18 traffic and the noise from this project.

19 Another point I would like to make is the need
20 for more stores in this area is redundant. There's
21 three gas stations, there's a Wal-Mart, and there's a
22 Target. The need for more stores is to me ridiculous.

23 I would also like to -- Mario made a point in
24 comparing Roseville Costco and our Costco.

25 The difference -- the major difference is in

1 the Roseville Costco, there's no residential area around
2 that Costco. There is blocks away but not on the
3 periphery of that Costco.

4 Thank you.

5 MAYOR CLARK-CRETS: Thank you.

6 MR. BRECHTEL: Hello. My name is
7 Pat Brechtel, 5815 Brace Road. And I manage the
8 Blue Goose building here. Man what a joy it is to see
9 an event happening here. We haven't had an event since
10 March. So it's great to see an event.

11 Okay. Rocklin holds a grudge. I've been here
12 for, I don't know, 20 some years, and Rocklin holds a
13 grudge. I don't know if any of you were on the council
14 and such before, but Loomis didn't make it really easy
15 for Rocklin to get something done either, so every dog's
16 got its day. You know, so this is going to have to --
17 when Homewood was built, it was going to be the worst
18 traffic nightmare ever. You know what, Homewood has
19 been there and they've been some of the best -- from my
20 standpoint, a very good neighbor in the community. And
21 the traffic, from my standpoint, didn't turn horrendous.

22 This man right here, I've always wanted to
23 meet him, and I hope the town and the Costco and this
24 guy can get back together, because it sounds like he was
25 a hundred percent onboard with this and something

1 screwed up. And to lose his support, I think is
2 horrendous, you know.

3 So really, I hope that they can work this out
4 with you.

5 You know, we -- the Costco keeps getting
6 postponed. I hope the people who're sitting here and
7 watching on Zoom don't want to postpone it. If it's
8 going to happen, the sooner it happens, the less it's --
9 the least it's going to cost. Every month, year, that
10 goes by, the costs go up, and our revenue goes down, you
11 know, for our town.

12 Let's see here.

13 I think we're lucky to have Costco come here.
14 And the people that live up in Meadow Vista and all the
15 surrounding areas that don't have to drive into
16 Roseville. And the manager at the Roseville Costco has
17 told me, they say they can't wait until this opens, you
18 know, to relieve some of that pressure.

19 And when Mario shows us these traffic
20 studies -- I love traffic studies. Whoever did the one
21 to make the merging into the Galleria and all that, that
22 worked great. So if the same people are working on
23 this, I think that the traffic will take care of itself.

24 It's going to happen. Somebody's going to get
25 this store, and it's going to be close by.

1 That's about it. I hope it goes through. I
2 support your project, Costco, a hundred percent.

3 MAYOR CLARK-CRETS: Thank you.

4 MS. CHINN: Hi. My name is Pam Chinn, and I'm
5 the proprietor of the Loomis Beauty Salon -- well, when
6 it's open. And I moved to the apartments two years ago.
7 And I had moved there in 1985 when I was 20 years old
8 and it was really nice. And so when I was looking to
9 downgrade and have an easier life, I remembered how
10 quiet and nice and well kept it was.

11 And when I went to look, and the new owner, he
12 definitely has kept it very nice and he doesn't put up
13 with any riffraff.

14 And in my section, that I know of, are the
15 health provider workers, a Home Depot worker -- we're
16 all professionals, and we all go to bed at night and
17 sleep and it's very quiet. And we support our town.

18 Now, I support Costco and I shop there, but I
19 am worried about the noise and the impact of the traffic
20 and the parking.

21 Thank you.

22 MAYOR CLARK-CRETS: Thank you.

23 MS. RISE: Hi. Thank you for listening to me.
24 My name is Jeanne Rise (phonetic) and I'm the on-site
25 manager of the Sierra Meadows Apartments right now. I

1 have lived in Loomis for 22 years.

2 Clearly, I do see a safety issue coming out of
3 the west side where that wall is going to be. And what
4 I see happening, even though we have that wall, people
5 are going to be hesitant to use that exit from the
6 apartment. Right now people come in the apartments
7 through Starlight, and they go out the other, and that's
8 90 percent of what happens there.

9 But right now having that be a safety issue,
10 everybody is going to be coming out the other end. We
11 do not have the room in that parking lot for that to
12 happen. Not to mention we have children, quite a few
13 children, and we have school buses -- I know we're in
14 the school in right now, but then we have school buses
15 from the Loomis Union that picks these children up for
16 school.

17 So what do we do with them? So are they going
18 to have to go through the parking lot? Where are we
19 going to fit all these people? We can't. We're going
20 to be so congested.

21 If you go back there and you can see we have
22 enough back there in parking, in front we have parking,
23 and then we have school buses that have to pick up these
24 children. Hopefully we'll be done with COVID, and they
25 go to school.

1 Recently in July -- on the 4th of July,
2 probably a little busier than normal because of the
3 holiday, somebody came in and did a turnabout on
4 Starlight Lane. Well, I bought a brand new car in
5 January. They backed right into my driver's door,
6 \$3,000 worth of damage, and left.

7 So that's just an idea. And I know you guys
8 are trying to do the time and the noise and all these
9 things. We do have several people -- or I would say a
10 handful of people that are night workers. I -- so they
11 come home and they sleep in the daytime. And these are
12 people that are truck drivers, taking our food to
13 places, like Randy mentioned, Home Depot, and so forth.

14 So we have a right to have this environment
15 and our home and this peace. So just something to
16 consider. Okay?

17 Thank you.

18 MAYOR CLARK-CRETS: Thank you.

19 MR. CUCCHI: Good evening, Mayor Crets and
20 fellow council members.

21 My name is Daniel Cucchi. I'm with the
22 Law Firm of Abbott & Kindermann, and we represent the
23 City of Rocklin in its review of this project.

24 As I'm sure you know, we have submitted
25 several comment letters on behalf of the City, and we

1 believe the comments speak for themselves, so I won't
2 belabor those points at this time.

3 Instead, I'd like to help clarify a few
4 things, things that sometimes get misconstrued or
5 misunderstood when agencies disagree about something.

6 To the public, it can seem like it's just a
7 family squabble. Rest assured, this is not a simple
8 squabble over the location of a Costco in Loomis.

9 Believe it or not, the City has a vested
10 interest in the success of Loomis. Your economic
11 success is Rocklin's economic success, particularly so
12 because the shared border and shared infrastructure can
13 dramatically affect each agency's bottom line.

14 Shared infrastructure requires honest and open
15 cooperation from all parties. It also requires shared
16 contributions, which are immensely easier when both
17 Loomis and Rocklin are economically successful.

18 So even if someone wants to take the cynical
19 view, Rocklin's best interest still requires Loomis'
20 success, particularly so when it involves the shared
21 Sierra College Boulevard corridor.

22 People love Costco. I know because I'm a
23 member too. But Costco operations also drive a lot of
24 traffic, which in many ways is fantastic for them and
25 financially fantastic for Loomis.

1 And that there is the rev. It has become
2 clear to me over these months and years that the town's
3 team is convinced that Sierra College Boulevard will
4 operate just fine as designed, with the inclusion of the
5 proposed mitigation. I don't challenge that.

6 But I also know that Rocklin staff and their
7 traffic expert have very serious concerns about this
8 conclusion. It is partly due to what is a relatively
9 novel circulation design that relies primarily on a
10 single access point directly connected to
11 Sierra College Boulevard. This appropriately requires a
12 new traffic signal. This adds a fourth traffic signal
13 on the corridor between I-80 and Taylor Road which is
14 only about a half mile long.

15 It doesn't help that Costco has concluded that
16 they don't need to share some of their underlying data,
17 which we have requested. As we have explained in our
18 comments, this data would allow Rocklin staff to get
19 more comfortable with the EIR's conclusions or perhaps
20 identify something that could help Rocklin and Loomis
21 potentially find an amicable solution.

22 Unfortunately we have reached an impasse. At
23 this point I think it is reasonable to presume that one
24 conclusion is probably mostly right and one is probably
25 mostly wrong.

1 But if Rocklin is right, the risk is
2 substantial, and it will cause significant problems
3 along the corridor. And by the time these issues
4 manifest themselves, it will likely be too late to
5 address them. Getting it right now is important and has
6 serious implications for everyone involved.

7 Right now is the time to make sure this is
8 done.

9 TOWN ENGINEER SNIPES: Time.

10 MR. CUCCHI: Thank you for listening.

11 And I can answer any questions, if you have
12 them.

13 MAYOR CLARK-CRETS: Thank you very much.

14 MR. FORTUNATO: Hello all. I'm
15 Michael Fortunato and I live at 5350 Brace.

16 The action -- the funny thing is, is you were
17 pretty much the person I probably want to talk to or
18 have questions for, more so than the panel here.

19 My understanding is that you have contacted
20 the City of Rocklin a number of times to get that
21 Granite Drive entrance.

22 Is that correct?

23 And they have been unresponsive?

24 Is that correct?

25 And would you agree to that?

1 Is that correct?

2 That is not correct.

3 All right. So I don't know how this works,
4 because I've never done this, but I'm very curious to
5 know what is the reasoning behind Rocklin not yet
6 agreeing to that particular entrance? Because I think
7 that would actually mitigate a lot of issues and a lot
8 of traffic issues that we have concerns about.

9 Can anyone answer, either the lawyer for
10 Rocklin or you guys, why this is a -- an issue? It's up
11 in the air? Why there hasn't been some sort of
12 mitigation? Is there something that Costco needs to do?
13 Is there something that Loomis needs to do? Or is it
14 something that Rocklin is required to do at this point?

15 MAYOR CLARK-CRETS: So if that's all your
16 questions, you'll have three minutes. So if you want to
17 ask all of your questions --

18 MR. FORTUNATO: That's it. That's the --

19 MAYOR CLARK-CRETS: Okay.

20 MR. FORTUNATO: Other people have actually
21 asked other ones I had, so that is really it.

22 MAYOR CLARK-CRETS: Okay. We'll get to answer
23 those after everybody is done.

24 MR. FORTUNATO: Perfect.

25 MAYOR CLARK-CRETS: Thank you.

1 MR. FORTUNATO: Thanks.

2 MR. SALMARON: Good evening. My name is
3 Richard Salmaron. I live at 5390, in the apartments
4 right there on Brace.

5 A couple of concerns that I didn't have -- or
6 hear brought up were the trucks loading there on Brace.
7 Trucks put off a lot of smoke, a lot of diesel. They're
8 boxing the apartments in with the wall. The only
9 current breeze to keep that place not stagnant comes
10 from where Costco is going to be, so that area will be
11 boxed in and trapped in stagnant with trucks coming
12 through. And Homewood across the street. I'm thinking
13 about that, kids living there, living conditions,
14 feeling like you're in L.A. in a tiny apartment complex.

15 Also, too, with people missing the entrance or
16 purposely passing the entrance to make a right turn
17 there, realizing they can't turn with the median,
18 cutting through the apartments as well, or passing that
19 down further on Brace Road. There's really no U-turn
20 areas. So people are going to be ducking in and out of
21 driveways or skipping that whole entrance completely to
22 turn around to try to get back into Costco if the line
23 is backed up as well. So those were things I didn't
24 hear or in part anyway.

25 Thank you.

1 MAYOR CLARK-CRETS: Thank you.

2 MR. NOORANI: Good evening, Town Council. My
3 name is Adam Noorani. I live in Loomis on Loretta Lane.

4 I'm here both as a citizen of Loomis but also
5 representing an entity called Brace Taylor, LLC, which
6 is the landowner of the Homewood Lumber property.

7 My family, two sisters and brother, are the
8 co-owners to that entity, so I'm represented as well.

9 We all have very deep concerns about the
10 traffic impacts and how that will affect the
11 functionality of the Homewood site as a very successful
12 building supply entity in the town of Loomis.

13 And as you are aware, Homewood has been and I
14 believe currently is the leading tax revenue generator
15 for this town.

16 So I do ask the town to really take a
17 proactive effort to make sure that this project doesn't
18 diminish Homewood's ability to function.

19 We are very concerned the traffic study is
20 inaccurate. There's obviously been public comment and
21 reports done by Dan Smith and Piers infer (phonetic),
22 so, you know, we're concerned that maybe this traffic is
23 going to have a much greater impact, and it's going to
24 create a lot greater congestion around Homewood streets.

25 It's important to understand Homewood does

1 operate a lot of commercial vehicles, both vendor
2 vehicles coming in, Homewood vehicles exiting, and it
3 relies heavily on the ability to get those trucks out of
4 the lumberyard and back to Highway 80 as expeditiously
5 as possible.

6 This project does give us big concerns about a
7 lot of congestion, both from Highway 80 to Homewood on
8 Sierra College. We also foresee a lot of queuing and a
9 lot of congestion on our Sierra College exit. And if
10 you could imagine, it would be very difficult to send an
11 18-wheeler out onto Sierra College and how is that truck
12 going to get back to Highway 80? So, I mean, that's the
13 situation where you're going to send your truck through
14 the town of Loomis or through Rocklin.

15 So we really need to give some serious
16 consideration as to how those impacts affect Homewood's
17 exiting, you know, especially large trucks.

18 We're concerned about the impacts of the
19 Brace Road added right in/right out, and how that will
20 create crease excessive U-turn traffic out of Costco how
21 that's going to diminish our ability to exit trucks onto
22 Brace Road as well.

23 And in closing, I appreciate all your efforts.
24 We don't oppose Costco, but we do oppose the traffic
25 studies, and we feel like there's a lot more mitigation

1 and effort needed to make sure that this -- that these
2 two operations --

3 TOWN ENGINEER SNIPES: Time.

4 MR. NOORANI: -- can co-exist.

5 Thank you.

6 MAYOR CLARK-CRETS: Thank you, Adam.

7 MS. BLAKE: Hi. My name is Pam Blake, and I
8 was here for the Planning Commission, and I spoke and I
9 still haven't gotten my question answered. And,
10 Michael, the Director of Estate Development was not
11 here. He was here on telephone. There was a lot of
12 people speaking out. They had comments and concerns.

13 . And then after the public comment section was
14 over, Michael was addressed -- asked to address those
15 concerns. And now this is a public record.

16 I went back and watched two hours and
17 55 minutes of it, and Michael stated, "Let's make this
18 simple. It's a great project. If you have specific
19 questions, I'm here to address them."

20 I'd like my question answered. And looking
21 today over the 300 plus pages, I see my name. And I
22 asked, he made a big deal, five, six, plus times, he
23 knew where his customers are or as of tonight members.

24 So I did not get my response, but I see it
25 typed after the fact, and it says "Costco has a database

1 of members and their location but that information is
2 irrelevant to the discussion of the warehouse that
3 serves not only the town but the region."

4 But I disagree with that because he made a big
5 deal. And I would still like to know that because I was
6 at that first meeting. The notices were sent out to the
7 residents. I found out about it. I showed up. He said
8 it. I asked it. He said he didn't know.

9 So he was implying that, you know, it was
10 going to benefit us directly.

11 So it is not irrelevant, and it does say that
12 it's my opinion. It's not my opinion. There were other
13 people there that overheard that, too.

14 The other thing is I talked about, you know,
15 the traffic. Here is a picture. It's of the Roseville
16 one. You could see it all backed up. The two lanes are
17 backed up, and it's backed up past this light, and there
18 is no residence around that.

19 Now, tonight -- today I had a -- an
20 appointment, so I purposely came down -- I purposely
21 came down Sierra College Boulevard. It was slow at
22 3:30.

23 So I can't believe for Mario that Homewood
24 does 93 percent of the traffic, and Costco is going to
25 do seven percent.

1 And I also read and it was brought up
2 nighttime deliveries from 10:00 p.m. --

3 TOWN ENGINEER SNIPES: Time.

4 MS. BLAKE: -- to 7:00 a.m.

5 You got four docks --

6 MAYOR CLARK-CRETS: Thank you, Pam.

7 MS. BLAKE: You got four docks and the trucks
8 are coming in in the wee hours.

9 MAYOR CLARK-CRETS: Thank you, Pam.

10 COUNCIL ONDERKO: What was the question she
11 asked?

12 MAYOR CLARK-CRETS: I believe --

13 I just want to make sure, Pam, that your
14 question you want to have answered is where do they get
15 their members? Is that your question?

16 MS. BLAKE: Oh, no.

17 MAYOR CLARK-CRETS: From Loomis; right?

18 MS. BLAKE: I just want to know how many
19 customers, members live in Loomis?

20 MAYOR CLARK-CRETS: Okay.

21 MS. BLAKE: That's all I want to know. I
22 don't need their addresses or anything.

23 MAYOR CLARK-CRETS: Okay. Thank you.

24 MS. BLAKE: That's all I want to know.

25 MS. AUGUSCIK: Hi. My name is Diana Auguscik,

1 and I'm the co-owner of the Sierra Meadows Apartments.

2 And I actually have a question for
3 Mike Dobrota from Costco.

4 I was curious to know if you have ever in the
5 history of Costco put a commercial warehouse right into
6 a residential neighborhood. Has that ever been done
7 before where there are three -- 30-foot three-sided
8 sound walls in a neighborhood and an apartment complex?
9 Is that -- I mean, is that something that you do or is
10 Loomis your guinea pig? I'm just curious.

11 I would also like to -- on a sidenote, I want
12 to say thank you for at least giving us the opportunity
13 to have microphones that work at this meeting. We can
14 actually be heard this time, and we appreciate you for
15 that.

16 The annoying echo at the last meeting was very
17 frustrating and embarrassing, and it was completely
18 disrespectful. I think we all deserve an apology for
19 that.

20 Thank you.

21 MAYOR CLARK-CRETS: Thank you.

22 MR. JACKSON: Hi. Richard Jackson from
23 Loomis.

24 I think the right in/right out on Brace Road
25 using a commercial building, commercial industry,

1 dumping onto residential roads is against the law. Just
2 flat out.

3 I think by the time that Costco's people
4 coming in off of 80 start backing up traffic on 80, the
5 highway patrol will be coming in there, going, "What the
6 heck's going on?" Because they're going to have traffic
7 jams on 80. They're going to have traffic jams at
8 the -- where the train goes by, because you got a train
9 within a block and a half of Costco.

10 And half a mile down Brace Road is a concrete
11 abutment that's 14-foot wide, barely left room for a
12 truck and a car to go by at the same time. That bridge
13 is as old as this town is. And it's not going to
14 change. And in that water is little trout.

15 And the dirt that's going to come from their
16 parking lot over to my house, I'll be wearing this thing
17 for the rest of my life in my backyard. Just because
18 the dirt coming over that eight-foot wall, you're not
19 going to stop that. You can sweep it all day. Them
20 trucks are going zero blow it up in the air. It's going
21 to come right back down in my backyard. My windows get
22 washed three times a week now, just because of the
23 traffic going down Brace Road without Costco. Just
24 normal people trying to get to work. Every day at
25 4:30 it starts coming up there as fast as they can go to

1 get to Brace to get out. That's just people that live
2 there.

3 All those people are going to be impacted.
4 Really impacted. You know, Costco won't be open at 5:30
5 in the morning, but you're going to have all these other
6 idiots that come out of Costco going, "What is this
7 road? It's a country road. We gotta do something --
8 "We have to turn around," and they're going to turn
9 around right in front of my house. And I don't like it.

10 But I think when we first met you, just said
11 this is a big project. It don't belong in Loomis.

12 Auburn didn't want it, and Auburn is twice the
13 size as us. And you --

14 TOWN ENGINEER SNIPES: Thirty seconds.

15 MR. JACKSON: And you guys have told us
16 before, "Don't worry about it. We won't do that to you
17 guys. We won't put traffic down Brace Road." But yet
18 every -- everyone has gotta exit out on Brace Road.

19 Thank you.

20 MAYOR CLARK-CRETS: Thank you, Richard.

21 MS. BACH: Good evening, Mayor, and members of
22 the Loomis Town Council.

23 My name is Patricia Bach. I've lived in the
24 unincorporated section of Loomis for 27 years. And I am
25 a Costco member. I love Costco.

1 What I've said in past meetings is I hate the
2 traffic, and that's my major issue.

3 I think looking around the room, most of us
4 have masks on. I took it off so I could speak more
5 clearly. I think this speaks to the issue of how in
6 some situations we're all in this together. COVID is a
7 bigger issue than Costco coming to Loomis. But the same
8 process or concept holds true to this process and how it
9 impacts not only the town of Loomis, but the surrounding
10 areas, particularly relative to traffic.

11 I've thought about this a lot. I've attended
12 the previous meetings. I have spoken on record twice
13 before. And my major concern is the traffic mitigation.
14 Regardless of what the traffic engineers say -- I'm not
15 a traffic engineer -- but it's impossible to fit 12,000
16 cars on Sierra College Boulevard without there being a
17 significant impact.

18 I think any effort to try and mitigate that or
19 try to pretend that that's not going to be a major
20 problem is magical thinking.

21 So looking at this from the bigger picture, my
22 disappointment at the whole process is what I consider a
23 crisis of leadership. If it were possible to consider
24 the fact that there are three surrounding gas stations
25 on surrounding corners and eliminate the gas station,

1 that would eliminate approximately 4,000 I think cars a
2 day or maybe more. That would make a huge impact on
3 traffic. No question about it.

4 I have seen or -- I have not seen, nor have I
5 heard any effort on the part of Loomis Planning
6 Commission, anybody who represents the town of Loomis,
7 or from Costco, to make a good faith effort to
8 compromise so we can have a win/win situation. We are
9 all in this together, one way or the other.

10 So to the town council -- to you, Mayor, and
11 to the town council, this is your leadership legacy.
12 The decision you make to accept the process -- excuse
13 me -- the project as it's currently presented will be
14 your legacy. Long after you're out of office, it will
15 impact the life of the people that live in Loomis town
16 proper and on the surrounding areas for years and years
17 to come, and to sell that area short and the people that
18 live in those areas for the money that could be made by
19 the additional fueling station, I think is very, very
20 shortsighted.

21 In closing, maybe this is a David and Goliath
22 situation, and we know how that worked out.

23 Thank you.

24 MAYOR CLARK-CRETS: Thank you.

25 Any other public comment for people in the

1 building?

2 And there's nobody waiting outside.

3 Is that right?

4 No?

5 So we have public comment.

6 Go ahead.

7 MR. DeMARTINI: Hello. My name is
8 Ryan DeMartini. I'm the current president of the
9 Loomis Chamber of Commerce. And on behalf of the
10 board of directors, we would like to express our support
11 for the proposed Costco.

12 The Chamber Economic Development Community
13 works hand in hand with the town of Loomis on developing
14 a cohesive plan to revitalize the downtown corridor,
15 while maintaining its existing charm and historical
16 roots.

17 We would like to request that the town of
18 Loomis and Costco work with the Loomis Basin Chamber and
19 Loomis Basin Historical Society in making sure a
20 proposed fruit label artwork for the retaining wall
21 along Sierra College be consistent with the
22 Downtown Loomis Legacy Loop walking mural tour.

23 We've seen many changes in our downtown in the
24 past few years. One of the biggest barriers to change
25 within our downtown has been business owners retiring

1 and leaving properties vacant.

2 While the property owners cannot commit to
3 improving, leasing, or selling their buildings, we're
4 finally seeing many of those reasons being resolved.
5 And we are working with several individuals to bring new
6 unique experienced based businesses that would be a good
7 fit for our downtown.

8 We feel Costco could help to continue to draw
9 other successful restaurants and boutique shops in our
10 downtown.

11 We believe that Costco's reputation as a
12 quality retailer will not only draw many traveling
13 tourists/customers to the area, but will also be a
14 catalyst that will convey them to our local downtown
15 businesses to purchase additional supplies and
16 merchandise.

17 For a small town, the potential tax revenue
18 could make a huge difference for our local library,
19 services, and infrastructure.

20 We look forward to an economic partnership
21 benefiting the town, community, and our Loomis
22 businesses.

23 Thank you.

24 MAYOR CLARK-CRETS: Thank you.

25 PLANNING DIRECTOR VAN VOORHIS: There are no

1 other comments.

2 MAYOR CLARK-CRETS: On either platform?

3 PLANNING DIRECTOR VAN VOORHIS: Correct.

4 TOWN MANAGER RABÉ: Madam Mayor, at this
5 point, unless there's any further public comment, I
6 would suggest that we enter into a short break so staff
7 can review the comments that have been submitted and
8 then come back for discussion with council.

9 MAYOR CLARK-CRETS: Okay. Ten minutes?

10 TOWN MANAGER RABÉ: Hopefully 10 minutes.

11 MAYOR CLARK-CRETS: Ten?

12 TOWN MANAGER RABÉ: Hopefully 10 minutes.

13 MAYOR CLARK-CRETS: Okay. So what we're going
14 to do is we are going to take a brief break so that
15 staff can address the questions that public has given
16 us. So we will reconvene in about 10 minutes.

17 TOWN MANAGER RABÉ: And I would also ask
18 council, if appropriate, that you would close the public
19 comment period for tonight's council meeting.

20 MAYOR CLARK-CRETS: Okay. So I would like to
21 go ahead and close the public comment for tonight so
22 that we have no more public comment after now.

23 Do you have more?

24 MR. JACKSON: Do we get to answer or we get
25 to --

1 MAYOR CLARK-CRETS: Yes, you'll get the
2 answers.

3 MR. JACKSON: And then do we get to comment on
4 the questions?

5 MAYOR CLARK-CRETS: You know --

6 MR. JACKSON: That's the problem. We don't
7 get to interact ever.

8 MAYOR CLARK-CRETS: Yeah. I understand.

9 MR. JACKSON: Ever get to interact with you
10 guys. You cut us off.

11 MAYOR CLARK-CRETS: I understand.

12 MR. JACKSON: See, you just jump up and walk
13 away.

14 MAYOR CLARK-CRETS: All right. So we're going
15 to take a break and...

16 (Break taken in proceedings.)

17 MAYOR CLARK-CRETS: All right. I understand
18 that we are going to get some answers from staff first.

19 TOWN MANAGER RABÉ: Thank you, Madam Mayor.

20 I'll actually turn it over to our EIR
21 consultant, Matthew Gerken, first to respond to some of
22 the EIR specific issues.

23 MATTHEW GERKEN: Thank you, Sean.

24 Madam Mayor, members of council, thank you for
25 taking a moment to hear some additional information.

1 This is what I look like. Hello. I'm
2 Matthew. And I've managed the EIR processes Sean
3 mentioned.

4 This afternoon and this evening we've received
5 additional comments, those of you that we've heard
6 verbally, those that came in written form, and the town
7 staff and its group of experts have been reviewing those
8 comments. Some of those -- many -- most of them relate
9 to comments that were made on the draft EIR already, and
10 you have lots and lots of written pages of material
11 describing the responses to those comments.

12 Other comments that came in address a
13 disagreement in methodology, analysis methodology, but
14 not necessarily that the methods we used are wrong, just
15 a disagreement.

16 Most of the comments, as you probably noticed,
17 have to do with traffic congestion, which -- at least
18 for the purposes of the EIR, under CEQA,
19 California Environmental Quality Act, is not an impact
20 anymore. It's not that it's not important. There's a
21 ton of detailed study on traffic congestion in the EIR
22 for informational purposes, but just for your
23 information, it's not something that CEQA cares about,
24 per se, any longer.

25 And then overall looking at the written

1 comments coming in today, this afternoon, this evening,
2 and verbal comments you heard tonight, as town staff and
3 expert consultants believe, there's no new comment that
4 relates to a new or substantially increased severity of
5 impact compared to that which is already in the draft
6 and final EIR you have.

7 There's no new comment related to a feasible
8 alternative that's substantially different than the
9 alternatives we've already considered that wouldn't be
10 adopted.

11 Sabrina will wrap up this discussion and
12 explain why that's important.

13 And then I just want to take a minute --

14 I'm sorry. Was there a question?

15 MAYOR CLARK-CRETS: No. Go ahead.

16 MATTHEW GERKEN: It's hard to tell -- hard to
17 read facial expressions.

18 I wanted to take just a moment to address some
19 of the specific comments that came up this evening.
20 Hopefully it's helpful and edifying to everybody
21 involved.

22 There was a comment about diesel truck
23 movements near the apartments.

24 For this project -- for this environmental
25 document, and not for most, but for this one,

1 understanding that would be a topic of interest, we
2 prepared what's called a Health Risk Assessment, which
3 is directed by -- the methods are directed by something
4 called the California Office of Environmental Health
5 Hazard Assessment. Their only job is to come up with
6 methodology to ensure that this kind of analysis,
7 looking at air quality related health effects, provides
8 conservative results that are protective of human health
9 and environmental health.

10 So we use those methods prepared in an HR
11 health risk assessment, including looking at the diesel
12 truck traffic, showing that there would not be a
13 significant effect as it relates to human health.

14 And then on top of that, when you move some of
15 the truck traffic during the night away from that
16 entrance, it further reduces that kind of impact. So I
17 just want to provide that in response to something that
18 came up tonight.

19 Also, there was a comment about what about
20 folks that sleep during the day and work at night
21 relative to the truck traffic?

22 The maximum instantaneous truck noise level,
23 considering the distance from where the trucks would be
24 from the apartment, is going to be about 70 to 78,
25 around 75 max. The existing short-term measurements

1 that we took in that same location show that the
2 existing max level can be higher than that today,
3 actually.

4 And then if you look at the trucks distance to
5 the apartment building, the attenuation from the
6 apartment building itself and then attenuation from the
7 sound wall, if you add it all up together and come up
8 with a noise level during the day when the trucks are
9 using that entrance of around 45 decibels. And that's a
10 common interior noise level standard that's used to
11 avoid sleep disruption at night. But it also -- you
12 know, the standard obviously works to avoid sleep
13 disruption during the day.

14 And if you, like me, are a super nerd about
15 noise, you can refer to the draft EIR's noise section
16 which has a discussion about studies that have occurred
17 over time, looking at what percentage of people are --
18 wake up with different noise levels, 50 decibels,
19 60 decibels, et cetera. And there's information there
20 showing about one percent of people might wake up
21 because of a 50 decibel noise, something like that. And
22 if you do the math, we're looking around 45ish. So
23 that's going to be protective of daytime sleepers as
24 well as nighttime sleepers.

25 Let's see.

1 And then finally there was a question related
2 to the use of Brace Road to the east and the condition
3 of a bridge that's out in that direction.

4 A representative from Costco is going to
5 provide some more details on truck movements associated
6 with that.

7 But I just wanted to note that the site plan
8 is actually designed not to allow that kind of movement
9 to the right for the big trucks that would be serving
10 this site. So it's impractical to think that trucks
11 would be moving in that direction. And also they're
12 centrally controlled by Costco, so that would further
13 prevent that movement from happening.

14 And maybe we can take additional questions at
15 the end and pass this baton to Mario, our traffic
16 expert, who's going to talk about a couple of additional
17 items that came up this evening.

18 MAYOR CLARK-CRETS: Okay.

19 MARIO TAMBELLINI: Thank you, Matthew.

20 So as Matthew said, I'm going to go over some
21 of the traffic comments that we received.

22 So there were some concerns expressed about
23 overall traffic and congestion on Sierra College
24 Boulevard after the Costco is constructed.

25 So I would like to note that the Costco

1 project will be providing hopeful mitigation measures
2 along Sierra College Boulevard, including widening
3 northbound Sierra College Boulevard to three lanes.

4 In addition to that improvement, the town will
5 be implementing a capital improvement project to widen
6 Sierra College Boulevard to six lanes between Brace Road
7 and Taylor Road, for completion of the Loomis Costco
8 project.

9 This improvement would also include
10 improvements to both the Brace Road and Taylor Road
11 intersections with Sierra College Boulevard, and would
12 also extend the two-lane section of northbound
13 Sierra College Boulevard, north of Taylor Road.

14 There were some concerns and comments
15 expressed about the overall traffic and the potential
16 for U-turns to occur on Brace Road.

17 I want to reiterate that the majority of
18 project traffic is anticipated to access the Costco site
19 via Sierra College Boulevard based on data contained in
20 the traffic study project. Only about 400 vehicles per
21 day are anticipated to use the Brace Road project
22 driveway, which is a relatively low number.

23 In general, we do not anticipate that U-turn
24 movements will occur commonly on Brace Road, as this
25 path to get to Sierra College Boulevard will require a

1 significant amount of inconvenient and out-of-direction
2 vehicle travel.

3 In addition, even if you did make this U-turn
4 and then come back out onto Sierra College Boulevard at
5 the Brace Road intersection heading westbound, you would
6 still likely have to travel through the Brace Road
7 signal. And if you're traveling south, you would still
8 have to travel through the project driveway signal on
9 Sierra College Boulevard, which would further slow this
10 route down.

11 I'd also like to note that the Brace Road
12 Project driveway is located in the far northwest corner
13 of the site, which is a good distance away from the main
14 building entrance. It is primarily anticipated to be
15 used by trucks and Costco employees, as it is relatively
16 close to the Costco employee parking lot.

17 I'd also like to finally note on this subject
18 that Costco is a member-based store, which means that
19 there's going to be a lot of return trips to the site.
20 And generally we find that members learn the most direct
21 and best ways in and out of the store over time, and so
22 are unlikely to get confused when leaving the site.

23 There were some concerns expressed that the
24 site distance triangles prepared on Brace Road did not
25 consider the presence of parked cars.

1 I will say that parking, as part of the
2 project -- as part of the project, parking will be
3 restricted on Brace Road west of the proposed
4 right in/right out project driveway, and therefore there
5 will be no parked cars west of the driveway to block the
6 sight distance of vehicles leaving the driveway.

7 There will still remain parking in front of
8 the Sierra Meadows Apartments. However, this is an
9 existing condition and because the Brace Road driveway
10 is right in/right out, these cars will not affect the
11 operations or the sight distances of the Costco driveway
12 on Brace Road.

13 There was also concerns expressed that the
14 sight distance triangles on Brace Road driveway would be
15 obstructed by the proposed screening wall and
16 landscaping with the project.

17 However, the current Costco project site plan
18 has not been fully finalized. There's still some small
19 details that need to be worked out. And as those are
20 developed, the town will require and ensure that any
21 retaining walls or -- sorry -- any sound walls and
22 landscaping will not obstruct drivers' views of the
23 driveways nearby.

24 There was additional concerns raised about how
25 the right in/right out restriction at the Brace Road

1 project driveway would be enforced.

2 And so a raised median will be constructed on
3 Brace Road, which will physically restrict the
4 possibility of making a left turn out of the Brace Road
5 driveway -- on the Brace Road project driveway.

6 And I just want to reiterate that while this
7 will restrict movements at the project driveway, it will
8 not affect or restrict any operations at the apartment's
9 driveway or the Homewood Lumber driveway.

10 There was also a concern about inadequate
11 driveway spacing distance on Brace Road.

12 The proposed spacing of the project driveway
13 and adjacent driveways on Brace Road has been fully
14 analyzed, and it was determined that it meets town
15 Municipal Code standards, and it also meets adequate
16 sight distances determined by the town engineers,
17 consistent with the Town Land Development manual
18 standards for infill of the development.

19 And so that wraps up all of the traffic
20 comments I'm responding to.

21 So next I will hand it over to Mike Dobrota
22 with Costco.

23 MR. DOBROTA: Okay. Let me start with the
24 truck situation that was discussed.

25 Costco -- people are starting to lean so I'm

1 going to do this.

2 Costco doesn't have wildcat drivers. Costco
3 controls their drivers. All of the deliveries that come
4 from the big tractor-trailers come from a depot which is
5 in Tracy. And those drivers are given a certain date
6 and time that they have to show up. So they're totally
7 told when to show up and how to enter and exit the
8 property at all times. So they're basically in
9 violation of their job if they don't follow the rules.
10 So that's what we're saying with that.

11 As far as a driver going out on Brace and
12 making that right-hand turn, it's physically impossible
13 to do that movement when your receiving is facing the
14 other direction. The driver will drop his -- his
15 trailer and go straight out towards Sierra College and
16 make a left and go back to the freeway. So it's not
17 even a probability that that could be done by a truck
18 driver.

19 Now, a car that goes around the back and makes
20 the wrong turn, that's a different situation. That
21 could happen.

22 As far as the number of members in Loomis,
23 it's approximately one-third of the population. And
24 understand that the population is husband and wife,
25 kids, things like that. So I can give you that type of

1 information.

2 We really can't get real specific because of
3 the certain privacy laws in the State of California, and
4 these are membership and we have data and things like
5 that. So we don't give more than what I'm telling you
6 today.

7 As far as building adjacent to residential,
8 some that you might be familiar with is in Clovis, in
9 Elk Grove, and Citrus Heights, which has two entrances
10 and a Wal-Mart on the same shopping center. I could
11 name others. You know, not every one of them is in a
12 residential area, but it does happen.

13 And I believe those were my three remaining
14 questions, unless the council has questions.

15 MAYOR CLARK-CRETS: I have a question for you.

16 MR. DOBROTA: All right.

17 MAYOR CLARK-CRETS: So when it comes to having
18 neighbor relations, what does a neighbor do? Who do
19 they contact? What is your modus operandi of that?

20 MR. DOBROTA: I tell people when I go to the
21 homeowners meetings, make that warehouse manager your
22 best friend. He has total control. You can go knock on
23 his door. A lot of times he will even give out his cell
24 phone number and say, "Call me if there's an issue."
25 Because we are agreeing to do certain things and we want

1 to make sure -- and if we find weird things like a cart
2 in your neighborhood, call us. We'll go get the cart.
3 You know, that's expensive. We want that cart back.
4 You know, and if they find a truck that's meandering
5 around, let us know about it.

6 But I think that would be the main thing, go
7 directly to the manager. He can do a lot of things
8 positive.

9 MAYOR CLARK-CRETS: Thank you.

10 Any other questions?

11 TOWN MANAGER RABÉ: Can I add to that really
12 quickly too?

13 MAYOR CLARK-CRETS: Sure.

14 TOWN MANAGER RABÉ: When I spoke to
15 Michael Okuma about this, he said that on the
16 residential relations stuff, warehouse manager always
17 gives his cell phone number to the town manager. So
18 I'll have that warehouse manager's cell phone number to
19 call if there's any sort of issue.

20 And he also said that they typically will, at
21 least at the beginning when the store first opens,
22 probably quarterly meetings with like an on-site with
23 neighborhoods. And then those -- when the store is
24 actually operating and a couple years go by, they switch
25 them to either biannual, so twice a year, or annual.

1 So that's the time for folks who live in the
2 neighborhoods that might be impacted to come and, you
3 know, talk to the warehouse manager, as Mike said, and
4 that manager has total control over the way that the
5 Costco is actually operating. So just wanted to add
6 that.

7 MAYOR CLARK-CRETS: I have another question.

8 So I've noticed when I go around to Costcos
9 that there's a lot of local stuff that they pick up for
10 sale.

11 And so what would -- say we have our local
12 wares here in Loomis. Who would we contact to get those
13 local wares in the potential Costco?

14 MR. DUBROTA: Both the manager and the local
15 merchandising managers, which would be out of Livermore,
16 would be the ones. But typically the small farms and
17 things like that or pastries and things, they'll go
18 directly to the warehouse manager and then figure out a
19 way to produce enough to stock a Costco.

20 MAYOR CLARK-CRETS: Okay. Anybody else?

21 COUNCIL ONDERKO: Madam Mayor --

22 MAYOR CLARK-CRETS: Please.

23 COUNCIL ONDERKO: -- I have a couple
24 questions.

25 All right. Mike, thanks.

1 So we've heard a few questions tonight I want
2 to get some clarity on.

3 First of all, thanks for responding to the
4 question about residential and commercial.

5 Just to clarify, so while the property is
6 adjacent to residential properties, it's also adjacent
7 to commercial properties.

8 All right?

9 So it's not as clear as someone might say when
10 you say, well, the property is in the residential
11 neighborhood. It's not -- that's not a true statement
12 to the -- to the degree where I think people are wanting
13 to be.

14 It's also -- it's also within a striking
15 distance of a major federal highway. So you've got
16 commercial across the street. All of those properties
17 across the street are zoned commercial. You've got the
18 gas station next door, the Shell and the McDonald's.
19 All of that is residential.

20 So I think it's probably more accurate to say
21 it's on the edge of -- it's adjacent to residential and
22 it's adjacent to commercial, and it mostly is a
23 commercial property. And it has been zoned commercial
24 for years. It has always been meant to be -- I mean,
25 all of that is a commercial corridor.

1 And while there is a slice of the project that
2 is zoned residential and you're requesting a rezone,
3 that is a commercial corridor.

4 So Sierra College was built for that purpose.
5 It wasn't built to -- for people -- it was built for
6 many reasons, not just for people to get back and forth
7 from their homes. It was meant to be a commercial
8 drive.

9 We've heard a lot of statements -- first of
10 all, I thank everyone for writing your comments.

11 All right?

12 That's been a very long process. We have made
13 staff available to respond to those comments. I've read
14 personally every single one of these comments. There's
15 hundreds in the EIR. And I've also read every single
16 response to those comments. So, you know, I'm sensitive
17 to a lot of those comments. There's a lot of people who
18 live right next to it. And if this was coming into my
19 backyard or adjacent to my backyard, I'd have something
20 to say about it.

21 So I'm sensitive to that. I really am. We
22 can't lose sight of that. It's a tremendous impact on a
23 lot of people, especially the apartment dwellers and the
24 people who live next door in the Heritage -- in the
25 Hunters Oak neighborhood.

1 We've also heard from one party that the
2 project hasn't changed at all. The site plan hasn't
3 changed at all over the last three years. And from
4 another party, we heard that it keeps changing.

5 So I'm not sure what's happening. I know what
6 keeps happening. It does change. And when projects are
7 presented at first -- Costco, I think did a pretty good
8 job, and they sat down with a lot of the people who
9 lived close by and said, "Okay. Look, this is coming.
10 We want to be a neighbor here in Loomis. We're looking
11 at a site across the street in Rocklin."

12 And I think, you know, you struck a pretty
13 good tone, and a good dialogue early on with people. If
14 you listen to social media, I think overwhelmingly
15 Costco is favorable among a lot of people.

16 I think people who are not happy are people
17 who live close by, and you can't blame those people.

18 But what -- so I'm getting to a question.

19 All right?

20 So my question is this, Mike: So the site
21 plan has changed. Why did that happen? There's -- you
22 came to Loomis three years ago or four years ago, and
23 you had a -- an idea, and you sat down with neighbors.
24 What happened after that?

25 There was -- at one point Granite Drive was

1 coming in, and at one point there was going to be two
2 access points on Brace Road. And that's changed. And
3 some people blame that on, well, you're being
4 disingenuous or you're not being, you know, transparent
5 or you're making changes to the project.

6 Why do people change -- why do applicants
7 change designs in the project, Mike?

8 MR. DUBROTA: Some of the designs were changed
9 because the neighborhood didn't want certain things.
10 They didn't want two Brace access. So we said, "Okay.
11 Let's just go back to the one, but we need an emergency
12 one." So that was a change.

13 There's been some modifications where we
14 wanted to make sure that there was enough setbacks from
15 the residential to the east, so we've got a big
16 residential -- or a buffer zone there, landscaped with
17 wall, with mature trees, and things of that nature.
18 Because the neighborhood wanted things like that.

19 If you could get more access, you could
20 probably do more access. Although we made some
21 attempts, couldn't get the accesses that were needed to
22 go through Rocklin, at least not to date, and not that
23 we would give up, you know, and keep trying.

24 There is also a situation where you -- your
25 gas needs to be a certain distance from residential.

1 You know, just air quality. So it kind of forces where
2 the gas goes. So when the gas goes where it is on the
3 southwest part of the plot, that ends up leading the
4 warehouse to the north end of the property.

5 COUNCIL ONDERKO: And at some point it was a
6 very contentious issue between Rocklin and Loomis that
7 Rocklin wanted the Granite Drive access and we said --
8 or Costco said, "Well, let's put the Granite Drive
9 access in." And in the latest iteration of this
10 project, it's been taken out.

11 So what's the deal with that? Rocklin wanted
12 it. Now they don't care about it?

13 MR. DOBROTA: Rocklin wanted it to begin with.

14 I negotiated with Mr. Petrovich, who owns the
15 property to the south. We have an easement agreement
16 that's still valid. But as I think in the presentation,
17 it requires Rocklin's approval. And Rocklin so far has
18 not given that approval.

19 I don't think we have -- as far as Costco is
20 concerned, has pushed Rocklin to make a decision. But
21 if there was a way that Rocklin would change their mind,
22 I think that there would be a way that I'm sure
23 Mr. Petrovich would agree to continue his agreement with
24 the easement, and that would leave more access points
25 for Costco and Mr. Petrovich. So it would benefit the

1 Rocklin development also at a future date.

2 COUNCIL ONDERKO: Mario, are you on the phone?
3 Can you hear us?

4 MARIO TAMBELLINI: Yes, I'm on.

5 COUNCIL ONDERKO: Mario, is that -- would the
6 Granite Drive access -- I mean, how would that change or
7 help or hurt circulation?

8 MARIO TAMBELLINI: So we did analyze
9 alternative in the traffic study and in the draft EIR
10 that included a Granite Drive access. And so you can
11 look up exact impacts and things there.

12 But generally, you know, it provides one more
13 access point in and out of the site. It, you know,
14 takes some of the traffic and some of the congestion off
15 of the main Sierra College Boulevard Project driveway as
16 proposed.

17 And we generally found the operations with
18 Granite Drive access to be acceptable and to work well.

19 So, you know, that is -- there is -- that
20 alternative has been fully analyzed and it is out there.
21 And as far as I know, the town of Loomis would like to
22 move forward with that with the approval of Rocklin.

23 COUNCIL ONDERKO: I'm sure the attorney in the
24 room from Rocklin doesn't have the authority to cut that
25 deal right now. However, I'd ask him to take that back

1 to Rocklin.

2 I think, you know, they've played games with
3 us over the last few years. And it's been very
4 frustrating because we have spent hours and hours,
5 hundreds of hours on this project working with Rocklin,
6 attempting to work with Rocklin.

7 I wrote a letter to the council over there
8 last year, and as per their requests -- they had over
9 20 requests of mitigation measures that we would
10 implement into this project.

11 We acquiesced. The project was put on hold
12 for over a year. We gave them over 20 requests, and
13 they have been very cold to work with. In fact, I've
14 heard their statements publicly.

15 Their staff -- I've gotta tell you, I think
16 they're getting really lousy advice and counsel from
17 their staff.

18 They have made some really difficult and
19 challenging public comments to -- about Loomis. They've
20 gone as far as saying Loomis has shown, quote, "very
21 little interest, if zero interest, working with
22 Rocklin."

23 Now, I know, because I've worked on this for a
24 couple years with staff, and that's just a false
25 statement. And it's not just a single time that they've

1 said that. They've said that -- they made that comment
2 in public multiple times.

3 I think there's something very, very deeply
4 cynical going on and worrisome.

5 All right?

6 We've got a lot of very powerful forces
7 working against Loomis on this. And I'm telling you,
8 there's a lot of people who want to see us screw this
9 up. And if council votes on this tonight and pushes it
10 forward, there's still other barriers that exist to get
11 through this.

12 I'm telling you, Lincoln wants this Costco,
13 Rocklin wants a Costco, and there's nothing to stop them
14 from pursuing the dollar.

15 I heard the apartment manager -- the apartment
16 owner across the street from the Costco say, "Well, it
17 just appears that Loomis is looking out for a tax
18 revenue dollar." I'm paraphrasing.

19 Well, that's right. We are looking out for
20 tax revenue. And so is Rocklin, and so is Lincoln, and
21 so are you, sir.

22 If we weren't motivated by a dollar, then I
23 think you should question us.

24 But I think there's a lot of forces that want
25 to see Loomis screw this up. And I'm talking straight

1 to the people who live in Loomis who are voters. This
2 is a golden opportunity for Loomis to be
3 self-sufficient.

4 And we voted in 1984 to be -- to be a town of
5 our own. And when we put our general plan together, we
6 said we were going to develop our commercial corridors
7 so that we could become self-sufficient. And to this
8 date, that hasn't happened.

9 Turtle Island hasn't come to fruition. The
10 project -- the property previously known as The Village
11 has not happened.

12 And Loomis today, we're short \$700,000 on our
13 annual budget.

14 And we've also heard that Homewood has moved
15 their lumber over to Rocklin.

16 Now, with our maybe one or two highest tax
17 revenue generators leaving the town, that puts Loomis in
18 a very difficult position.

19 And I think that you can't have this
20 conversation in a vacuum without talking about that
21 challenge that Loomis faces.

22 And while Costco won't be the cure all, it
23 won't create -- solve all of our problems, it will sure
24 take a dent into a lot of the issues that we face.

25 And so I'm sensitive to the traffic. I'm

1 sensitive to the people who live close by. But when you
2 look at it from a bottom line standpoint, Loomis has to
3 proceed with this project and move it forward because
4 every city -- I'm telling you, I go and talk to lot of
5 the counterparts --

6 I'm going over here, Madam Mayor, but I'm
7 going to make a couple more points and then I'll yield.

8 But I talk to a lot of our counterparts in
9 other cities and other counties, and they often come to
10 me and say, "How did you guys attract Costco to Loomis?"

11 I'm telling you, almost every city in every
12 county around wants a Costco because of the quality of
13 jobs they bring, the amount of tax revenue they bring.
14 But not only that, they are incredible members of the
15 community.

16 And someone said tonight, "Well, Auburn didn't
17 want them."

18 Well, that's not true. Auburn did want them.
19 It was the City of Auburn who wasn't going to get the
20 tax revenue out of it. It was in the county -- in the
21 county jurisdiction, and they couldn't figure out how to
22 make it work with each other. It's not that they didn't
23 want it. It's that the city wasn't getting a whole lot
24 of tax revenue out of it.

25 And that's exactly what could happen if we

1 lose this opportunity. They'll move it across the
2 street. There's a great property across the street. Or
3 if they don't, they'll go up the hill to Lincoln, and
4 all of our -- we have, what, a third of our population
5 are members. We send our tax revenue up to Lincoln?

6 I'm telling you, I had a public official,
7 Madam Mayor, from Lincoln tell me a year ago, he said
8 they are courting Costco. They are trying to get
9 meetings arranged with Costco so that they can fit them
10 into this perfect spot in Lincoln. And he told me
11 straight up, "I hope you guys screw it up."

12 And, I mean, I -- you know, I hope the people
13 who have the voting power, if this ever goes beyond
14 council's decision tonight, realize that this is a
15 golden opportunity for Loomis to become self-sufficient,
16 much more than we are.

17 And I'm sure I'll have some other comments but
18 that's where I'm at right now. And having said that,
19 I'll hand it over to you, Madam Mayor. Thank you.

20 MAYOR CLARK-CRETS: Thank you.

21 I know we have more questions that came from
22 public comment. I'd like to get those addressed. And
23 specifically a gentleman asked the sequence of events
24 and the ongoing issues with Rocklin.

25 Who was going to handle that one?

1 TOWN MANAGER RABÉ: The sequence of events
2 with Rocklin?

3 MAYOR CLARK-CRETS: There was a gentleman that
4 came for public comment that wanted to know what were
5 the issues and --

6 TOWN MANAGER RABÉ: Yeah.

7 So Tim touched on this a little bit. But in
8 your packet, under "Attachment 6," there's a list of all
9 the agency coordination efforts, two-page list. And if
10 you go through that, we've had at least 14 different
11 meetings with Rocklin, trying to figure out how to
12 address Rocklin's concerns. The last response that we
13 had was in September. That was the last meeting. That
14 was the meeting between the city manager of Rocklin and
15 I.

16 We had another meeting that was scheduled for
17 December that got canceled, and I haven't heard anything
18 as far as a meeting since then.

19 We sent over to them in September -- actually,
20 a draft in August, and then in September another draft,
21 a draft MOU that spelled out a bunch of different things
22 that the town was willing to discuss and enter into with
23 Rocklin, including Granite Drive and including some
24 other stuff.

25 We submitted that, and we received no comments

1 from them.

2 And so there are things that I can control and
3 that the town can control in terms of mitigation
4 measures on the EIR, but there's other things that I
5 can't control because I can't make somebody enter into
6 an MOU, basically an agreement. I can't force somebody
7 to do that.

8 And so, you know, frankly, it -- I don't
9 understand the lack of response from -- you know, from
10 this thing coming out in September.

11 I'll tell you from the first time that I
12 started working here in 2017, I started July of 2017, I
13 met with the city manager of Rocklin at that point.
14 The city manager -- probably it was within a month of me
15 starting to work here. We had breakfast together at
16 Venita Rhea's. Great food, Venita Rhea's.

17 So Ricky told me, "You really need to figure
18 out how to get a cross-access agreement with Costco and
19 the Petrovich parcel because that property is going to
20 be coming up. He's going to be proposing another
21 project there. And you and I know" -- this is Ricky
22 speaking -- "You and I know that having a cross-access
23 agreement with Costco and Petrovich's property and
24 having that access connected to Granite Drive is going
25 to be critical for the whole corridor to operate

1 properly."

2 And I said, "I agree with that a hundred.
3 percent."

4 And then Ricky and I talked about how
5 eventually when Petrovich sells out his parcel, having
6 Costco with the cross-access agreement is basically
7 going to make the Petrovich parcel look like they've got
8 an anchor tenant in Costco, without having an anchor
9 tenant in Costco because they're connected somehow. It
10 doesn't need to be, you know, like a parking lot
11 connection, but there needs to be a way to get back and
12 forth. Good planning says that you should do that.

13 The problem with that is I don't control --
14 Loomis doesn't control what happens with Rocklin.
15 Granite Drive is in Rocklin.

16 So I went out and called in a favor from
17 Petrovich to get Petrovich to talk to Costco and get
18 that cross-access agreement done.

19 Mike Dobrota just said that they got that
20 figured out. That was entered into back in 2018, maybe
21 2019. I don't remember the exact timing, but it's been
22 in place for quite a while.

23 We put in the MOU. We met with Rocklin. Our
24 draft EIR showed the connection occurring through
25 Petrovich's property, and sort of a rough estimated --

1 this is the first draft meeting EIR.

2 And then met with Rocklin, and Rocklin said,
3 "Well, we don't like the way that you have Granite Drive
4 drawn there in the EIR."

5 And I said, "Okay. Well, how do you want it
6 to be done?"

7 And they're like, "Well, we don't know how we
8 want it." This is literally -- "We don't know how we
9 want it to be developed. We don't know what the
10 Petrovich property is going to develop as."

11 So I said, "Okay."

12 So I know that you have a project that's been
13 submitted to you by Petrovich because he told me that,
14 and I know that it was an application submitted. And
15 then the response back was, "Well, we need to see the
16 traffic study to see what that access is going to be for
17 Granite Drive. We don't know what Granite Drive" --
18 "the layout of Granite Drive is going to be."

19 Granite Drive is only so wide. There's a
20 Chevron on one side and there's a 7-Eleven on the other
21 side. And if you go across Sierra College to
22 Granite Drive, there's a center median strip down the
23 meddle. That's what we were proposing.

24 I said, "If you don't want the center median
25 strip, tell me what you want."

1 "We don't know what we want because we don't
2 know what the project is going to be."

3 And that was the last that we really heard
4 about.

5 When we submitted -- when we resent out the
6 draft EIR meeting with Rocklin, Rocklin said, "Well, you
7 know, we looked at the Granite Drive access and we don't
8 think that that's really necessary at this point."

9 This is literally like two years after they
10 told me that they wanted it, and then they pulled it
11 back.

12 Same thing happened with the second access on
13 Brace. That was requested by Rocklin. We made that
14 happen. And then they said, "Well, we decided we don't
15 want that after all."

16 So I don't know what the -- to the gentleman's
17 question about why the Granite Drive access isn't
18 happening, I don't have an answer for that. I don't
19 know.

20 But I will say that the way that the
21 conditions of approval are written, it says that
22 Costco -- if the property owner next to them, which is
23 Petrovich, agrees to have that cross-access agreement
24 happen, which they have, because they have an agreement,
25 and if Rocklin allows the connection of that access of

1 Granite Drive, then Costco has to put that in.

2 And so it's set up in way that Costco has to
3 do it if Rocklin says, "We want you to do it."

4 And that's all that we can do as the town of
5 Loomis. There's nothing else that we can do.

6 MAYOR CLARK-CRETS: So you can see that in
7 terms of residences and what they're seeing, you know,
8 the project looks like this, and then the project looks
9 like this. It's changing, just like Councilman Onderko
10 said.

11 And I know that Rocklin has asked, and then,
12 you know, said they didn't want to do it on those major,
13 major things that -- you know, entrances, especially the
14 Brace Road one.

15 So it's very, very frustrating for sure.

16 COUNCIL ONDERKO: Madam Mayor, if I may, just
17 to make a point on that.

18 It is very frustrating. But when I talked to
19 my counterparts in Rocklin about this, they all say the
20 same thing, that "We want Loomis to be successful. We
21 want to be great neighbors. We want Loomis to have a
22 Costco." But that's exactly the opposite of what their
23 staff is doing, and it is very frustrating.

24 But, you know, what's most frustrating is to
25 be lectured by Rocklin about traffic. I mean, it's the

1 ultimate irony here. 95 percent of the traffic in
2 Rocklin is from Rocklin, and it's encroaching upon
3 Loomis, and it has been encroaching upon Loomis for
4 years, into our schools. And we want those kids, those
5 families, to come to our schools and to our town, but
6 don't sit around and lecture us about the traffic issues
7 when we're bringing a Costco in.

8 Costco is -- and I -- I have to say I
9 appreciate the contrast between the Rocklin -- sorry --
10 the Roseville and Loomis Costco slide because Costco
11 gets a bad rap. Everybody says all that traffic is
12 Costco. There's millions of square foot -- feet of
13 commercial space in Roseville. And our consultants are
14 telling us this design works, and that's what we have to
15 rely on.

16 Thank you again.

17 MAYOR CLARK-CRETS: Okay. Are there any other
18 questions that we need to answer that we missed?

19 Anybody have any questions or comments for
20 council?

21 TOWN MANAGER RABÉ: I would like our -- if
22 council has no further questions, I would like our CEQA
23 attorney to discuss some of the finer points of CEQA
24 law.

25 MAYOR CLARK-CRETS: I think some of the

1 council members still have some things they want to say.

2 Will we have a chance to comment again?

3 TOWN MANAGER RABÉ: It's your meeting.

4 MAYOR CLARK-CRETS: Okay. Let's go with
5 the -- you ready then?

6 MS. TELLER: Sure.

7 I'll just note for the benefit of the court
8 reporter that any time any of the council members speak,
9 unless you're speaking into the microphone, she can't
10 capture what you're saying. So I just want to give you
11 that reminder.

12 Thank you.

13 I'm Sabrina Teller with the Law Firm of
14 Remy, Moose, Manley, and I am the town's outside CEQA
15 counsel for the purposes of this project. I've worked
16 on it through the entire recirculated draft EIR process
17 to now.

18 So I wanted to just give you -- and I won't
19 make this CEQA 101 class because it's late -- but I just
20 wanted to give you kind of a brief overview and summary
21 of the CEQA process as it pertains to where you are
22 right now and the decision you're tasked with this week
23 and next.

24 So CEQA requires a thorough analysis of all
25 potentially significant environmental impacts,

1 consideration of feasible mitigation and alternatives,
2 and good faith efforts to engage the public, and to
3 respond to all substantive public comments supported
4 throughout that process and in every written document by
5 substantial evidence.

6 The final EIR before you tonight meets that
7 standard.

8 CEQA does not require perfection. It doesn't
9 require that you delay certification until every single
10 commenter is a hundred percent satisfied and supports
11 the project. And it does not require that all experts
12 reach agreement on technical issues, especially highly
13 technical traffic -- technical issues like traffic
14 analysis and the methodology underlying that analysis.

15 So the staff and the town's consultants have
16 very carefully reviewed the several comment letters
17 submitted after the publication of the final EIR through
18 the Public Planning Commission and up to tonight.

19 And they have concluded -- we have all
20 concluded that they can -- certain issues are addressed
21 in the EIR at length, or they consist of ongoing
22 disputes over methodology which have been thoroughly
23 addressed in the responses to comments in the final EIR
24 and the further responses to comments that are in your
25 staff packet tonight.

1 And on such questions, on ongoing disputes
2 like that of the methodology, the town is empowered to
3 determine the credibility of its own experts and
4 consultants and staff, as long as they're supported by
5 substantial evidence. And the town's record here
6 contains ample evidence for the council to make that
7 determination.

8 And then lastly I want to note that there are
9 repeated demands in the late-filed letters in front of
10 you for additional analysis of different alternatives or
11 variations on the alternatives that are already studied
12 in the EIR.

13 So I want to reiterate Matthew's explanation a
14 little bit earlier that an EIR need only consider a
15 reasonable range of alternatives that address one or
16 more of the project's significant impacts. And your EIR
17 again meets that standard.

18 The town is not required to evaluate every
19 possible configuration or project variation,
20 particularly whereas here, the proposed mitigation is
21 technically feasible, and if implemented, would mitigate
22 the traffic and noise impacts to a less and significant
23 level.

24 The only reason that they are determined to be
25 significant and unavoidable is, as Sean and others have

1 explained at length, implementing some of them requires
2 the permission of another agency.

3 So with that, if you have any questions about
4 the CEQA process, I'll be happy to answer.

5 MAYOR CLARK-CRETS: Any questions?

6 No?

7 COUNCIL ONDERKO: Just to be clear,
8 Madam Mayor, so the traffic analysis has been peer
9 reviewed?

10 ANDERS HAUGE: Yes.

11 COUNCIL ONDERKO: Tell me about those two
12 firms. So Costco did traffic analysis and then there
13 was a peer review done by an outside consultant?

14 ANDERS HAUGE: So Costco retained --

15 COUNCIL ONDERKO: Can't hear you.

16 ANDERS HAUGE: Costco retained the consulting
17 firm of Kittelson & Associates, which is a well-renowned
18 firm, and the town used their town engineer, Mario, who
19 is with Wood Rodgers, also well respected, along with
20 others on the town staff where consultants reviewed the
21 documentation to make sure that the assumptions were
22 consistent and correct.

23 So there was a significant amount of peer
24 review that has occurred in this document.

25 COUNCIL ONDERKO: In addition to that,

1 Caltrans has weighed in?

2 ANDERS HAUGE: Caltrans, we met with them.
3 They have weighed in, and they concur with our analysis.
4 The Placer County Air Pollution Control District weighed
5 in. We worked closely with them to meet their
6 requirements, and they concur with our analysis for VMT.
7 And also Placer County Resources Agency, worked closely
8 we them, so they also concurred with our analysis.

9 So basically we have two state agencies and a
10 county agency agreeing with the analysis that we have
11 prepared.

12 COUNCIL ONDERKO: Okay. Thank you.

13 MAYOR CLARK-CRETS: And to piggyback on that,
14 I wanted to reiterate that Rocklin asked us to do an
15 additional study using their methodology; correct?

16 ANDERS HAUGE: That is correct. They
17 requested we do a SimTraffic analysis, which we did, and
18 we did provide them our input back in September of 2019
19 so that they could review it. And we asked them if they
20 had any comments, questions, or concerns, to contact us
21 and we could meet again to discuss it.

22 MAYOR CLARK-CRETS: Did they contact you?

23 ANDERS HAUGE: No.

24 MAYOR CLARK-CRETS: Okay. Council, do you
25 have any other questions?

1 All right. So now what is before us? We need
2 to do a motion for --

3 MR. MITCHELL: Madam Mayor, what's before you
4 for action is simply to conclude the public hearing for
5 tonight.

6 MAYOR CLARK-CRETS: Right.

7 MR. MITCHELL: Let the public know that the
8 public hearing is continued until August 11th, at which
9 time the council will consider all project approvals.

10 Tonight's only, quote, unquote, action is the
11 first reading of the ordinance, and that's just a
12 technical term. Ordinances have to have two -- two
13 times they appear before the council. This is that
14 first time. The second time has to be at least five
15 days later. That will be next week.

16 So your motion is to -- I think we have a
17 motion to hold the first reading -- or approve the first
18 reading, and the rest of the action will take place on
19 August 11th.

20 MAYOR CLARK-CRETS: Okay. So we will have a
21 motion to introduce Ordinance No. 20, which is approving
22 a zoning code amendment to the first reading; correct?

23 MR. MITCHELL: Correct.

24 COUNCIL BAKER: I'll make a motion.

25 MAYOR CLARK-CRETS: Okay. We have a motion.

1 COUNCIL MORILLAS: Second.
2 MAYOR CLARK-CRETS: We have a motion and a
3 second.
4 Can we have a roll call, please?
5 TOWN CLERK STROCK: Council member Baker?
6 COUNCIL BAKER: Aye.
7 TOWN CLERK STROCK: Council member Morillas?
8 COUNCIL MORILLAS: Aye.
9 TOWN CLERK STROCK: Council member Duncan?
10 COUNCIL DUNCAN: Aye.
11 TOWN CLERK STROCK: Council member Onderko?
12 COUNCIL ONDERKO: Aye.
13 TOWN CLERK STROCK: Mayor Clark-Crets?
14 MAYOR CLARK-CRETS: Aye.
15 Okay. The motion passes.
16 Now we need a motion to continue the public
17 hearing for, is it August 11th?
18 COUNCIL BAKER: So moved.
19 COUNCIL DUNCAN: Second.
20 MAYOR CLARK-CRETS: Roll call, please.
21 TOWN CLERK STROCK: Council member Baker?
22 COUNCIL BAKER: Aye.
23 TOWN CLERK STROCK: Council member Duncan?
24 COUNCIL DUNCAN: Aye.
25 TOWN CLERK STROCK: Council member Morillas?

1 COUNCIL MORILLAS: Aye.
2 TOWN CLERK STROCK: Council member Onderko?
3 COUNCIL ONDERKO: Aye.
4 I don't think they can hear.
5 Want to do that over again, Jeff?
6 MAYOR CLARK-CRETS: Let's do that over again.
7 COUNCIL BAKER: Okay. I was first.
8 TOWN CLERK STROCK: Council member Baker?
9 COUNCIL BAKER: Aye.
10 TOWN CLERK STROCK: Council member Duncan?
11 COUNCIL DUNCAN: Aye.
12 UNIDENTIFIED SPEAKER: Still can't hear you.
13 MR. GERKEN: You have to pull your face shield
14 off.
15 TOWN CLERK STROCK: Council member Baker?
16 COUNCIL BAKER: Aye.
17 TOWN CLERK STROCK: Council member Duncan?
18 COUNCIL DUNCAN: Aye.
19 TOWN CLERK STROCK: Council member Morillas?
20 COUNCIL MORILLAS: Aye.
21 TOWN CLERK STROCK: Council member Onderko?
22 COUNCIL ONDERKO: Aye.
23 TOWN CLERK STROCK: Mayor Clark-Crets?
24 MAYOR CLARK-CRETS: Aye.
25 All right. So we will be continuing the

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public hearing on August 11th, a week from today.

And I'm going to adjourn our meeting at exactly -- on my clock it says 10:00 o'clock.

Thank you all very much.

(Whereupon, the meeting adjourned at 10:00 p.m.)

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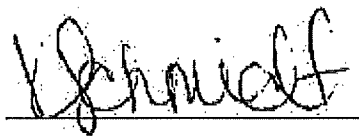
CERTIFICATE OF REPORTER

I, KATHRYN SCHMIDT, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing proceedings were reported in shorthand by me, Kathryn Schmidt, a Certified Shorthand Reporter of the State of California, and thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for any of the parties to said proceedings nor in any way interested in the outcome of said proceedings.

IN WITNESS WHEREOF, I have hereunto set my hand this 13th day of August, 2020.



KATY E. SCHMIDT, RPR, RMR, CRR, CSR 13096

[& - acres]

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[b - bring]

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[bringing - clarify]

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[corners - cricket]

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[crisis - dirt]

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[rise - serious]

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[slowing - street]

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