

## PLANNING COMMISSION MINUTES

**Date of Meeting:** Tuesday, August 29, 2006  
**Time of Meeting:** 6:00 p.m.  
**Place of Meeting:** Red Bluff Community/Senior Center  
1500 So. Jackson Street  
Red Bluff, CA

**Commissioners Present:** James Brink  
Doug Dale  
Greg Latourell  
Jack Winter  
Andrew Christ

**Commissioners Absent:** None

**Staff Present:** Charlie Mullen, Planning Director  
Scot Timboe, Planner  
John Blacklock, Interim City Manager  
Rick Crabtree, City Attorney  
Gerry Gray, Fire Chief  
Mike Bachmeyer, Fire Marshal  
Mark Barthel, Public Works Director  
Cheryl Smith, Deputy City Clerk  
Paul Nanfito, Police Captain

The Pledge of Allegiance was led by Charlie Mullen and the assemblage joined in.

### **CITIZEN'S COMMENT:**

None

## **CURRENT BUSINESS:**

### **1. PUBLIC HEARING TO RECEIVE COMMENTS ON THE RECIRCULATED PORTIONS OF THE ENVIRONMENTAL IMPACT REPORT FOR THE WAL-MART SUPERCENTER PROJECT – 608 LUTHER ROAD; APN's 033-180-08, 21, 26, 46, 47 AND 70; SCH No. 2004012088**

Charlie Mullen, Planning Director, reviewed the staff report, and gave staff's recommendation that the Planning Commission:

1. Hear the informational summary presentation by the Consultants.
2. Conduct the Public Hearing on the RPEIR and receive all public comments and provide any additional comments on the RPEIR to staff.

Mr. Mullen explained that the public had until 5 p.m. on September 18<sup>th</sup> to submit written concerns regarding the recirculated portions of the Environmental Impact Report. Comments are limited to only the revised portions of the EIR. He also noted that Wal-Mart will be paying Transportation Development Impact Fees of approximately \$620,000. He explained that the meeting was to receive public comment only and that no decision would be made at this evening. He reported that no new mitigations and/or impacts have been indicated in the recirculated report.

Mark Teague, PMC, stated that the purpose of the meeting was to get more public input on the recirculated portion of the draft EIR.

Paul Miller, Omni Means, explained that when it was explained that the traffic count was taken at a time that school was not in session, they did clarify that there were seven (7) schools not in session. The count was re-calculated and found that there were changes to the count, but the changes were not significant when determining the impacts of this particular project. Luther Road at South Jackson went from C to D which is unacceptable, but this was without the project. So for the base condition that was the only change that they saw in level of service classification. None of the specific impacts identified in the previous analysis changed and all the mitigations reviewed by Mr. Mullen remained unchanged.

Chairperson Brink opened the public hearing at 6:20 p.m.

Robert Wedman, resident, questioned whether the Planning Commission told the developer about the new homes currently being built, the ones that are projected to be built and if these were included in the EIR for Wal-Mart. He noted that there was no mention of traffic control on Reed and Jackson Street and stated that he feels that the EIR is not complete. He questioned why there was no traffic control planned on South Jackson and Luther as there were many homes being built on the south side of So. Jackson Street. The issue remains at South Jackson and Luther, as Luther can not be

widened. There are many new homes going in on the south end of So. Jackson and many more on Luther that he did not believe the people that did the EIR Study were aware.

Frank McCaughey, resident, stated that the site was the worse possible location, the parking lot was too small and that traffic will be a large impact to the area. He stated that the Planning Commission has the authority to tell Wal-Mart to select another site.

Charles Jackson, resident, spoke regarding the hazards of having signals in the locations selected and that he was concerned with the children that both walk and/or ride their bikes on Luther Road everyday and questioned why there was no bike lane planned.

Jim Watt, Contra Costa County, stated that the original EIR was done over one year ago and that the consultants had a full year to go back and redo the traffic counts at the intersections that were done in 2004. Omni Means decided that they would estimate what they believed would be the traffic increases would be and questioned why the school year traffic counts was not done. He also questioned why the consultant took the counts that were generated using a geographic disbursement for where this people were going to arrive from going to school and then he subtracted 25% of the actual counts before adding on his 2004 base numbers. He questioned by these traffic counts were reduced by an additional 25%.

Toby Gray, resident, stated that it was his opinion that all the issues brought up have been or could be mitigated. Overall he feels the site is a good site and he is in favor of the supercenter.

David Gilliat, resident, stated that he loves this town and that coming from the San Fernando Valley he has seen how growth can ruin an area. The traffic in this area is not good now and the City should look for better ways to bring revenue in. He stated that Wal-Mart is no different than anyone else in pricing.

Chairperson Brink closed the public hearing at 6:35 p.m.

Commissioner Dale noted that the mitigation measures did not include signalization at Luther and Jackson Street and questioned if impact fees could be raised to cover signalization of this intersection. He stated that the traffic would not get any better in the area and that he would like to see Wal-Mart participate in the signalization of the area. He questioned the impact fees could be raised on this project if it would increase Wal-Mart's participation in the signalization of this intersection project.

Mr. Mullen stated that mitigation would pay only a percentage of the Traffic Impact Fees and that the estimated \$620,000 in fees would be paid when the building permit was issued.

Commissioner Christ stated that his questions were for Mr. Miller. He questioned if he could verify that the levels of service are basically a report graded A to F and questioned what the road way would be operating at.

Mr. Miller stated that under base conditions it's an A on Luther Road, but when the project traffic is added it would go to an F.

Commissioner Christ asked Mr. Miller to describe F in as far as delays.

Mr. Miller stated that daily levels of service on roadway segments are different than at peak hour levels of service at intersections. Unfortunately there is a disconnect between what is experienced on a daily level service basis. The concept is that you have too much traffic on a daily basis on a roadway, it doesn't generally represent true congestion, which is why we analysis the peak hours, so the peak hour conditions at Luther and Main will give you the primary indication of delay, which is an average delay of a level service D of 35 seconds to approach of the intersection. He continued by saying that AM and PM traffic would be more congested, but not bumper to bumper and that any associated delays that could be expected would be 35 seconds.

Commissioner Latourell stated that the study was conducted in February 2004 and that the numbers were calculated in August of 2005. He questioned if a typical time of the year was used for the traffic survey.

Mr. Miller stated generally not, because you would then be restricted to doing traffic studies in one time of year and that usually in tourist areas you would see a seasonal variation. As a profession they do not look at the holiday seasons and design around that, but design around an average week day.

Commissioner Latourell stated that the construction season in this part of the state tends to be about 9 months or so. He feels that a lot of the seasonal construction activities were missed such as the two concrete batch plants south of town and February is not typically a busy time of year. He questioned at what percent Mr. Miller assumed as truck traffic and if it was 5%.

Mr. Miller stated that 5% was industry standard.

Commissioner Latourell questioned what times the traffic survey was taken.

Mr. Miller stated that they look at a two hour time period, from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. The counts are chopped into 15 minute increments and within that two hour time period the highest 4 blocks of 15 minutes and identify that as the peak. This is also adjusted by what they call a peak hour factor where they look at the highest 15 minute period which would be the worse case 15 minute flow.

Commissioner Latourell stated that between 3:15 p.m. and 3:45 p.m. there is a shift change at the mill, St. E's, the Distribution Center and the schools let out and

questioned if the event period between 3 and 4 o'clock considered as that is a very congested period of time which he noticed fell outside the 4 and 6 time period.

Mr. Miller stated that one way to look at the the peak hour is to put a daily hose counter out which will accumulate at 15 minute totals over a period of one week.

Commissioner Latourell questioned if Omni Means was involved with Shasta College EIR and if they were trying to look at both sets of data to make sure that they work together and enhance both studies.

Mr. Miller stated that was correct and the more you look at a location the more information collect and the more correct you are with your analysis. Traffic counts will vary by week so you will see a difference between the two studies.

Commissioner Christ questioned Mr. Miller's statement of the phasing of the traffic signals and if the City had to work with CalTrans.

Mr. Miller stated that the signals are not controlled in coordination. The coordinated system actually runs a cable between all the signals from Diamond all the way to St. Elizabeth and there will be a timing plan where if you travel that corridor at a specific speed you will hit green lights. He also stated that the City would have to work with CalTrans to program the lights. There would be the issue of existing controllers that are older and the newer controllers that will go in that will have advanced capabilities.

Commissioner Latourell questioned if the potential housing projects that would eventually use Luther Road were taken into account.

Mr. Miller stated that he believed they were.

Commissioner Latourell questioned what manual and/or method was used when the numbers were re-calculated to include school traffic.

Mr. Miller stated that it was the ITE Trip Generation Manual which has 25 years of study data which has been compiled that into a statistically accurate data set.

Commissioner Latourell stated a count of bike and/or foot traffic would not be taken into consideration because schools were not in session, but it's alarming that there is not a bike lane proposed and he felt that bike lanes should be provided as there are schools in the area. He also noted that when he had visited the Anderson Super Wal-Mart there were 15 to 20 RV's and questioned if RV's were considered when parking was calculated.

Mr. Miller stated that they did not look at RV parking when the parking was calculated.

Commissioner Latourell stated that a comment had been made that 1/3 of medical calls were to convalescent and/or senior homes in that area.

Mr. Miller questioned where the medical vehicles were responding from.

Gerry Gray, Fire Chief, stated that he had made the comment that up to 1/3 of their medical calls were on Luther Road and that the Fire Department is responding from the center of town at Oak and Main Streets. He continued by saying that even without the Wal-Mart Supercenter there has been a derogation to the response time on both the side of South Jackson and the side of South Main. On South Main there is the physical barrier of the train trestle, which presents itself as a serious concern. He hopes for mitigation on these items would be provided so that they could have a more expedient and more efficient response in that area. Everyone that has lived in Red Bluff knows that South Jackson and Luther can be devastating and he has been pushing for and would love to see a signal at South Jackson at Luther.

Chairperson Brink thanked everyone for attending the hearing.

Mr. Mullen thanked everyone for attending and stated that if anyone wished to provide written comments they had until 5 p.m. on September 18<sup>th</sup> to submit them.

There being no further business the meeting was adjourned at 7:10 p.m. until September 12, 2006 at 5:15 p.m., City Council Chambers, Red Bluff City Hall.

Respectfully submitted,

Charlie Mullen  
Planning Director