CITY OF CHICO PLANNING COMMISSION MINUTES OF THE REGULAR MEETING OF May 3, 2018

Municipal Center 421 Main Street Council Chambers

Commissioners Present: Toni Scott, Chair

Bob Evans, Vice Chair

Cynthia Arregui Dale Bennett John Howlett Evan Tuchinsky

Commissioners Absent: Lupita Arim-Law

Staff Members Present: Brendan Ottoboni, Public Works Director

Bruce Ambo, AICP, Principal Planner

Mike Sawley, Senior Planner

Robyn Ryan, Administrative Assistant Andrew Jared, Assistant City Attorney

1. CALL TO ORDER

Chair Scott called the meeting to order at 6:32pm.

- **1.1** Chair Scott led the Pledge of Allegiance.
- 1.2 Commission members and staff were present as noted.

2. EX PARTE COMMUNICATION

Chair Scott, Commissioners Bennett and Howlett had none to report. Commissioners Arregui and Tuchinsky drove by the project site. Commissioner Evans had two conversations with Senior Planner Sawley regarding project specifics.

3. CONSENT AGENDA

3.1 Commissioner Tuchinsky moved to approve the minutes for the April 5, 2018, meeting. Commissioner Bennett seconded the motion which passed 6-0-1 (Arim-Law absent).

4. PUBLIC HEARING ITEMS

4.1 Receive Comments on the Draft Environmental Impact Report (EIR) for the Stonegate Vesting Tentative Subdivision Map and General Plan Amendment

Senior Planner Sawley addressed the Commission with an overview of the project and where we are in the process. Explained tonight's meeting is to receive comments on the Draft EIR only.

Chair Scott opened the public hearing at 6:48pm.

Steve O'Brien – a neighbor of the proposed project had comments regarding Webster Drive and the impact this project would have. The amount of traffic would increase and could create a safety issue/concern for those living on Webster Drive. Concerned with property values on a busier street.

Barbara O'Brien – neighbor of proposed project. She is also concerned with increase traffic on Notre Dame Boulevard. If Webster Drive goes through as proposed, it will ruin the family-style neighborhood.

Russ Thayne – lives on New Dawn Circle. He has delivered a petition with 120 signatures from the 89 neighbors in the area. Concerned about traffic impacts as well as the proposed transportation plan will adversely affect the neighborhood. (*Copy of signed petition with the group's 10 points attached*)

Dr. Mark Stemen had comments regarding the EIR report. Specifically, on page 17 and the addition of greenhouse gases would be significant. The avoidable impact is in traffic and vehicles. There are transit issues as well. (*Copy of Dr. Stemen's letter attached*)

Mark Rodriguez lives in the proposed project area. Wanted clarification regarding who approves the EIR. Was confused about the EIR and the fact it doesn't address the vernal pools and the endangered species. Would like to see a Plan "C" with how to address these things.

Stephen Dilg lives on Preservation Oak Drive. His concerns are in regards to the 80 acres that have been set aside for conservation from a lumber company. Concerned with meadowfoam as well as the drainage ditch between Big and Little Chico Creek. Concerned about flooding in the area as well.

Les Heringer, manages a ranch west (downstream) of the proposed project. Wants a large enough storm water facility to not increase storm water run-off.

Woody Elliot, a member of the Butte-Lassen Chapter of the Native Plant Society, thought the EIR was a substantial, adequately done document. Concerned about the natural impacts of the proposed project. Preserves aren't adequately managed. Only one alternative is evaluated, there is extensive BCM in the area. Concerned about the meadowfoam and why this site was removed/eliminated from the Butte County Conservation Plan?

Chris Nelson wanted to be on the record that because of the endangered species and the recharge area for Tuscan aquifer the project should not be allowed.

Leanne Thayne spoke about her neighborhood. There are 89 homes, they have a Neighborhood Watch program in place (set up with Chico P.D.) She lives off Webster Drive doesn't want to see that street go through, it would affect the neighborhood negatively.

Marcia Tarabini lives on E. 20th Street. Her concerns deal with looking at the big picture of the EIR and the greenhouse gases emissions. The impacts to the area are significant.

Also concerned with the proposed loss of vernal pools. Disturbed about alternative development.

Matt Rogers grew up near the site. His concern is regarding the mitigation measure in the EIR regarding the meadowfoam. It is infeasible as written and needs more clarification.

Jennifer Jewel resident in neighborhood. Against the impact this project will have on the area regarding the endangered species and meadowfoam.

Bryce Goldstein spoke to address greenhouse gas emissions and the impact to the area.

Elizabeth Devereaux agrees with all the comments that favor no project. There is no mitigation for extinction.

With no other members of the public wishing to address the Commission, Chair Scott closed the public hearing at 7:49pm.

Chair Scott explained the public comments close on Thursday, May 24, 2018. There is still time to send in written comments to Senior Planner Mike Sawley.

Chair Scott granted a recess at 7:51pm.

Chair Scott resumed the meeting at 7:57pm.

5. REGULAR AGENDA

5.1 Planning Commission discussion for meeting time change. From 6:30pm to 6:00pm.

Principal Planner Ambo addressed the Commission regarding the start time for future meetings. The City Council currently meets at 6:00pm and wanted to find out if the Planning Commissioners are interested in moving the meeting time to 6:00pm as well.

A discussion was held among the Commissioners with no one against the time change.

Commissioner Arregui moved that the Planning Commission change the start time of future Planning Commission meetings from 6:30pm to 6:00pm.

Commissioner Bennett seconded the motion which passed 6-0-1 (Arim-Law absent).

6. <u>BUSINESS FROM THE FLOOR</u>

None.

7. REPORTS & COMMUNICATIONS

Principal Planner Ambo did inform the Commission that because Public Notices have been sent for the May 17, 2018 meeting, the time change cannot go into effect until June.

Planning Commission Minutes Regular Meeting May 3, 2018 Page 4 of 4

Principal Planner Ambo also addressed the Commission regarding the July 5, 2018 scheduled meeting date, and because there will not be a quorum of Commissioners able to attend there will not be a meeting that day.

_	ADJOURNMENT There being no further busines	ss from the Commission, the meeting was adjourned at 8:06pm	to
tl	ne Regular meeting of Thurso	lay, May 17, 2018.	
Date App	proved	Bruce Ambo, Principal Planner Community Development Department /	
		Planning Commission Secretary	

April 19, 2018

Mike Sawley Senior Planner Community Development Department 411 Main Street, 2nd Floor P.O. Box 3420 Chico, CA 95928

RE: Comments on Draft EIR - Stonegate Vesting Tentative Subdivision Map and IV.O. Transportation and Traffic General Plan

Mr. Sawley,

We are writing today to express our concerns about the General Plan Amendment and Re-zone associated with the Stonegate Draft Environmental Impact Report.

Specifically, we wish to comment on the transportation and traffic analysis and the associated environmental impacts, mitigation measures (both existing and cumulative).

We are gravely concerned that the significant traffic impacts on the neighborhood homes around Webster Drive are not adequately mitigated. We believe the proposed transportation plan will have a substantial deleterious effect on our neighborhood, our quality of life, and safety.

We offer the following comments:

- The project study area was developed based on a collaboration between City of Chico staff and the EIR consultant, but the study indicates that Caltrans has jurisdictional authority over major portions of the roads in the transportation plan.
- Many of the intersections listed in the intersection operations table indicate that they will have a C
 Level of Service. This is unacceptable and the study should be redone to analyze more construction of
 4 lane roads, especially all of Bruce Road. Pushing more cars onto 2 lane side streets like a Webster
 were not considered in this Draft EIR.
- 3. This project transportation EIR does not meet the intent of the Chico General Plan CIRC-1.1.1 which calls for development to safely and efficiently accommodate traffic generated by development.
- 4. The selection of roads which will be two lane, three lane or four-lane do not add the capacity needed for the estimated 23,497 internalized auto trips from table IV.0-9. Again pushing these thousands of new daily auto and not on auto trips on to side streets is bad planning policy.
- The California Environmental Quality Act requires that any change in level of service standards in regards to auto congestion must be mitigated. The density of this project will significantly increase congestion and traffic and the mitigation measures are insufficient.
- 6. Additionally, the California Environmental Quality Act requires parking capacity to be studied and this draft document does not address parking adequately for the density described in the introduction.
- 7. Full build out when combined with anticipated growth north of E. 20th St. would completely change traffic patterns. All of the traffic study alternatives should include anticipated growth north of E. 20th

- St. The 2010 BCAG Travel Demand Model is now more than eight years old and should be updated before it is used as a viable model for this traffic study.
- 8. Sidewalk and bike path connections which are listed in the study need to be reevaluated considering the Butte Creek diversion channel is too narrow to accommodate any additional bicycle or pedestrian facilities. For the bicycle circulation plan to be accurate the construction of a new bridge crossing needs to be added as a necessary mitigation measure.
- Although the plan calls for a new roundabout on E. 20th Street, there was no consideration of new
 roundabouts on Laredo or on Webster. The cumulative impact and mitigation measures are
 incomplete without a study of alternative roundabout placements.
- 10. Overall the transportation in traffic section does not adequately address which mitigation measures would be phased in, and at which time period to adequately mitigate these impacts. The study should be redone and all impacts and mitigation measures should be listed in a manner where construction phasing is clearly outlined.

We do not believe that the extension of Webster Drive is necessary. Moreover, we do not believe that the impact of the chosen alternatives studied in the Draft Environmental Impact Analysis reflects the reality of the intensity and impacts on our neighborhood.

We value the quiet neighborhood we live in and believe that the transportation in traffic chapter as currently outlined is woefully in adequate and should be recommissioned with alternative traffic plans studied which would not adversely impact our quality-of-life and safety.

Sincerely,

As each resident has signed below

Webster-New Dawn Neighbors		- /
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Webster-New Dawn Neighbors

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Webster-New Dawn Neighbors

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Mike Sawley, AICP Senior Planner Community Development Department City of Chico P.O. Box 3420, Chico, CA 95927

Dear Mr. Sawley,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (Draft EIR) prepared for the Stonegate Project in southeast Chico.

On page IVG-17 the report states, "the proposed project is generally consistent with the Climate Action Plan's new development measures. However, as discussed above, project GHG emissions would exceed the significance threshold of 1,100 metric tons threshold and 4.6 MT of CO2e per service population. Therefore, this impact would be considered significant and unavoidable."

While 469 single-family homes, 208 apartment units and 400,000 sq. ft. of commercial space will significantly increase the GHG emissions from electricity and natural gas, California has some of the greenest building codes in the nation, so there is not much more the City can require. The avoidable impacts are in transportation and traffic, and I encourage you and the City to focus on improving that area of the EIR.

On Page IV.O-25 the report states, "the proposed project is estimated to generate 1,213 gross AM peak hour trips, 2,377 gross PM peak hour trips, and 25,293 gross daily trips." In response, the EIR requires the developer to "coordinate subdivision improvement plans with the local transit provider to include bus stops in conformance with Butte Regional Transit design standards." [IVG-16]

On Page IV.O-44 the report states, "Potential transit service modifications include a new route or route extension along Bruce Road between E 20th Street and Skyway (consistent with the BCAG Transit and Non-Motorized Plan) and the installation of bus stops internal to the project site. Bus stops should be installed at locations within close proximity to key pedestrian routes (e.g. the Bruce Road / Webster Drive and Skyway / Potter Road intersections)."

To mitigate the significant climate impacts due to increased trips generated by the project, the goal of the above mitigation must be to increase transit ridership, not simply make it available. I believe it is important to recognize that all transit riders start and end their journeys on foot or on a bicycle. So we need to have bus stops that are welcoming and accessible to pedestrians and bicyclists. In his book, *Human Transit: How Clearer Thinking about Public Transit Can Enrich Our Communities and Our Lives* (2012), Jarrett Walker writes that "creating a civilized waiting

environment for transit is not different from designing waiting areas for other businesses and government functions." A good example of a "civilized waiting environment" is the transit stop outside the CVS at Lassen and Esplanade. The developers went beyond the typical three-sided box tacked on to the project inbetween the sidewalk and the curb. One enticing feature is that it is it is open and accessible to the shopping center it is designed to serve.

To encourage residents of the Stonegate development to take some of their trips by mass transit rather than by personal car—and reduce the significant climate impacts of this project—the developer needs to provide more than the minimum bus stop required by the local transit authority. To encourage ridership, the developer should provide a bus stop that has ample seating, shading, and bike parking. The transit stops for this development should also have dedicated pullouts. Not only do pullouts keep the bus from interfering with traffic, transit pullouts also serve as a safe and convenient space for a driver to drop off a transit rider, known as a 'kiss and ride' location, in reference to the more common 'park and ride' locations.

These additional requirements will not fully mitigate the significant increase in greenhouse gasses that this development will generate but they will provide the infrastructure for residents to comfortably shift transportation modes over time.

Sincerely,

Mark Stemen 1504 Salem Street Chico, CA 95928