

DEC 22 2009

PLANNING/BUILDING
DIVISIONS

December 19, 2009

Lisa Lozier
Shasta County Planning Division
1855 Placer Street, Suite 103
Redding, California 96001

Subject: Knighton Retail Center Draft Environmental Impact Report (DEIR)

Dear Ms. Lozier

We are very concerned about plans to develop a Retail Center at Knighton & Churn Creek Roads. We live in the Churn Creek Bottom neighborhood, which is less than one mile from the proposed site.

This project will mean:

- + Increased noise, truck traffic and more pollution.
- + The removal of prime agricultural land and the encouragement of even more development
- + Ground water pollution due to inadequate sewer and water services

A

Specifically, we are opposed to this development because it violates both the letter and spirit of the current General Plan and Zoning. Changing the General Plan to accommodate this development will change the character of the neighborhood, violate zoning protections regarding the suitability of the subject property for the uses to which it has been restricted.

B

Thank you for your consideration of this important matter.

Sincerely

Manuel Miranda
Sally Miranda

Manuel and Sally Miranda
19151 Gravel Plant Road
Redding, California 96002

Letter 51 Manuel & Sally Miranda

Response 51A: See Comment Letter 14, Responses 14A, 14B and 14D. In addition, see Comment Letter 34, Response 34E.

Response 51B: See Comment Letter 6, Responses 6A and 6B.

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DEC 28 2009

COUNTY OF SHASTA
PERMIT COUNTER

December 27, 2009

Michael C. Mitchell
8384 Churn Creek Road
Redding, CA 96002

Ref: DEIR: Hawkins Development
Company

Ms. Lisa Lozier, Senior Planner
County of Shasta
Department of Resource Management
1855 Placer Street, Suite 103
Redding, CA 96001

Dear Ms. Lozier:

Thank you for the opportunity to respond to the Draft Environmental Impact Report, (DEIR) on the commercial development proposed by the Hawkins Development Company and submitted to the County of Shasta for consideration.

As the owner of residential property within the proposed project area and as a retired environmental resource planner with the USDA, Forest Service, I have a keen interest in general planning efforts and specifically this project proposal.

I have reviewed the DEIR and have serious concerns about the proposed mitigation measures to resolve unacceptable existing and anticipated traffic issues within the project area. Although my concerns are broad, I would like to narrow my comments to the mitigation measures addressed in the traffic study on Churn Creek Road. Specifically, the area between Knighton Road and I-5 north including Rancho Road. (#3.12-5d)

A

The intersection of Churn Creek Road/Rancho Road/Victor Ave is immediately adjacent to the residential home I have owned since 2002. (Assessor's Parcel # 055-450-014). Beginning in 2006, I have expressed my concerns about the unacceptable levels of existing traffic delays and hazards on Churn Creek Road and at this intersection. I have been in contact directly with the City of Redding, Douglas Demallie, Senior Planner, his staff, and most recently appeared before the Redding Planning Commission, (12/9/08) to voice my concerns about needed improvements to Churn Creek Road between I-5 and Rancho Road. My most recent appearance was to voice my concerns about the proposed Vitalis Partners, Bonnyview Retail Center and the impacts on Churn Creek Road.

B

Since 2006, the City of Redding and County of Shasta have been working together to develop a new intersection at Churn Creek Rd./Rancho Rd./Victor Ave. (Attachment: Phase 1 Roundabout Alternative) Implementation of this project has been delayed and postponed due to a variety of changing economic and financial conditions which are a

C

matter of public record. Unfortunately, the current traffic and hazards associated with this intersection continue to increase. Since before 2006, the existing condition has been determined to be unacceptable by city and county planners and is identified as such within the DEIR for this commercial development.

C cont.

The proposed mitigation measure for this intersection appears to be the installation of a traffic signal at Rancho and Churn Creek Road. My question is why the previously determined need to construct a new intersection has not been referenced or addressed in the DEIR for the Knighton commercial project proposal? It appears that the future traffic mitigation needs associated with the new Stillwater Park, the Bonneyview Retail Commercial project, proposed residential development on Rancho Road, and other planned projects are not being considered with the Hawkins project. Installation of a sole traffic signal would not solve the existing unacceptable conditions but might exasperate the overall traffic flow problems that already exist at this location.

D

Although I am not opposed to any new commercial development in the Churn Creek Bottom area, I cannot support a project which does not adequately address and mitigate the existing and future traffic problems in the affected area.

E

I encourage you and your staff to address the potential consequences of the traffic related impacts of the project proposal and this site specific intersection before a recommendation is presented to the Shasta County Planning Commission and the Shasta County Board of Supervisors.

Sincerely,



Michael C. Mitchell

CC: Les Baugh, Shasta County Board of Supervisors

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DEC 28 2009

COUNTY OF SHASTA
PERMIT COUNTY



CITY OF REDDING

DEVELOPMENT SERVICES DEPARTMENT

PLANNING DIVISION

777 Cypress Avenue, Redding, CA 96001-2718

P.O. Box 496071, Redding, CA 96049-6071

530.225.4020 FAX 530.225.4495

NOTICE OF CITY COUNCIL MEETING FOR INTERSECTION IMPROVEMENT PROJECTS AT CHURN CREEK/VICTOR/RANCHO ROADS AND ALTA MESA/RANCHO ROADS

Dear Property Owner:

You are invited to provide comment to the City Council on a proposed project to improve two intersections along Rancho Road. The Environmental Impact Reports for the Shastina Ranch development and the Stillwater Industrial Park recognized the need to mitigate traffic impacts of future development along Rancho Road at both the Churn Creek Road/Victor Avenue/Rancho Road intersection and at the Alta Mesa/Rancho Road intersection.

A Project Alternatives Report has been prepared, which presents several alternatives for interim and ultimate street improvements at these intersections—those needed prior to 2020, as well as those long-term improvements which may be needed at buildout of the Redding area. This information was reviewed at a public-scoping workshop on June 7, 2006, with area residents. At the meeting, valuable information was received from the public in attendance, which is reflected in the following recommendations.

- **Churn Creek/Victor/Rancho Intersection - Phase One Improvement**

The recommended alternative proposes to realign the Churn Creek/Victor/Rancho Road intersection into one four-leg intersection. A traditional intersection and a traffic "roundabout" have been analyzed, and both alternatives include a realignment of Churn Creek Road to the south of the new four-leg intersection, as well as an improved horizontal alignment for Rancho Road. Based on the study and public comments received at the workshop, the recommended alternative is to construct the "roundabout" alternative Phase One improvements only. This improvement will maintain acceptable traffic operations as the community continues to grow through approximately 2017.

- **Alta Mesa/Rancho Road Intersection - Phase One Improvement**

Based on the study and the comments received at the public workshop, the recommended improvement is to install a traffic signal and conduct minor widening of Rancho Road as necessary to accommodate left-turning movements. The signal would be installed when necessary based on traffic operations, which is projected to be in 2010, and should operate acceptably for approximately ten years (2020). This improvement design, if constructed, will reduce or eliminate impact to existing properties in the area, with a minimal right-of-way need (.03 acre).

July 14, 2006

Michael C. Mitchell
8384 Churn Creek Road
Redding, CA 96002

REDDING CITY COUNCIL
Honorable Ker. Murray, Mayor
777 Cypress Ave.
Redding, CA 96001

Ref: Proposed Churn Creek/Victor/Rancho Intersection – Phase One Improvement

Dear Honorable Mayor Murray:

I am the owner of private property mentioned above that would be directly affected by the proposed improvements and realignment of the Churn Creek/Rancho/Victor intersection project pending before the Redding City Council. (July 18, 2006)

I wanted to take the opportunity to express my support for the “roundabout” intersection option recommended by city planning staff and under consideration by the council. A traditional four way intersection with traffic signals would not alleviate the current and projected congestion, speed issues, or traffic hazards.

The “roundabout” would offer the benefit of reducing vehicle speed but would provide for continuous travel thus reducing the noise levels generally associated with multiple vehicle stops and starts.

I hope that the council will approve the proposed project and implement as soon as possible.

Sincerely,

Michael C. Mitchell

CC: John Mathena
Dick Dickerson
Mary Stegall
Michael Pohimeyer

Letter 52 Michael C. Mitchell

Response 52A: The comment is noted.

Response 52B: The comment is noted.

Response 52C: The comment is noted.

Response 52D: The Draft EIR identified an impact at the Churn Creek Road/Rancho Road intersection under cumulative plus project conditions. The cumulative no project conditions analysis, which includes new development in the Bonnyview Road/Rancho Road/I-5 area, also identifies unacceptable operating conditions at the intersection, indicating that future growth will require improvements to the intersection.

Response 52E: The comment is noted. Comments regarding opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Pacheco Union School District



Superintendent: Steven Mitrovich



Prairie Elementary School
20981 Dersch Rd.
Anderson, CA 96007
(530) 365-1801
Principal: Deidra Hoffman

Trustees
Candice Asnicar
Chris Carmona
Kathy Mongold
Larry Solberg
Melissa Swanson

Pacheco School
7430 Pacheco School Rd.
Redding, CA 96002
(530) 224-4585
Principal: Joy Tucker

December 17, 2009

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 21 2009

Ms. Lisa Lozier, Senior Planner
County of Shasta
Department of Resource Management
Planning Division
1855 Placer Street, Suite 103
Redding, CA 96001-1759

PLANNING/BUILDING
DIVISIONS

On behalf of the Board of Trustees of the Pacheco Union School District, I write this letter regarding the potential adverse impact that a zoning change may have on the safety and educational environment of the Pacheco Elementary School.

Our specific concerns are traffic and rezoning of the proposed Knighton and Churn Creek Commons Retail Center.

Traffic safety problems currently associated with commercial development in the area have significantly increased traffic congestion. While we are currently working to mitigate the impact of that development, we are now potentially facing much greater traffic impacts of the Knighton and Churn Creek Commons Retail Center that would potentially be impossible for our school district to relieve.

A

Approving a zoning change to allow for a commercial development of this size is incompatible with a school that already occupies this neighborhood. It is our belief that if the development was there first, we would never be allowed to build a school in such close proximity to a neighborhood predominately occupied by commercial development.

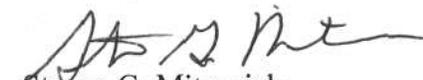
B

The Pacheco Union School District is concerned that if rezoning occurs Pacheco School will be isolated by incompatible neighbors and therefore negatively impacted.

C

Regarding rezoning the land from agricultural, we ask that you **do not** change the general plan.

Sincerely,


Steven G. Mitrovich
Superintendent

Letter 53 Steven G. Mitrovich, Superintendent, Pacheco Union School District

Response 53A: The comment is noted. Traffic impacts resulting from the proposed project, including impacts identified by the commenter, are addressed by Mitigation Measures #3.12-1a through #3.12-8 beginning on page 3.12-15 of the Draft EIR and in the Partially Recirculated DEIR (PRDEIR) and the response to comments thereon. Pacheco School impacts are addressed in Section 3.11 of the Draft EIR.

Response 53B: The comment is noted.

Response 53C: The comment is noted. Commenter opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Churn Creek Meadow Organic Farm

www.ccmof.com
19662 Osceola Ct, Redding, CA 96002

Shasta County Dept of Resource Management
Planning Division
Attn: Lisa Lozier, Senior Planner
1855 Placer St, Suite 103
Redding, CA 96001

RECEIVED

DEC 23 2009

COUNTY OF SHASTA
PERMIT COUNTER

December 23, 2009

Re: Draft Environmental Impact Report for General Plan Amendment 08-002, Zone
Amendment 08-003, Knighton & Churn Creek Commons Retail Center

Dear Ms. Lozier,

I have read the Draft Environmental Impact Report (DEIR) regarding the above
referenced project and offer the following comments:

This Project is Inconsistent with the Shasta County General Plan.

Policy CO-r: The County shall develop specific plans for the Burney, Cottonwood, and Palo Cedro areas. The County should also develop a specific plan for the Churn Creek Bottom area with emphasis on maintaining and preserving a variety of long-range agricultural options for the area.

A

This project is not agricultural and would possibly lead the way for additional non-agricultural development of this prime farmland. The Churn Creek Bottom Homeowners and Friends group have repeatedly requested a specific plan, but this has not been done.

Policy CO-u: Commercial development in the Churn Creek Bottom area shall be strictly limited to the I-5 interchange/Knighton Road Intersection.

This project would involve nearly 100 acres and would end next to homes in this rural community, at the next road north of Knighton. Policy CO-u was written with the 5.5 acres with PD zoning in mind, as this would strictly limit the development to the intersection.

B

The CEQA requirements have not been met with regard to the zoning and consistency of the General Plan.

The area currently zoned "PD" on the corner is the only portion of the proposed development that should be developed. The history of this designation, in my review of the documents retained by the Churn Creek Bottom Homeowners and Friends, indicates

C

this 5.5 acres is the definition of "strictly limited" for the northeast corner of the intersection. The 5.5 acres is appropriate, since a larger commercial development would likely cause adverse environmental and health concerns with regard to storm water runoff, sewage and water, since this area does not have City Sewer and water services. Traffic for a small commercial development would fit into the current roads with a minimal impact. A small commercial development would allow the area to remain as it is defined in the General Plan, agricultural and rural.

C cont.

Alternative Locations Were Not Adequately Addressed.

The Project Objectives list 9 items which are inconsistent with the economic reality.

Providing a shopping center during an economic downturn of this magnitude is not a wise idea. There are many large buildings in Redding which have the proper access by the public and can be used without paving over class I and class II farmland.

Provide a regional shopping experience that is of a quality consistent with the culture of Shasta County. Again, there is no economic need for this by the people of Shasta County.

Building a new shopping center on agricultural land will not reduce carbon emissions!

Provide new job opportunities for Shasta County. The jobs which will be created if this project goes forward would be low wage retail and restaurant service jobs. Many of them may relocate with the store or restaurant which moves from Redding to Churn Creek Bottom. This would be bad for Redding (causing blight) and for Churn Creek Bottom.

Develop a regional commercial shopping development that provides a feasible economic return to its investors and Shasta County. This objective is certainly the overall goal of the developer. I can understand the County becoming interested in the tax dollars that sales tax could bring, but at what cost? Additional law enforcement officers will need to be hired to handle the safety issues of the area. The entire community would be at risk from a safety standpoint.

Alternative locations within a 10 mile radius were not adequately reviewed. There are great locations on busy streets with the proper infrastructure in place and the county could work with the city to do a tax sharing agreement, and not allow the paving of Class I and Class II soil for economic reasons.

The CEQA requirements have not been met until the alternatives are reviewed.

D

Pacheco School will be adversely effected.

The safety risks, traffic, water, sewage and storm water run-off impacts will greatly effect Pacheco School. These issues are not adequately addressed in the DEIR.

The learning environment would be changed with distractions of retail and fast food across the street. The incidents of children leaving the campus to go to the shopping center would be hard on the school environment. The traffic would make drop offs and parent trips extremely difficult and the buses may need to change the schedules to accommodate the sitting in traffic that would occur.

The children walking to school would be in an unsafe atmosphere, with 6 lane roads, filled with people in a hurry.

The school impact fee would not mitigate safety concerns, traffic and groundwater contamination. What is the overriding public need, a shopping center twice the size of

E

the Mt Shasta Mall on prime farmland or the health and well being of the citizens and school children?

E cont.

Storm Water Run-off.

The Storm water run-off has not been properly addressed in the DEIR.

The current situation on the property is that the Storm water is absorbed directly into the soil. This property is on the 100 year flood plain. Water will pool during these events and absorb into the soil slowly in an area away from the road, school and freeway. Currently no water flows from that site. If it is covered with pavement, water will need to be diverted. It should not be diverted into irrigation facilities, onto the roads or to the school, the freeway or other people's property. I do not want oily residue in the ACID canal, which will transfer polluted water to downstream farms, ranches and the Sacramento River.

F

Sewage Treatment Facility

The on-site sewage treatment facility has not been properly addressed in the DEIR. The area that the waste water will be sprayed on the grass borders homes, this is not a park or a buffer. A buffer should not smell bad when you open your windows. How would you like to live just north of the sewage treatment area with the prevailing winds from the south? I can't imagine that this would be acceptable to Environmental Health or CEQA.

G

Traffic

The mitigation measures regarding traffic are not adequate. There would be gridlock in the entire roadway system around the development. The trucks from the TA already block the intersection on a regular basis, adding this large retail center in a very short section of roadway, then adding lanes going down Churn Creek Road across the street from rural homes would be very disturbing for the rural area. This project is inappropriate for this rural community.

H

The development would also have a hazardous effect on I-5, causing gridlock and safety concerns. This has not been adequately addressed.

Conversion of Prime Farmland, Conflict with existing zoning & Pressure to Convert other Prime Farmland

It is clear that the DEIR indicates the conversion and loss of Prime Farmland to a non-agricultural use and indirect conversion and loss of surrounding Important Farmland would be "Potentially Significant, Unavoidable and Irreversible. I agree.

Preserving agricultural land in another location would not offset the loss on this site and would not bring the total of prime farmland acres back to the original number in Churn Creek Bottom nor would it add *prime farmland* anywhere. The director of Resource Management should not be the person who will determine where the prime farmland is

I

preserved, as he has openly discussed his disagreement with the citizens of Churn Creek Bottom regarding agriculture and the current zoning.

This land is among the finest for production of food and fiber in Shasta County.

Conflict with existing zoning for agricultural use has not been adequately addressed. Shasta County has pre-zoned this land as A-1 and many lots in the area including directly across the street are also A-1. The homeowners of the area have livestock, orchards, etc. This project is in direct conflict with the rural lifestyle they have chosen. They have spent years working on their small ranches where they can still enjoy a peaceful rural atmosphere with a 2 lane country road. This project is in direct conflict with the neighborhood.

I cont.

This project could cause Indirect Conversion and loss of surrounding Important Farmland to non-agricultural use. No mitigation measures have been suggested, this is inadequate. This stands to potentially be the beginning of connecting Anderson to Redding along I-5 with no regard to retaining the Prime Farmland and open space which this rural community of Churn Creek Bottom and many people in Shasta County prefer. It is against the Smart Growth ideals and would create sprawl and a leapfrog development.

J

Rural Lifestyle and Aesthetics

The lighting has not been properly addressed. The outdoor lighting will remain on all night. Those people living on Thistle Lane, Niles Rd and Churn Creek Rd will be significantly impacted, as they will lose their dark nights inside their own homes.

Those of us within a mile of the project will lose our star filled nights. If we wanted to live in the City, we would move to it. We live in Churn Creek Bottom for the rural lifestyle.

K

The public currently enjoys open space and farmland views from Interstate 5 and the roads surrounding the site. The impact is more than "potentially significant".

Air quality

This project, if added to the areas existing air quality issues which are present due to the truck stop and existing I-5 traffic would be extremely Significant to causing increased violation of the County standards for Air Quality. This issue has not been adequately addressed and the school children and staff should be protected from being exposed unnecessarily to increased pollutants which could cause asthma, lung cancer and other breathing and circulatory problems. The Dept of Education would not allow a school to be built near a shopping center where the traffic expected would increase the air pollutants to this level. Why would this shopping center be allowed to be built next to a school? Next, the school would be having air quality testing to see if the children may participate in Physical Education on a particular day. This is entirely against the healthy lifestyle we want for our community, our children and our teachers. Healthy air contributes to healthy brain activity for learning and must be a top priority. The air quality must be reviewed adequately with health of the people being the top priority, not that of the developer's profit margin or the taxes the county would receive from sales.

L

Noise

The noise impact has not been adequately addressed. The impact to those living in the close proximity to the project needs to be addressed. 45 decibels would be half of what the limit is for hearing loss. 45 decibels is very loud and would not allow those in proximity to the project to enjoy peace in their own yards or inside their homes without new sound walls on their property lines. This is absurd. How much of the increased noise will travel by airwaves to Pacheco School? This must be addressed.

M

Global Climate Change

This environmental effect has not been adequately addressed. Not only will the pavement add to Global Climate Change, but the trips for employees driving from the population center (Redding) to Churn Creek bottom and the customers who would drive an extra 6 or 7 miles to do some of their shopping, will add to the carbon footprint and global climate change. Many other factors are also potential contributors to global climate change.

N

Conclusion

Since 1975 Churn Creek Bottom has been the subject of many attempts at rezoning. The proximity to Redding and Interstate 5 have given developers incentive to purchase and convert the prime farmland to commercial enterprises.

As an organic farmer, who derives income from farming on this Class I and Class II soil, on two parcels in Churn Creek Bottom, I feel strongly about maintaining the agricultural zoning.

O

Prime farmland is a natural resource that Shasta County needs and there is an overwhelming public need to maintain the agricultural zoning. As this community grows and becomes more health conscience with involvement from First 5 Shasta, Healthy Shasta, Mercy Medical Center and other Health minded groups, there will be an increased need for locally grown produce and meat.

Please put the health of the community first, a healthy community is not on the list of objectives for this project.

Sincerely,



Mary Ocasion
Churn Creek Meadow Organic Farm
(530) 226-0903

Letter 54 *Mary Occasion, Churn Creek Meadow Organic Farm*

Response 54A: The comment regarding development of a Specific Plan for the Churn Creek Bottom area is noted.

Response 54B: The comment is a statement that the project conflicts with provisions of the Shasta County General Plan regarding land use designations and commercial development at the I-5/Knighton Road intersection. Land use designations and potential General Plan conflicts have been addressed in the Land Use and Planning section of the Draft EIR (Section 3.9). As noted on Draft EIR page 3.9-14 Impact #3.9-2, this is a matter of policy that must be decided by the Board of Supervisors.

Response 54C: See Response 54B above.

Response 54D: The comment is noted. Commenter opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 54E: The comment is noted. Pacheco School impacts are addressed in Section 3.11 of the Draft EIR.

Response 54F: Floodwaters from a 100-year storm event will not be “directed” by the project. See Comment Letter 8, Response 8I and Appendix U.

Storm drainage will be retained onsite and disposed of in onsite facilities. See Appendix K to the Draft EIR.

Response 54G: Project wastewater disposal does not include spray methodologies but subsurface distribution to an effluent disposal area.

Response 54H: See Comment Letter 25, Response 25B for freeway impacts and mitigations. See Comment Letter 50, Response 50T regarding operating conditions on Knighton Road.

Response 54I: See Comment Letter 7, Response 7E.

Response 54J: See Response 54I above.

Response 54K: The comment is noted. Aesthetic impacts, including light and glare impacts are discussed/mitigated in Draft EIR Section 3.1.

Response 54L: The comment is noted. Appendix R of the Draft EIR addresses airborne pollutant health risks to sensitive use areas such as the Pacheco School.

Response 54M: The comment is noted. Noise impacts are addressed in Draft EIR Section 3.10

Response 54N: The commenter's opinion is noted. The Draft EIR's Global Climate Change analysis incorporates estimation of both onsite and project-related offsite greenhouse gas emissions.

Response 54O: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural/open space purposes.

Letter 55

Lisa Lozier

From: Francie Parr [francieparr@gmail.com]

Sent: Monday, December 28, 2009 6:20 PM

To: Lisa Lozier

Subject: Mall

Please NO Malls on beautiful, important agricultural land that can never be recovered. No No No!
Francie Parr

A

Letter 55 Francie Parr

Response 55A: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural purposes. Commenter opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

December 24, 2009

Letter 56

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 28 2009

Lisa Lozier
SHASTA COUNTY PLANNING DIVISION
1855 Placer Street, Suite 103
Redding, CA 96001

PLANNING/BUILDING
DIVISIONS

Subject: Knighton Retail Center Draft Environmental Impact Report (DEIR)

I am very concerned about plans to develop a Retail Center at Knighton & Churn Creek Roads. I live somewhat near the Churn Creek Bottom neighborhood.

There are many areas that are of grave concern, but most in my mind is traffic and safety. A few of the traffic issues and/or concerns are as follows:

- | | |
|--|---|
| 1. The proposed main entrance off Knighton Road to the retail Center will be located very close to the Northbound I-5 Off Ramp. This constitutes a significant safety issue due to the very short distance between the off ramp and the entrance. | A |
| 2. The DEIR specifies that the section of Knight Road between I-5 and Churn Creek Road will be widened to multiple lanes in each direction. This widening will create what looks like a major thoroughfare and will encourage higher speeds, thus contributing to the unsafe condition at the entrance. | B |
| 3. Construction of Knighton Road as a multi-lane facility appears to be incompatible with the existing truck stop driveways. The truck stop currently had three driveways on Knighton Road. The truck stop access requires trucks exiting the truck stop and returning to I-5 to turn left onto Knighton Road immediately west of the Churn Creek Road intersection. This is a hazardous condition with existing traffic conditions and traffic from the proposed project. | C |

This retail center (proposed to be twice as large as the Mount Shasta Mall) will create more noise, more truck traffic and more pollution, resulting in a diminished quality of life for area residents. Removal of prime agricultural is another major concern. Projects such as this encourage sprawl, ground water pollution due to inadequate sewer and water services, and is an incompatible mixture of big rigs and schools buses.	D
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Page 2
Lisa Lozier
Shasta County Planning Division

Please let me know how you this planned project will help our community and those who live in and near the Churn Creek Bottom area.

E

Sincerely,



Rita Penny
2017 Vista Madre Circle
Redding, CA 96002

P.S. Please don't bother checking property tax records on me. I can assure you I am a law-abiding, tax-paying citizen of the City of Redding and Shasta County, and have no vested financial or commercial interest in this development.

Letter 56 Rita Penny

Response 56A: The traffic related comments herein were prepared after circulation of the original DEIR and prior to re-circulation of the DEIR. The recirculated DEIR provided a revised traffic analysis which either supplemented or supplanted the traffic information contained in the original DEIR. Therefore, with respect to all traffic related comments, please refer to the PRDEIR and the responses to comments thereon.

Response 56B: See Response 56A above.

Response 56C: See Response 56A.

Response 56D: The comment is noted. Commenter inquiries regarding the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 56D: The comment is noted.

DEC 28 2009

COUNTY OF SHASTA
PERMIT COUNTER

TO WHOM IT MAY CONCERN::

As a Property Owner, Taxpayer and Voter of Redding, Shasta County, California, I am against any sort of Commercial Building in the Knighten Road and Interstate 5 Interchange except of those respectful to the rural surroundings.

A

As a retired businessman, we moved to Redding to get away from the Urban Sprawl and feel it is time our so called elected officials started listening to those who voted them into office over big out of town developers.

B

I have worked on many California Cal-trans Highway Jobs and feel they need to learn how to do things in a much more economical manner. I have witnessed Millions of Dollars wasted because of local Politicians and Engineers milking the Taxpayers with their stupidity. Just because you have a Degree does not mean you are always right in making decisions for an area. My family has worked on Public Works Projects every since the W.P.A. days. If we paid attention to the big developer's, lobbyist and politicians trying to make a name for them we would have Sky Scrapers in every town and village.

C

Growth has to be planned and placed where growth can appreciate an area instead of depreciate it in value. Look throughout the East and Midwest at all of the stupid mistakes made during the 1950's and the Urban Renewal Programs. Cities are sitting with thousands of business buildings sitting empty. I was an investor with the Phoenix Leasing Program and believe me Redding does not want to go towards all these big Box Stores at this time. Redding has quite a number of buildings sitting empty. Fill them with wage paying businesses and then when the city is prosperous consider growing out.

D

Build Freeway Business in areas more suitable such as the Intersections of Interstate 5 and Highway 44, and Interstate 5 and 299 or Twin Pines. What has happened to the big project to be built at the Churn Creek and Bonnyview Intersection of Interstate 5? Our Area needs to concentrate on projects already designed and permitted. Look at the building that has stood as a skeleton on Bonnyview on the south side overlooking the Sacramento River. Look at the new Civic Center building sitting empty and the many on Hill Top and other areas before you build even more buildings to sit ideal.

E

There is no need for all that land being wasted for those huge Intersections with the large Islands between them. Other areas build in such areas. California wastes far too much money on land for Intersections where it is not needed.

F

As a person who has traveled all 48 states as a Commercial Contractor and Trucker for well over forty years with several Million miles behind me. I was also a Highway Construction Forman for J. A. Tobin Contracting of Chicago, Ill. Worked throughout Missouri and Kansas. I feel I do have some expertise. Engineers seem to think if they don't make it big it isn't esthetic or safe. Some times Experience out weighs Book Knowledge.

G

I am against Commercial Growth in the Knighten Road area other than small business.

H

Raymond F. Pittam


1756 Filaree Drive

Redding, Ca. 96002

530-222-1948

Letter 57 Raymond F. Pittam

Response 57A: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural/open space purposes.

Response 57B: The comment is noted. The commenter/resident of Churn Creek Bottom is voicing his opinion regarding the need for the proposed project. Commenter opposition should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 57C: The comment is noted.

Response 57D: See Response 57B above.

Response 57E: See Response 57B.

Response 57F: See Response 57B.

Response 57G: See Response 57B.

Response 57H: See Response 57B.

November 29, 2009

Stephen M. Pyburn, P.E., T.E.
209 Hance Court
Roseville, CA 95747
916-704-2340

Mr. Tom Reemts
Churn Creek Homeowners and Friends
P.O. Box 493091
Redding, CA 96049-3091

RECEIVED

DEC 28 2009



COUNTY OF SHASTA
PERMIT COUNTER

Re: Knighton and Churn Creek Commons Retail Center Draft EIR Review Comments

Dear Mr. Reemts:

At your request, I have reviewed the Transportation and Circulation chapter (Chapter 3.12) of the *Knighton and Churn Creek Commons Retail Center Draft Environmental Impact Report (DEIR)*, dated October 30, 2009¹. Based on that review, I have the following comments:

1. Unsafe location of main project entrance – Based on a review of the project site plan, DEIR Figure 2-3 (not scaled), and Chapter 3.12 of the DEIR, the following comments regarding the location of the of the proposed entrance on Knighton Road are offered:
 - a. The main entrance on Knighton Road is proposed to be located approximately 2/3 of the distance between the intersections of Knighton Road at the Northbound I-5 Off-Ramp and Knighton Road at Churn Creek Road. As such, the main site entrance will be less than approximately 375 feet east of the Northbound I-5 Of-Ramp intersection. This is very short spacing between intersections at the entrance of a major retail center and a freeway off-ramp.
 - b. A mitigation measure identified for the proposed project under existing plus project conditions is to widen the segment of Knighton Road between I-5 and Churn Creek Road to three travel lanes in each direction. This widening will create a 6-lane, major arterial roadway. The widened roadway will result in relatively high traffic speeds in the area of the proposed project.
 - c. Figure 3.12-4 indicates 76% of the project traffic will access the site via I-5. Based on the project's trip distribution, Table 3.12-7, the 76% distribution equates to 1,854 pm peak-hour trips and 2,398 Saturday peak-hour trips moving between I-5 and the site. In addition, the main project entrance on Knighton Road will be the most convenient access to the site for vehicles traveling to and from I-5 since the Knighton Road entrance will allow access to the site after driving through just one signal. Drivers from I-5 that choose to access the site via Churn Creek Road will have to wait through multiple signal cycles before accessing the site.
 - d. Figure 3.12-4 indicates 35% of the project's trips will access the site from Northbound I-5. Based on the project's trip distribution, Table 3.12-7, the 35% distribution equates to 427 pm peak-hour trips and 553 Saturday peak-hour trips traveling from the Northbound I-5 Off-Ramp to the site. Due to these high traffic volumes headed toward the site and the close proximity of the main entrance to the Northbound I-5 Off-Ramp intersection noted above, the main site entrance will create a potentially dangerous weaving section on Knighton Road. This hazard is created as site traffic from Northbound I-5 crosses the path of eastbound traffic on Knighton Road to access the site. While other jurisdictions have opted for this configuration, those locations have resulted in a high number of vehicle conflicts and potential accidents and remedial actions have been implemented.
 - e. As a result of the potential hazard noted above, the main entrance on Knighton Road should be limited to right-in/right-out only. Vehicles from I-5 that are headed to the site would access the site via Churn Creek Road. While accessing the site from Churn Creek Road is less convenient, it is expected to be much safer than the weave maneuver created by the proposed signalized driveway on Knighton Road.
2. The project site plan, Figure 2-3 indicates Knighton Road will be constructed as a 4-lane road with the proposed project. The assumption of a 4-lane roadway is consistent with Figure C-7 of the Shasta County General Plan². However, the traffic analysis assumes Knighton Road will remain in its

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B

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¹ Available on-line at <http://www.co.shasta.ca.us/Departments/Resourcegmt/drm/Knighton/DEIR/index.htm>

² Available on-line at http://www.co.shasta.ca.us/Departments/Resourcegmt/drm/general_plan.htm

<p>current configuration with the proposed project, with the exception of the main entrance location. The analysis assumes the Knighton Road will be widened to four lanes only at the main site driveway. The analysis must be revised to be consistent with the will</p>	C cont.
<p>3. Page 2-1 of the DEIR indicates the project will be “phased in accordance with market conditions and required improvement thresholds.” However, the DEIR does not indicate what the “improvement thresholds” are and what improvements are triggered with each threshold. In addition, Chapter 3.12 does not assume any phasing of the project and does not indicate specific roadway improvements required for a phased project. As a result, the traffic analysis correctly assumes the complete project is implemented in the existing year and appropriate mitigation measures for development of the entire proposed project are identified. However, if the project is to be phased, mitigation measures for each phase need to be identified. Furthermore, if mitigation measures are not identified for each phase, the county may not be able to assure that impacts for each phase are properly mitigated unless all of the mitigation measures specified under existing plus project conditions are implemented with the first phase.</p>	D
<p>4. <u>Project Trip Generation</u> – The trip generation for the proposed project, indicated in Table 3.12-7, assumes a reduction of approximately 25% for “internalization.” While this factor is not defined in the DEIR, it is assumed the factor accounts for trips that occur within the project site. However, the 25% reduction for internal trips is very high and should be justified as this assumption tends to decrease project impacts. The Institute of Transportation Engineers (ITE) defines a methodology for estimating internal trip reduction. That methodology typically results in a reduction of less than 10 % between retail, office, and/residential uses. If the 25% reduction cannot be justified, the factor should be reduced and the project impacts reanalyzed.</p>	E
<p>5. <u>Existing traffic volumes</u> – Page 3.12-4 indicates traffic volumes for “existing conditions” were obtained from several sources and were collected between 2002 and 2009. Annual traffic growth had been increasing until approximately late 2008 to early 2009. As a result, it is highly likely that traffic data collected before 2008 is out-dated, new traffic counts should be obtained, and the analysis updated. Furthermore, existing traffic volumes used in this analysis that are lower than current volumes could have several ramifications on the results of the study. First, the lower volumes could result in under-reporting impacts for existing plus project conditions. Second, existing traffic volumes are typically used to calibrate future traffic volume forecasting models. Low existing traffic volumes could, therefore, result in lower future traffic volumes and would tend to under-report traffic impacts for future and future plus project conditions.</p>	F
<p>6. <u>Level of Service at I-5 Off-Ramps</u> – The DEIR indicates impacts for existing plus project conditions to the Northbound and Southbound I-5 Off-Ramp intersections can be mitigated with signalization, street improvements, and ramp modifications. However, it is not clear if Caltrans will allow the improvements to be implemented prior to the impacts being created. Caltrans’ acceptance of the proposed mitigation measures must be determined and funding identified before the mitigation measure can be deemed viable and appropriate.</p>	G
<p>7. <u>AM analysis</u> – The traffic analysis does not include an analysis of AM peak-hour conditions. However, the project is proposed to include uses that will generate trips in the AM peak-hour (i.e. restaurants) and the site is within very close proximity to a school, which generates a significant amount of AM peak-hour traffic. In addition, traffic patterns are typically different in the AM and PM peak-hours. As a result, the DEIR should include an analysis of AM peak-hour traffic conditions for all analysis years to ensure all potential impacts have been identified.</p>	H
<p>8. <u>Vehicle Stacking</u> – DEIR Appendix O indicates vehicle stacking at specific intersections. The analysis indicates westbound vehicle queues at the project driveway will exceed the available storage area on Knighton Road and will likely block the intersection of Knighton Road and Churn Creek Road. Similarly, eastbound vehicles approaching the main site entrance on Knighton Road will exceed the available storage area and will likely block the Northbound I-5 Off-Ramp intersection. As a result of the extensive vehicle queues at the main site entrance, eastbound and westbound vehicle progression will inhibited and long vehicle delays will be likely on Knighton Road between I-5 and Churn Creek Road.</p>	I

9. Vehicle delay under mitigated cumulative conditions. Table 3.12-17a of the DEIR indicates several intersections will operate at LOS D, E or F under mitigated cumulative conditions. Intersections that will operate at LOS F with mitigation are not consistent with the County General Plan Policy 6-CI. In addition, signalized intersections that will operate at LOS D, E, and F will have signal cycles during which all vehicles waiting at a red light will not be able to move through the intersection on the next green light. As a result, vehicles at those locations will have to wait through multiple green lights before proceeding through the intersection. J
10. PH traffic signal warrants not analyzed for unsignalized intersections – There are conditions where traffic signals may be warranted based on traffic conflicts. Such conditions are evaluated using traffic signal warrants defined in the California *Manual of Uniform Traffic Control Devices*. The warrants tend to give an evaluation of the safety of the intersection based on traffic volumes, pedestrian conflicts, accident data³, and similar factors. Such signal warrants may be met even though the signals are not required based on Level of Service. Given the significant traffic volumes at the study area intersections, traffic signal warrants should be evaluated for the unsignalized study intersections for AM, PM and Saturday traffic conditions. Further, the county should consider requiring the proposed project to build traffic signals prior to building occupancy at locations where signals are warranted under existing plus proposed project conditions. K
11. Mitigation measures are not adequate to mitigate impacts – Tables 3.12-17a and 3.12-19 indicate that there are several intersections and freeway facilities that cannot be brought to an acceptable LOS with the specified mitigation measure, as required by the county General Plan. In addition, a number of mitigation measures require improvements to freeway interchanges. If funding for those improvements is not available, then those mitigation measures should be considered infeasible. As a result, the county may choose to override the impact. However, overriding the impact does not improve traffic conditions that will develop with the proposed project. In addition, General Plan Policy C-6I noted in the *Regulatory Setting* section of Chapter 3.12 indicates “New development, which may result in exceeding LOS E on existing facilities, shall demonstrate that all feasible method of reducing travel demand have been attempted to reach LOS C...” Although the DEIR identifies a number of impacts to existing intersections, the DEIR does not mention any actions that will reduce travel demand. Given the retail nature of the proposed project, the only feasible option of significantly reducing travel demand of the proposed project is to reduce the project size. L
12. Heavy vehicle volume assumptions – The DEIR does not specify the basis for assumptions of heavy vehicle volumes used in the analysis (indicated in Appendix O). These assumptions should be fully documented since there is a truck stop on the south side of Knighton Road opposite the proposed project, and heavy vehicles can significantly the outcome of the Level of Service analysis. M
13. Effect of the project on the existing truck stop - The project site plan and analysis do not define and evaluate the effect of the proposed project on the truck stop located on the south side of Knighton Road immediately east of I-5. As such, the following comments regarding the truck stop access are submitted:
 - a. The improvements on Knighton Road that are required as mitigation measures, construction of Knighton Road as a 6-lane facility, appear to be incompatible with the existing truck stop driveways. In addition, the DEIR does not clearly identify modifications necessary to the truck stop that will allow the truck stop to continue to function as the improvements for the proposed project are implemented. The truck stop currently has three driveways on Knighton Road. The westerly truck stop driveway serves as a truck entrance and the easterly driveway serves as a truck exit. The center driveway serves auto traffic only. The truck stop access requires trucks exiting the truck stop and returning to I-5 to turn left onto Knighton Road immediately west of the Churn Creek Road intersection. This location of the truck stop exit driveway is a hazardous condition with existing traffic conditions and traffic from the proposed project and construction of Knighton Road as either a 4-lane or 6-lane facility will significantly increase the potential hazard. O
 - b. It would be appropriate to construct Knighton Road with a raised median when the roadway is widened to 6-lanes as required by the project’s mitigation measures. The median will greatly improve the safety of the widened roadway. However, the median will block the truck stop’s exit P

driveway. As a result, constructing a median in Knighton Road will require either routing the trucks to the main entrance for the proposed project or creating a driveway on Pacheco Road. However, neither of these options is discussed in the DEIR.

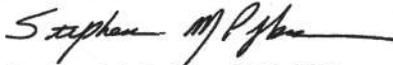
- c. The traffic analysis appears to assume modification of the truck stop. The analysis in Appendix O for existing plus proposed project conditions assume no trucks will exit the truck stop at the main site entrance and no trucks on the northbound approach at Knighton Road at Churn Creek Road/Pacheco Road intersection. However, for the cumulative plus proposed project conditions, the northbound left turn at the intersection of Knighton Road at Churn Creek Road/Pacheco Road is assumed to have 100% trucks. This implies that on-site improvements at the truck stop will be reconfigured and a driveway for the truck stop will be constructed on Pacheco Road. This is a critical assumption for the analysis of the proposed project. However, neither the project description in the DEIR nor the traffic analysis discusses improvements to the truck stop. In addition, modification of the truck stop will likely require a discretionary action and assuming approval of that discretionary action would be speculative and inappropriate in analyzing the impacts of the proposed project. Since the routing of trucks at the study intersections will significantly affect the analysis of the proposed project, the truck stop improvements must be fully described and evaluated in the DEIR

P cont.

Q

I would be happy to answer any questions you may have. Feel free to contact me at the (916) 704-2340 or via email at SMPyburn@comcast.net.

Sincerely,



Stephen M. Pyburn, P.E., T.E.

Letter 58 Stephen M. Pyburn, P.E., T.E.

Response 58A: The traffic related comments herein were prepared after circulation of the original DEIR and prior to re-circulation of the DEIR. The recirculated DEIR provided a revised traffic analysis which either supplemented or supplanted the traffic information contained in the original DEIR. Therefore, with respect to all traffic related comments, please refer to the PRDEIR and the responses to comments thereon.

Response 58B: See Response 58A above.

Response 58C: See Response 58A above.

Response 58D: See Response 58A.

Response 58E: See Response 58A.

Response 58F: See Response 58A.

Response 58G: See Response 58A.

Response 58H: See Response 58A.

Response 58I: See Response 58A.

Response 58J: See Response 58A.

Response 58K: See Response 58A.

Response 58L: See Response 58A.

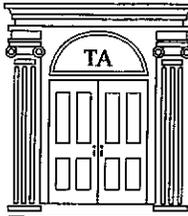
Response 58M: See Response 58A.

Response 58N: See Response 58A.

Response 58O: See Response 58A.

Response 58P: See Response 58A.

Response 58Q: See Response 58A.



TRAVELCENTERS
OF AMERICA LLC

Kyle Raynor
Real Estate Manager
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Fax: (617) 969-4697
Raynor.Kyle@tatravelcenters.com

December 28, 2009

Shasta County
Department of Resource Management
Planning Division
1855 Placer St., Suite 103
Redding, CA 96001
Attn: Lisa Lozier

RE: Knighton & Churn Creek Commons Retail Center

Dear Ms. Lozier:

By way of introduction, I am the Real Estate Manager for TravelCenters of America ("TA"), which operates the Redding Travel Center located at 19483 Knighton Road, Redding, California and is located on the opposite side of Knighton Road from the proposed Hawkins Companies ("Hawkins") development. Please accept this letter as TA's comments on the proposed Hawkins development.

The Redding Travel Center has been in operation for over 30 years and has provided employment opportunities for Shasta County residents in addition to contributing substantial tax revenue for the County in the form of sales, fuel, excise and property taxes. The Hawkins development as proposed will result in the loss of business to TA and unnecessary inconveniences to its neighbors.

The Hawkins development proposes to move TA's access points and restrict trucks heading westbound on Knighton Road from turning left into our facility preventing those customers from accessing our diesel island. TA's facility was designed so that all of our trucking customers would enter through our western-most entrance thereby allowing customers interested in refueling to enter the diesel island directly.

Hawkins proposes to turn TA's current truck exit into a right-in only movement. By removing an exit movement from the eastern-most access point it is likely TA will lose use of most, if not all, of the truck parking spaces along the eastern property line.

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In order to accommodate its retail center, Hawkins proposes shifting all of TA's exiting truck traffic onto Pacheco Road, which currently carries mostly residential traffic. TA is concerned with the ability of Pacheco Road to handle commercial traffic, which is not addressed in the Hawkins proposal. The Hawkins plan also does not address the issues related to diverting commercial traffic to a residential road adjacent to a school.

D

The Hawkins proposal leaves TA with a number of questions and comments including the following:

1. Will Hawkins or the County compensate TA for the takings and resultant required improvements if the Hawkins plan is approved?
2. What safety measures is Hawkins proposing to counter any safety and traffic issues created on Pacheco Road as a result of the redirected commercial traffic?
3. TA was required to install sound walls and landscaped screening along Pacheco Road and is concerned that its business will be burdened by increased visual and noise screening requirements as a result of the redirected traffic flow onto Pacheco Road. Does Hawkins propose to install enhanced screening along Pacheco Road so as to prevent future problems with residents along the road?

E

TA opposes any proposal that requires the relocation of its driveways and reserves all rights available to it at law and in equity. In addition, TA is very concerned that the Hawkins development has not adequately taken into consideration all of the adverse effects its proposal will have on the existing businesses and residents of Shasta County and, at a minimum, respectfully requests that Shasta County require that these effects be addressed by Hawkins.

F

Sincerely yours,



Kyle Raynor

Letter 59 **Kyle Raynor, Real Estate Manager, Travel Centers of America, LLC**

Response 59A: The comment is noted. Commenter opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 59B: See Response 59A above.

Response 59C: See Response 59A.

Response 59D: The comment is noted. Traffic impacts resulting from the proposed project, including impacts identified by the commenter, are addressed by Mitigation Measures #3.12-1a through #3.12-8 beginning on page 3.12-15 of the Draft EIR and in the Partially Recirculated DEIR (PRDEIR) and the response to comments thereon.

Response 59E: The comment is noted. This is not a comment on the environmental analysis.

Response 59F: See Response 59A.



Citizens for Smart Growth Shasta County
1441 Liberty Street
Redding, Ca 96001
www.ShastaSmartGrowth.com

December 28, 2009

Shasta County Dept of Resource Management
Planning Division
1855 Placer St. Suite 103
Redding, CA 96001
Attn. Ms. Lisa Lozier, Senior Planner

Subject: Hawkins Development DEIR at Knighton Road and I-5.

Dear Ms. Lozier:

Citizens for Smart Growth is a collaborative of Shasta County residents, many with experience in health, city planning, engineering, architecture and other development related matters. Citizens for Smart Growth share a vision for the future of Shasta County where a healthy environment is carefully planned.

We are writing to express our serious concerns over the draft EIR for the Hawkins Development Company, Boise, Idaho, to develop six parcels at the northeast corner of Knighton Road and I-5. Just two years ago similar concerns were expressed regarding a proposed and defeated auto mall at this location by the Shasta County Board of Supervisors.

The Hawkins project would consist of commercial retail, dining, entertainment and lodging on approximately 92 acres of prime agriculture land. The planned 740,000 square feet of commercial development equates to more than twice the size of the Mt. Shasta Mall. It would include big box stores, retail shops, restaurants, lodging, food supplies, recreation activities and equipment, traveler services including gasoline fueling facilities, theater and entertainment-related facilities with approximately 3,400 parking spaces.

After carefully reviewing this specific draft EIR, we conclude that: 1) the proposed Hawkins Development in Churn Creek Bottom goes against the best ideals of Shasta County General Plan. 2) the proposed Hawkins Development in Churn Creek Bottom negatively impacts local residents and property owners. 3) the proposed Hawkins Development in Churn Creek bottom negatively impacts the health in the local area of development.

A

The DEIR reports irreversible impacts regarding:

Aesthetics: The Hawkins Development would degrade the existing scenic rural character along I-5 that is important to the entire community. Knighton Road north is the "Gateway" to Redding. The residents and property owners in the Churn Creek bottom and many citizens in Shasta County, wish to retain its agricultural nature and rural buffer between Anderson and Redding.

B

Agricultural Resources: The loss of this prime farmland to a nonagricultural use will be significant and irreversible. The proposed site for the Hawkins Development has rare Class 1 soil. We see no mitigation that would offset this planned development.

C

Hydrology and Water Quality: Developments of this size and scope are normally serviced by infrastructure that provides sewer, water, and storm water runoff. This location in Shasta County has not developed these existing services and the DEIR does not adequately address these concerns.

D

Land Use and Planning: We feel this development will create pressure to convert additional agricultural land to commercial uses. If a General Plan amendment and change of zoning are granted by the Board of Supervisors the entire Churn Creek bottom will quickly change into commercial development in opposition to the County's General Plan.

E

Transportation and Traffic: Significant increase in vehicular trips will be noted in this area. The most egregious impacts are for the Pacheco School children, parents and staff, local residents and others who use Knighton Road traveling east. Again, we feel the DEIR does not adequately address these concerns.

F

General Plan and Zoning: Currently, 95% of the proposed Hawkins Development is A-1 zoning (agricultural), complying with the General Plan designation of A-CG (part time agriculture). Shasta County Board of Supervisors would have to change those designations to commercial (C). The Shasta County General Plan in CO-r clearly states: "The County should develop a plan for the Clear Creek Bottom area with emphasis on maintaining and preserving a variety of long-range agricultural options." A complete revision of the General Plan would be necessary to consider this project's approval. This development is in clear violation of CEQA's requirement that a project be consistent with the General Plan.

G

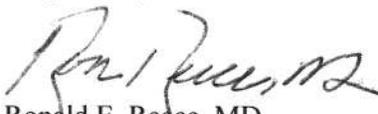
Further CO-t states: "commercial development in the CCB area shall be strictly limited to the I-5/Knighton Road intersection." The existing commercially zoned property (45+ acres) fulfills this limited intent at that location. This proposed development clearly overreaches what the General Plan prescribes.

H

Summary: Citizens for Smart Growth urges the County Planning Commission and the Board of Supervisors to deny this request in its entirety. This development is contrary to the goals stated in the General Plan that are specific to Churn Creek Bottom. This request for development encourages urban sprawl and negative health concerns as described. This request for development does not represent the principals of well planned, smart growth in Shasta County.

I

Respectfully,


Ronald E. Reece, MD

Letter 60 Ronald E. Reece, MD, Citizens for Smart Growth Shasta County

Response 60A: The comment is noted. Commenter opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 60B: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural/open space purposes.

Response 60C: See Response 60B above.

Response 60D: See Comment Letter 35, Response 35E.

Response 60E: The comment is noted. Agricultural impacts are addressed in Draft EIR Section 3.2 and growth inducing impacts of the proposed project are discussed Section 5.6 at page 5-14.

Response 60F: The comment is noted. Traffic impacts resulting from the proposed project, including impacts identified by the commenter, are addressed by Mitigation Measures #3.12-1a through #3.12-8 beginning on page 3.12-15 of the Draft EIR and in the Partially Recirculated DEIR (PRDEIR) and the response to comments thereon. Pacheco School impacts are addressed in Section 3.11

Response 60G: The comment is a statement that the project conflicts with provisions of the Shasta County General Plan regarding land use designations and commercial development at the I-5/Knighton Road intersection. Land use designations and potential General Plan conflicts have been addressed in the Land Use and Planning section of the Draft EIR (Section 3.9). As noted on Draft EIR page 3.9-14 Impact #3.9-2, this is a matter of policy that must be decided by the Board of Supervisors.

Response 60H: See Response 60G above.

Response 60I: The comment is noted.

Letter 61

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 21 2009

PLANNING/BUILDING
DIVISIONS

12/17/09

Lisa Losier
Department of Resource Management
Planning Division
1855 Placer Street, Suite 103
Redding Ca. 96001-1759

Re: Knighton & Churn Creek Commons Retail Center General Plan Amendment 08-002 & Zone Amendment 08-003

Dear Lisa Lozier

Here we go again, the auto mall except worse all over again. The planning department should not be encouraging developers to construct building projects on some of our counties finest agricultural land, they should be told the first time they call or walk through the door that land zoned for agriculture in Churn Creek Bottom is likely to stay that way. As time goes on this land is only going to become more valuable as farm land. Just check in the store how much of your produce comes from China or Mexico. Do you enjoy eating pesticide soaked broccoli? I live in Churn Creek Bottom and grow produce and sell it at the Farmers Market in Redding. There is a great demand for fresh produce. You can smell my sweet Ambrosa mellons as you approach my produce stand, same for my tomatoes. My topsoil is 18 feet deep, which is rare in our county.

A

There are so many obvious violations of good planning principals it is hard to know where to start. After going through the auto mall project I sometimes wonder if our tax paid planning department knows anything about planning. I think one of the first things you should do is go interview Silas Lyons the editor of the Record Searchlight and read his editorial called Economic Gardening in his 12/13/09 issue. He can point out some of the obvious problems of constructing commercial buildings on the outskirts of the city. Number one is that we already have vacant commercial space all over town, Number 2 is that the city needs brand name retailers in the city to revitalize the downtown, not out in the farm land. Good planning dictates that decisions be made for the good of all the citizens not just the developer.

B

Yesterday I spoke to Doug Campbell of Gold Leaf Nursery who has his his growing grounds where the proposed mall is to be built. He said he thinks the increased traffic due to the proposed mall will back up out onto I-5. Just picture that. Picture the slow moving trucks constantly moving in and out of the truck stop and going up the overpass mixing with all the traffic trying to get in and out of the mall. Don't forget to add in the increased traffic going to and from the new veterans hospital on Knighton Road.

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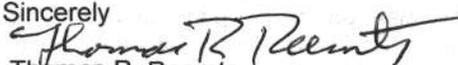
I have lived here in Churn Creek Bottom for over 30 years. I know from watching the water level in my well that when the river is up so is our water table. Sometimes the water level in my well is standing only seven feet from the surface of the ground. Capillary action in the soil soaks the soil above the seven foot mark. Our septic systems only work because residential systems only need to dispose of a small amount of liquid. I doubt the soil would soak up commercial quantities of liquid such as restaurants and a lot of toilets would put out, not to mention that this whole project is in a 100 year flood zone. All of the good soil in Churn Creek got here due to flooding. Historic pictures of Churn Creek Bottom have shown a lot of floods, some very severe. There has been flooding since I have lived here just north of the proposed site. I met a man one time who said he used to row a boat through my walnut orchard.

D

So please wake up planning department. Recognize that the EIR, paid for by Developer friendly researchers is slanted in the Developers favor. Even country bumpkins like ourselves can see a mess in the making and if this project is approved, Mr. Mull and your department will get all the credit.

E

Sincerely


Thomas R. Reemts

Letter 61 Thomas R. Reemts

Response 61A: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural/open space purposes.

Response 61B: The comment is noted. The commenter/resident of Churn Creek Bottom is voicing an opinion regarding the need for the proposed project. Commenter opposition should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 61C: The comment is noted. Traffic impacts resulting from the proposed project, including impacts identified by the commenter, are addressed by Mitigation Measures #3.12-1a through #3.12-8 beginning on page 3.12-15 of the Draft EIR and in the Partially Recirculated DEIR (PRDEIR) and the response to comments thereon.

Response 61D: The commenter's information and anecdotal data are noted and incorporated in the EIR. The concerns inferentially expressed have been addressed in the EIR and its Appendices.

Response 61E: The comment is noted.

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 29 2009

PLANNING/BUILDING
DIVISIONS

12/22/09

Lisa Lozier
Shasta County Planning Division
1855 Placer Street, Suite 103
Redding, California 96001

Subject: Knighton Retail Center Draft Environmental Impact Report (DEIR)

Dear Ms. Lozier,

As a local farmer and citizen, I'm writing to comment on the DEIR for the proposed Knighton Retail Center. I feel the approval of the proposed Knighton Retail Center would be a betrayal of the General Plan and the majority of Shasta County and North Valley residents, who have stated time and again their overwhelming preference for keeping current ag lands in agriculture.

This is not my backyard. My own quality of life would not be noticeably affected by this project. I live almost 20 miles away and indeed my own land only becomes more valuable, I'm afraid, with every fertile acre that is paved! But I must oppose this project as a matter of conscience.

The land in question is unsuitable for a retail project of this size for many reasons. My chief concerns are hydrological, agricultural, and blight-related.

Hydrological Impacts

Locals attest that most of the land lies in the 100-year floodplain and the DEIR acknowledges that "the project is within the Restrictive Flood (F-2) combining district". Yet the DEIR insists that impacts will be "less than significant" from "Placement of structures within a 100-year flood hazard area that would impede or redirect flood flows". This makes no sense to me and I feel that the DEIR must be revised to reflect the reality of this difficult site.

But even more importantly, the 92-acre site indisputably sits atop a notoriously high water table, one that feeds many shallow irrigation wells throughout the area (and also directly furnishes water to deep-rooted dryland crops in summer!). 3,400 parking spaces would mean acres and acres of impermeable surfaces constantly dosed with oils, solvents, fuel and other toxins. It is inevitable that these contaminants will make it into the groundwater, contaminating both irrigation water and local residents' drinking water.

Agricultural Impacts

We cannot allow that to happen in the last and largest area of prime ag land close to Redding. The 86 acres of the site that are now classified as ag land are zoned that way for a very good reason. They are Class I land. Simply put, that means that they belong among the most productive soils in the world—as you know. Many communities worldwide can only dream of the agricultural resource Redding still has at its doorstep. Yet every acre is precious and once it is gone, it is gone forever, as the DEIR acknowledges. To me and most citizens, the words "significant, unavoidable, and irreversible" mean "Don't do that!"

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B

C

It's fashionable to "mitigate" the destruction of ag land by "conserving in perpetuity" a comparable amount of farmland elsewhere. But isn't it the planners' job (in consultation with citizens) to decide which land is irreplaceable ag land and then *simply never allow that land to be destroyed*? This "mitigation" is a sleight of hand. It is as though a hit man murdered one victim but "mitigated" the crime by pledging never to murder some other, specified, target.

I would submit that any responsible planner's first responsibility may be to ensure the basic long term viability of a human settlement. No settlement lasts very long without being able to furnish the majority of its own food. Yes, of course, in this age of cheap oil, in developed countries, it is the norm for cities to import most of their food from far away. But if you acknowledge there is even a chance that one day Redding will have to provide for its own sustenance just like every city always has since the dawn of civilization (right up until 1940 or so), you must conserve ag land as if your children's lives depended upon it.

C cont.

Crime and Blight

The proposed project will be twice as large as the Mt. Shasta Mall. Mt. Shasta Mall security handles over 3000 incidents per year, with 950 Redding City police visits per year. The Knighton Rd. area is not ready for this kind of an impact. An entire police substation would be needed (in this unincorporated area!). There is simply no reason this project should be foisted on this neighborhood... even without *Pacheco School* practically adjacent to the proposed mall! Meanwhile, this arbitrary, ill-advised project will draw more shoppers and business away from the already overbuilt and consequently blighted mess that is the Redding retail scene. The hard truth is that Redding already has more than enough retail space. Supply far exceeds demand. Much of that retail space stands empty and contributes to blight, sprawl, and Redding's general -- how can I put it -- malaise. The last thing our region needs is another huge mall -- especially one in the middle of nowhere! It's bad for Knighton Rd., bad for Redding, and bad even for anyone unlucky enough to pass through on the way to someplace else.

D

Thank you for the opportunity to comment.

Respectfully,

Wolfgang Rougle
16395 Ridgewood Rd
Cottonwood, CA 96022

Letter 62 Wolfgang Rougle

Response 62A: The comment is a statement that the project conflicts with provisions of the Shasta County General Plan regarding land use designations and commercial development at the I-5/Knighton Road intersection. Land use designations and potential General Plan conflicts have been addressed in the Land Use and Planning section of the Draft EIR (Section 3.9). As noted on Draft EIR page 3.9-14 Impact #3.9-2, this is a matter of policy that must be decided by the Board of Supervisors.

Response 62B: The comment is noted. See Comment Letter 8, Response 8I, Appendix K and Appendix U to the Draft EIR addressing 100-year flood flows and the project grading and facilities design mitigating flood flow impedance and redirection concerns and project's utilization of onsite retention drainage facilities.

Response 62C: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural/open space purposes.

Response 62D: The comment is noted. The commenter/resident of Churn Creek Bottom is voicing an opinion regarding the need for the proposed project. Commenter opposition should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

December 28, 2009

RECEIVED

DEC 28 2009

COUNTY OF SHASTA
PERMIT COUNTER

Lisa Lozier
Shasta County Planning Division
1855 Placer Street, Suite 103
Redding, CA 96001

Subject: Knighton Retail Center Draft Environmental Impact Region (DEIR)

Dear Ms. Lozier:

As a citizen of Shasta County for the past eight years, I'm writing to you to provide my thoughts on the proposed Retail Center at Knighton & Churn Creek Roads. The purpose of this letter is to offer a different perspective and propose some potential steps toward solutions.

In the nine years that I have been a resident in this county, this site has been up for development twice that I'm aware of, and both times has been met with quite a bit of resistance from the community. I understand that this particular site with it's location so close to I-5 poses a very profitable opportunity for this developer and it's unfortunate but never the less the reality, that Mother Nature decided to place Class I soil in the area.

Farming in America is at a turning point. Rapidly rising global food demand, spiking food and fuel prices, and the ever-present threat of development are pressuring our farmers to squeeze the most out of their land. According to Shasta County's crop report agriculture brought in \$74,014,100 in 2008, clearly agriculture is a key economic component in this county and as development pressure in the area increases preservation of key agricultural lands is going to be crucial. So it concerns me that one of the mitigation measures proposed would be a zoning change from farmland to a non-agricultural use in an area that has been identified to contain Class I soil.

A

My suggestions would be that a meeting be convened with the property owner, the school and the agricultural community to find a compatible use for this site. Some suggestions that I offer include:

1. Developing something that will utilize the land as it was intended such as a roadside nursery, garden and a farmers market. Then for sales tax and financial incentives build like minded retail such as farm and tractor supply stores etc. A development scenario like this could possibly lead to a collaborative partnership and maybe even some financial benefits between the school district and the developer. This could be in the form of student learning activities, farm to school food production etc.
2. Work with the developer to look at various farmland protection measures such as agricultural easements, cluster zoning, area specific planning and transfer of development rights to another parcel more suited for commercial development.

B

Sincerely,

Minnie Sagar
Minnie Sagar

2329 Cliff Drive, Redding, CA 96001

Letter 63 Minnie Sagar

Response 63A: The commenter's opinion that the highest and best use of the proposed project site is for agricultural purposes is noted. Impacts to Agricultural Resources and related General Plan policies are addressed in Section 3.2. of the Draft EIR. Land use and zoning designations and potential General Plan conflicts have been addressed in the Land Use and Planning section of the Draft EIR (Section 3.9). As noted on Draft EIR page 3.9-14 Impact #3.9-2, this is a matter of policy that must be decided by the Board of Supervisors.

Response 63B: The comment is noted. The commenter's suggestions regarding potential uses of the proposed project site are not a comment on the environmental analysis. Commenter suggestions should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

The conversion and loss of prime farmland is compensated through Mitigation Measure #3.2-1 on page 3.2-7 of the Draft EIR (see Comment Letter 16, Response 16D).

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 17 2009

PLANNING/BUILDING
DIVISIONS



6270 Parallel Road · Anderson, CA 96007 · Phone: (530) 365-7332 · Fax: (530) 365-7271

December 16, 2009

Shasta County Department of Resource Management
Planning Division
1855 Placer Street
Redding, CA 96001

Re: General Plan Amendment 08-002, Zone Amendment 08-003, Knighton &
Churn Creek Commons Retail Center

Dear Gentlemen,

Our Board of Directors, of the Western Shasta Resource Conservation District (WSRCD) have discussed the referenced project, and wish to object to the approval of it. We feel strongly that the loss of 92 acres, of prime agricultural land, is not in keeping with the purpose of our existence, which is to conserve natural resources. We, at every turn, endeavor to conserve natural resources and enhance natural resources through our work, so this is in keeping with our efforts.

A

Your favorable consideration, of our desire, will be greatly appreciated and will serve the citizens of Shasta County as well.

Sincerely,

Phil Schoefer
President, Board of Directors

**Letter 64 *Phil Schoefer, President, Board of Directors, Western Shasta
Resource Conservation District***

Response 64A: The comment is noted. This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural purposes. Commenter opinion regarding project approval should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

December 26, 2009

DEC 28 2009

To: Lisa Lozier
Shasta County Planning Division
1855 Placer Street, Suite 103
Redding, California 96001

PLANNING/BUILDING
DIVISIONS

Subject: Knighton Retail Center Draft Environmental Impact Report (DEIR)

Dear Ms. Lozier

As a citizen of Shasta County and one of your constituents, I'm writing you to provide my comments on the DEIR for the proposed Retail Center at Knighton & Churn Creek Roads. Specifically, I am opposed to this development, because it violates both the letter and spirit of the current General Plan and Zoning.

A

I support the growth of Shasta County, but only when it's guided by a strategic plan that encompasses all the communities and that which addresses the quality of life of our residents. I object to haphazard and parochial planning that only addresses the few at the expense of many.

B

Changing the General Plan to accommodate this development will permanently change / damage the character of the neighborhood, violate zoning protections regarding the suitability of the subject property for the uses to which it has been restricted, and will detrimentally affect nearby property and community identity.

This project will mean:

1. Incompatible mixture of big-rigs and school buses
2. Removal of prime agricultural land and encourages more like projects (leap-frog development)
3. Encourages sprawl rather than in-filling resulting in city blight due to more vacant retail/commercial buildings
4. Ground water pollution due to inadequate sewer and water services
5. More noise, more truck traffic and more pollution, resulting in a diminished quality of life and lower property values for area residents.

C

Further, the land in question is very unique in that it is the best of the best agricultural soil in existence (Class 1). This land cannot be traded or substituted. It is what it is, and should therefore remain protected by the General Plan without amendment.

D

Thank you for your prompt action on this important matter.

Sincerely,

Linda Schreiber
Linda Schreiber
5481 Balls Ferry
Redding, CA 96007

Letter 65 Linda Schreiber

Response 65A: The comment is a statement that the project conflicts with provisions of the Shasta County General Plan regarding land use designations and commercial development at the I-5/Knighton Road intersection. Land use designations and potential General Plan conflicts have been addressed in the Land Use and Planning section of the Draft EIR (Section 3.9). As noted on Draft EIR page 3.9-14 Impact #3.9-2, this is a matter of policy that must be decided by the Board of Supervisors.

Response 65B: The comment is noted. Commenter opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 65C: See Response 65A above.

Response 65D: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural/open space purposes.

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

12/19/09

DEC 21 2009

Lisa Losier
Department of Resource Management
Planning Division
1855 Placer Street, Suite 103
Redding Ca. 96001-1759

PLANNING/BUILDING
DIVISIONS

Subject: Knighton & Churn Creek Commons Retail Center, General Plan Amendment 08-002 & Zone Amendment 08-003

Dear Lisa Losier

In 2007 my husband and I built a custom home across from the proposed mall in Churn Creek Bottom. The square footage of the ground floor was 3,160 feet. Because our home was built in the 100 year flood zone we were required to import and compact enough fill to raise the base of our foundation 1 foot above the 100 year flood zone level, and then to fill around the foundation. Our foundation stem walls were between 3 to 4 feet high and fill was placed between the stem walls. This raised the cost of building our house in excess of \$10,000.00 At this elevation when a flood occurs our home is supposed to be safe and water will run around the house.

A

I understand the proposed mall to be constructed across the street from the house we built will have 17 acres of buildings. One acre contains 43,560 square feet, so 17 acres times 43,560 square feet is 740,520 square feet. If the proposed mall is approved I expect that they also will be required to raise the bases of their foundations 1 foot above the 100 year flood zone as I was. It cost us at least \$10,000.00 to meet those requirement for a house footprint of 3,160 square feet so at that rate I would expect the mall developers will pay in excess of \$2,343,400 to do the same thing. With 17 acres of elevated buildings surrounded by asphalt parking lots, if a 100 year flood were to occur I believe a lot of flood water from the mall would be diverted toward the neighboring properties causing them additional flood damage. I cannot think of any way to mitigate this threat to the neighbors, including Pacheco school, except for the mall to be required to buy flood insurance to benefit the neighbors.

B

Please make sure to require the neighboring properties are protected from flood water being concentrated by the mall and diverted toward them as a condition of approval of this project.

C

Sincerely,

Michele Schroeder

Michele Schroeder
3377 Vine wood Dr.
Anderson, CA 96007
Phone: 530-949-9965

Letter 66 Michele Schroeder

Response 66A: The comment is noted.

Response 66B: The comment is noted. The project design incorporates grading and a “bypass ditch” to prevent the problem envisioned by the commenter. See Comment Letter 8, Response 8I and Appendix K and Appendix U to the Draft EIR.

Response 66C: See Response 66B above.

Letter 67

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 22 2009

PLANNING/BUILDING
DIVISIONS

Kenneth Schwartz
Anna May Schwartz
6569 Churn Creek Road
Redding, CA 96002
(530) 365-5046

December 21, 2009

Lisa Lozier – Shasta County Planning Division

SUBJECT: CHURN CREEK BOTTOM – KNIGHTON RETAIL CENTER IMPACT REPORT

My name is Ken Schwartz. My wife and I live at 6569 Churn Creek Road. We have several properties on Churn Creek Road. We live about two miles from the proposed Knighton Retail Center.

We believe changing the General Plan to accommodate this development will permanently change and damage the character of the neighborhood. It will violate zoning protections and will negatively affect our way of life and the way of life of our neighbors.

A

We have lived in this area for many years and plan to stay here for the rest of our lives. We feel that the quality of our way of life will decrease if this project goes through.

B

This area is a great place to live. There are a few issues with the truck stop that already cause problems, but we can't do anything about that. If this project goes through, traffic, pollution (water and air), and crime will all become bigger and worse problems than they are now. Not to mention, it is a crime in itself to destroy and cover up the best agricultural soil around.

C

This area should remain protected by the General Plan without amendment.

D


Kenneth Schwartz

relate zoning
and...

Letter 67 Kenneth Schwartz

Response 67A: See Comment Letter 6, Response 6B.

Response 67B: The comment is noted. Commenter opposition should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 67C: The comment is noted. Agricultural impacts are addressed in Draft EIR Section 3.2, air quality impacts are addressed in Section 3.3, water quality impacts are addressed in Section 3.8, and traffic impacts are addressed in Section 3.12 and in the Partially Recirculated DEIR (PRDEIR) and the response to comments thereon.

Response 67D: The comment is noted.

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 22 2009

PLANNING/BUILDING
DIVISIONS

Christine Schwartz
Gerald M Wilkes
6585 Churn Creek Road
Redding, CA 96002

December 21, 2009

Shasta County Planning Division
1855 Placer Street, Suite 103
Redding, CA 96001

Attention Lisa Lozier

SUBJECT: KNIGHTON RETAIL CENTER – ENVIRONMENTAL IMPACT REPORT

I have lived in the Churn Creek Bottom area for the past 30 years. My husband has lived her for the past 22 years. We live 2 miles from the proposed retail center and own a five acre parcel right across the street from the proposed center.

There are many reasons why we object to the retail center.

- | | |
|---|---|
| 1. The traffic is a major issue. The traffic with the truck stop is already a problem, especially in winter when there are about 100 trucks parked along the road and down the highway. With the proposed widening of the road, traffic will be speeding around even more that they do now. | A |
| 2. The truck stop entrance and exits will become more of a hazard then it is right now. | B |
| 3. We are not zoned for this type of retail space. This is agriculture land. It <i>shouldn't be covered up with pavement. Have you seen our soil? It's loam for nine feet. Put this center where someone wants it. Not where all the people in the community are against it.</i> | C |
| 4. We have a well. The run off and pollution from this project is a big concern. The pollution from all the extra cars and trucks involved in a shopping mall is also a really big concern. If we wanted to live by a mall, we would move next to the Mount Shasta Mall. Have you been there around Christmas time? It will take an hour to even get home if this retail space is approved. | D |
| 5. The crime rate is going to go up. The school that is right next door to the project is going to be severely impacted. I remember going to Pacheco and them having problems when the truck stop moved in. Now a big mall is going to be right next to them. Sure, that's not going to cause a lot of problems. | E |
| 6. Our property value is going to drop. When we bought our property, we were assured that there was a five acre minimum on Churn Creek Bottom. Now we am going to have to live right next to a shopping mall. That's not fair. Someone should not be able to come into the area and go against the people in that area's wishes. We DO NOT want this shopping mall built here. | F |
| | G |

Please help us.

P.S. 3655119 if you want to call vs.

Christine Schwartz & Gerald M. Wilkes
Christine Schwartz & Gerald M. Wilkes

Letter 68 Christine Schwartz & Gerald M. Wilkes

Response 68A: The comment is noted.

Response 68B: The comment is noted. Traffic impacts resulting from the proposed project, including impacts identified by the commenter, are addressed by Mitigation Measures #3.12-1a through #3.12-8 beginning on page 3.12-15 of the Draft EIR and in the Partially Recirculated DEIR (PRDEIR) and the response to comments thereon.

Response 68C: See Response 68B above.

Response 68D: The comment is noted. The commenter/resident of Churn Creek Bottom is voicing an opinion regarding the need for the proposed project. Commenter opposition should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 68E: The comment is noted. Water quality is addressed in Section 3.8 of the Draft EIR.

Response 68F: The comment is noted. Pacheco School impacts are addressed in Section 3.11 and public safety issues are addressed in Section 3.11 of the Draft EIR.

Response 68G: The comment is noted.

Letter 69

Lisa Lozier

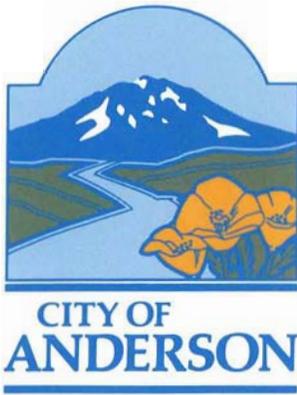
From: Fred Schweizer [fsviaje2002@yahoo.com]**Sent:** Friday, January 01, 2010 8:13 PM**To:** Lisa Lozier**Subject:** Do the right thing!

Dear Madam, I hope you have the common sense to look at this project as purely money and a greed situation, and not for the welfare or the health of the community of Churncreek bottom. I fear that most people pushing this project can care less about what the people want. In the long run of your job, don't jepordize it with no common sense.

A

Letter 69 **Fred Schweizer**

Response 69A: The comment is noted. Commenter opinions regarding the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.



December 28, 2009

Ms. Lisa Lozier, Senior Planner
Shasta County Department of Resource Management
1855 Placer Street, Suite 103
Redding, CA 96001

Subject: Draft EIR for Knighton Road and Churn Creek Commons Retail Center

Dear Ms. Lozier:

We appreciate the opportunity to comment on the Draft EIR for the above-mentioned project. The City of Anderson believes that, by working together, the cities and county can facilitate prudent and sustainable growth throughout the region. In that light, we offer our comments in the hope that they help you evaluate the project and its impacts to all residents of the County.

Overview of Project

The County is processing a General Plan Amendment and Zone Change that would result in a shopping center approaching 740,000 square feet at the intersection of Interstate 5, Churn Creek Road and Knighton Road. The shopping center will be isolated from the municipal services of both the City of Redding and City of Anderson, incorporating its own well and sewer system. The project is located in a 100 year flood plain. As part of the project, Knighton Road, and the interchange with Interstate 5, will be modified.

Agricultural Resources

MM 3.2.1 on page 3.2.7 speaks to the issue of an agricultural easement intended to mitigate for the loss of agricultural land. While the EIR correctly states that this impact remains significant and unavoidable, the City requests that the County *not* approve an agricultural easement within the City's General Plan area. This simple modification to the mitigation measure will ensure that the eventual expansion of the City of Anderson does not result in the removal of the easement.

A

Land Use Planning, Population and Housing

Section 3.9 Land Use, Planning, Population and Housing, addresses the potential economic impacts associated with the proposed project. Appendix L to the DEIR indicates that residents of Anderson are in the project's market area and would potentially take advantage of the new shopping opportunity, noting that "Redding and Anderson are closely juxtaposed, located approximately 10 miles apart. A consumer could easily drive from one city to the other to shop for valued goods."¹ Yet neither the Appendix nor the EIR section identifies the City of Anderson's existing retail market, addresses absorption concerns, or analyzes the potential for urban decay in Anderson.

B

As noted in the DEIR, there is currently an oversupply of retail space in the market area, which will be made significantly worse at buildout of the proposed project.² The analysis specifically notes the potential for urban blight as a result of the cumulative buildout of commercial space in the region, of which this project represents one third of the community serving residential space.³ Note that, expressed as a percentage of planned commercial space, the proposed project represents a greater percentage than is shown in Table 3-2 of Appendix L. The commercial space shown for the Vineyards is specifically prohibited in the Vineyards Specific Plan from being developed as 'community/regional commercial' in order to avoid competition with the City's existing retail uses and should not be included in Table 3-2.⁴

C

The proposed project may ultimately lead to increased vacancies at the Factory Outlets, Anderson Marketplace and downtown businesses. The DEIR shows that there may be abandonment of commercial buildings in Redding, and one would assume in Anderson also, yet neither the DEIR nor the technical appendices address the potential impact to the City of Anderson.⁵ Although Anderson is located approximately the same distance from the proposed project as the City of Redding, the DEIR provides absorption and other appropriate analyses only for Redding. Without this analysis, it is not possible to determine the potential for urban decay and economic loss that Anderson might suffer if the project is built. The DEIR section should be revised to acknowledge the fact that the City has commercial uses and quantify the impacts to those uses associated with this project.

D

¹ *Knighton and Churn Creek Commons Urban Decay Analysis*, October 12, 2009, page 11.

² DEIR, page 3.9-3.

³ *Knighton and Churn Creek Commons Urban Decay Analysis*, October 12, 2009, page 38.

⁴ City of Anderson, *Draft Vineyards Specific Plan*, November 1, 2007, page 10.

⁵ DEIR, page 3.9-3.

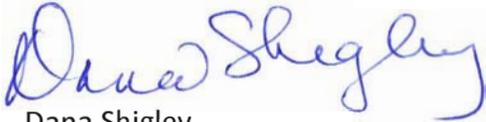
Ms. Lisa Lozier, Senior Planner

December 28, 2009

Page 3

Thank you for this opportunity to comment on this project. We look forward to working with you and will be glad to provide any additional information you need. Please feel free to contact me at any time.

Sincerely,

A handwritten signature in blue ink that reads "Dana Shigley". The signature is written in a cursive style with a large initial "D".

Dana Shigley
City Manager

Letter 70 Dana Shigley, City Manager, City of Anderson

Response 70A: Mitigation Measure #3.2-1, page 3.2-7 of the Draft EIR, is amended as follows:

Mitigation Measure #3.2-1:

Prior to recording any final map or issuance of any building permits for the project site, the project proponent shall preserve in perpetuity Prime Farmland of equal quality or better quality at a minimum ratio of 1:1, or ~~67.2~~60.5 acres, and shall protect the land for agricultural uses through land use restrictions such as agricultural conservation easements. The land to be preserved shall not be located within the City of Anderson's General Plan area. A qualified land conservation organization shall be used to facilitate the establishment of the conservation easements. To accomplish the above, the project proponent shall select three potential sites for consideration by the County Director of Resource Management. The sites shall be available as close as possible to the project site, to the satisfaction of the County Director of Resource Management. The proposed conservation easement for the selected property shall be submitted to the County for review and approval.

Response 70B: The City of Anderson is factored into the urban decay analysis and reflected in Table 3-1 of the analysis.

Response 70C: Excluding the Vineyards at Anderson project from the Urban Decay analysis Table 3-2 would reduce the potential urban decay impacts associated with the proposed project.

Response 70D: See Response 70B above.

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 22 2009

PLANNING/BUILDING
DIVISIONS

Lisa Lozier
Shasta County Planning Division
1855 Placer St., Suite 103
Redding, CA 96001
20 Dec 2010

Dear Ms. Lozier,

This letter expresses concern that the Draft Environmental Impact Report (DEIR) for the Retail Center at Knighton Road/I-5 does not carry enough historical information nor represent adequately the repeated desires and concerns of the public. This is at least the fourth time since 1974 that the issue for a General Plan amendment for commercial paving of Class One soil in Churn Creek Bottom has been before an elected body. Repeatedly, the land use mistakes in Santa Clara Valley, San Fernando Valley, Central Valley surrounding Fresno and Sacramento and other places have been declared unworthy of repetition by Shasta County citizens and elected officials.

A

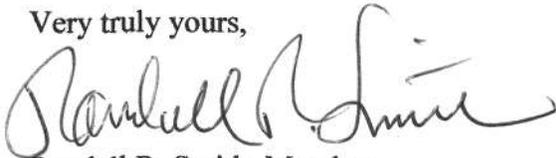
Traffic, air quality, waste water and quality of life issues are addressed in the document, but are not mitigated fully by proposals contained in the DEIR, or by anticipated sales tax revenue. The desire to have permanent separation between Anderson and Redding as well as preservation of important agricultural land has to take dominance unless overriding considerations are included.

B

CEQA demands that issues which can not be fully mitigated must have public finding of fact which record the principles used by decision makers to grant approval. I am not aware of this necessary inclusion in the DEIR for this project.

C

Very truly yours,



Randall R. Smith, Member
City of Redding Planning Commission

Letter 71 *Randall R. Smith, Member, City of Redding Planning Commission*

Response 71A: The comment is a statement that the project conflicts with provisions of the Shasta County General Plan regarding land use designations and commercial development at the I-5/Knighton Road intersection. Land use designations and potential General Plan conflicts have been addressed in the Land Use and Planning section of the Draft EIR (Section 3.9). As noted on Draft EIR page 3.9-14 Impact #3.9-2, this is a matter of policy that must be decided by the Board of Supervisors.

Response 71B: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural/open space purposes.

Response 71C: Draft findings of fact will be provided for decision-maker consideration at the time of proposed project approval consideration.

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 28 2009

PLANNING/BUILDING
DIVISIONS

12/22/09
Lisa Lozier
Shasta County Planning Division
1855 Placer St. Suite 103
Redding California 96001

Subject: Knighton Retail Center Draft Environmental Impact Report (DEIR)

Dear Ms. Lozier,

I am very concerned about plans to develop a Retail Center at Knighton Road and Churn Creek Road. The proposed sight is part of an agricultural neighborhood where ranching and farming are a way of life.

Our property has been in the family since before the freeway was even proposed (1954) and is less than a mile from the project.

More noise, more truck traffic and pollution and a diminished quality of life.
Removes prime agricultural land and threatens more
Encourages sprawl

Pollution of ground water

I support growth of Shasta County but Churn Creek Bottom is a unique area of good soil that does not exist anywhere else in the county. This land cannot be substituted or traded. The zoning and general plan should not be changed and the land should be used for the purposes allowed.

Sincerely,
Charles J. Stokes
319 Strand Ave
Pleasant Hill
Ca 94523

Churn Creek property: James D. Stokes Trustee, 7294 Churn Creek Road



A
B
C

Letter 72 Charles J. Stokes

Response 72A: See Comment Letter 14, Responses 14A, 14B and 14C.

Response 72B: See Comment Letter 14, Response 14D.

Response 72C: This is an opinion of the commenter that the highest and best use of the proposed project site is for agricultural purposes. Commenter opinions should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

December 28, 2009

RECEIVED

DEC 28 2009

COUNTY OF SHASTA
PERMIT COUNTER

Miss Lozier:
SHASTA County Planning Division
1855 Placer Street, Suite 103
Redding CA 96001

RE: KNIGHTON RETAIL CENTER (DEIR)

Dear Ms. Lozier:

As a homeowner on Churn Creek Rd., in Churn Creek Bottom, I am very concerned with the impact of this large development.

Born and raised in Redding, I have seen many changes to this area. To develop on prime agricultural land, in a flood zone, next to a truck stop and elementary school, next to a two-lane road (Churn Creek, between Rancho and Knighton) is disaster waiting to happen.

A

Gridlock is already happening! Exhaust fumes are unbearable during the summer while cars are waiting, also commercial trucks, for others to turn off Churn Creek Rd. I sit on my porch several yards away and have to go inside from the fumes.

B

We need to protect our resources and future generations in our area. Wildlife, farmlife still exists here. It should not be taken away for asphalt and pollution.

C

Thank you,
Diane E. Laffer
7952 Churn Creek Rd
Redding CA 96002

Letter 73 Diane E. Suffin

Response 73A: The comment is noted. The commenter/homeowner of Churn Creek Bottom is voicing concern regarding the proposed project. Commenter opinions should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

In addition, agricultural impacts are addressed in Draft EIR Section 3.2, potential flooding impact is addressed in Section 3.8, Pacheco School impacts are addressed in Section 3.11, and traffic impacts are addressed in Section 3.12 and in the Partially Recirculated (PRDEIR) and the response to comments thereon.

Response 73B: The comment is noted. Air quality impacts are addressed in Draft EIR section 3.3 and traffic impacts are discussed in Section 3.12 and in the Partially Recirculated (PRDEIR) and the response to comments thereon.

Response 73C: This is the commenter's opinion that the highest and best use of the proposed project site is to protect existing resources.

Letter 74

RECEIVED

DEC 28 2009

COUNTY OF SHASTA
PERMIT COUNTER

December 27, 2009

Lisa Lozier
Shasta County Planning Division
1855 Placer Street, Suite 103
Redding, California 96001

Subject: Knighton Retail Center Draft Environmental Impact Report (DEIR)

Dear Ms. Lozier

As a citizen of Shasta County and one of your constituents, I'm writing you to provide my comments on the DEIR for the proposed Retail Center at Knighton & Churn Creek Roads. Specifically, I am opposed to this development, because it violates both the letter and spirit of the current General Plan and Zoning.

A

Changing the General Plan to accommodate this development will permanently change / damage the character of the neighborhood, violate zoning protections regarding the suitability of the *subject property for the uses to which it has been restricted*, and will detrimentally affect nearby property and community identity.

B

Further, the land in question is very unique in that it is the best of the best agricultural soil in existence (Class 1). This land cannot be traded or substituted. It is what it is, and should therefore remain protected by the General Plan without amendment.

C

Thank you for your consideration of this important matter.

Sincerely,



Sara Sundquist
2328 Shasta St.
Redding, CA 96001

Letter 74 Sara Sundquist

Response 74A: See Comment Letter 6, Response 6A.

Response 74B: See Comment Letter 6, Response 6B.

Response 74C: See Comment Letter 6, Response 6C.

Lisa Lozier

From: Dan & Evelyn Suther [suther2@charter.net]
Sent: Monday, December 28, 2009 5:02 PM
To: Lisa Lozier
Subject: Knighton Road Project

This message is in protest of the draft EIR on this project. Obviously the traffic demands, plus the fact that there are no sewer or water systems in this area to accommodate run off and etc. make this a nightmare project!! Do not vote to build over some of the last prime agriculture land in this area.

Sincerely
Evelyn Suther
8397 Churn Creek Road
Redding, CA 96002

A



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Letter 75 Evelyn Suther

Response 75A: The comment is noted. The commenter's opposition to the proposed project should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Traffic impacts resulting from the proposed project are addressed in Section 3.12 of the Draft EIR and in the Partially Recirculated DEIR (PRDEIR) and the response to comments thereon.

Sewer, water and storm water impacts are addressed in Section 3.13 of the Draft EIR. In addition, the project incorporates facilities to provide water supply, wastewater treatment and disposal and storm water drainage. The Draft EIR and its Appendices analyze the environmental effects of the construction and operation of these facilities and proposes mitigation measures to mitigate these effects to less than significant.



Mr Ernest M Toms
PO Box 352
Cottonwood CA 96022-0352

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

DEC 22 2009

PLANNING/BUILDING
DIVISIONS

Lisa Lozier
Shasta County Planning Division
1855 Placer Street, Suite 103
Redding, California 96001

Subject: Knighton Retail Center Draft Environmental Impact Report (DEIR)

Dear Ms. Lozier

As a citizen of Shasta County and one of your constituents, I'm writing you to provide my comments on the DEIR for the proposed Retail Center at Knighton & Churn Creek Roads. Specifically, I am opposed to this development, because it violates both the letter and spirit of the current General Plan and Zoning.

A

Changing the General Plan to accommodate this development will permanently change/damage the character of the neighborhood, violate zoning protections regarding the suitability of the subject property for the uses to which it has been restricted, and will detrimentally affect nearby property and community identity.

B

Furthermore, the land in question is very unique in that it is the best of the best agricultural soil in existence (Class 1). This land cannot be traded or substituted. It is what it is, and should therefore remain protected by the General Plan without amendment.

C

Thank you for your consideration of this important matter.

Sincerely,

Ernest Toms

Ernest Toms

P.O. Box 352

Cottonwood
96022

Letter 76 Ernst Toms

Response 76A: See Comment Letter 6, Response 6A.

Response 76B: See Comment Letter 6, Response 6B.

Response 76C: See Comment Letter 6, Response 6C.

Megan Tyler
4885 Balls Ferry Road
Anderson, Ca 96007

RECEIVED

DEC 28 2009

COUNTY OF SHASTA
PERMIT COUNTER

December 28th, 2009

County of Shasta - Department of Resource Management
Ms. Lisa Lozier, Senior Planner
1855 Placer Street, Suite 103
Redding, CA 96001

Hand Delivered

Re: EIR - Knighton Churn Creek Commons Retail Center - aka Hawkins Development

Dear Ms Lozier,

A statement of: One is not going to reuse any earth that has been asphalted, cemented, especially with the pollutants that contaminate used in and constantly dripped from vehicles for PRIME AGRICULTUAL LAND use again, is best fitted once again, to the snake oil sales approach by Hawkins. The blight in Shasta County/City of Redding is so great; it surpasses some larger cities. The County should welcome business not buildings – suggest lower rent(s) to vacant buildings, stress value of offering a cure to blight!

A

The saying, “Build it and they will come” is not only outdated, but a joke in this economy! Think STILLWATER- Hello! Think Auto Mall !! After a bailout of millions - GMC and Chrysler both have stated – “NOT GOING TO REPAY the money!” Now going to claim bankruptcy! So just where would that have been in scheme of things if voted in? Congratulations for the Board of Supervisors to have voted correctly in decline this usage, which is NOT in our General Plan. Oh.. during that fight against the Auto Mall, it was found on their website - drawings that included a very similar project along with the developers were partnered up with the front person Maxwell from the Auto Mall, again not in OUR General Plan. No real change with these same developers, same plan - blowing smoke up Shasta County’s backside, mostly Russ Mull’s. He needs to recuse himself from anything of the General Plan or Churn Creek Bottom. Most believe he should be investigated to his pro-developer status.

B

The traffic alone is a joke in this EIR. Common sense would tell you there is a problem there now. Do you really want to add to it? Do your homework, drive to Knighton Road and see what it is like driving there now and visualize the dilemma. Example, a major accident! A good litigation attorney would do his/her home work find out that the County cleared this project for accidents waiting to happen; sue the County for letting this travesty happen. Believed referred to as "The Smoking Gun Theory!" Think Inverse Commendation lawsuits! They will be many!

C

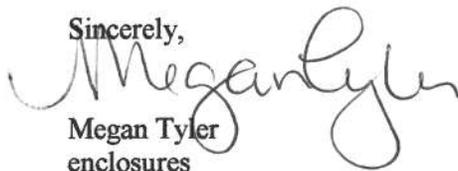
Also, visualize a child hit by the Pacheo School! This is an unsafe, un-needed project and needs to be stopped or a pedestrian could very well be stopped dead in their tracks by added vehicles as this traffic plan is far inadequate. Again, yet another lawsuit waiting to happen, the County trust me will be included!

D

Note attached articles, especially retail outlets are NOT COMING BACK! Period over done and that is what this is about retail not needed buildings. Do the right thing and STOP this project and conform by the current General Plan.

E

Sincerely,



Megan Tyler
enclosures

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GM Follows in Chrysler's Footsteps

By Sara Behunek

Posted Saturday, May 16, 2009 - 5:55am

Topping today's business press is the first round of dealership cuts coming from beleaguered car maker General Motors (GM), news that comes on the heels of sweeping closures announced for Chrysler dealerships. The company sent letters to 1,100 dealers yesterday telling them they would no longer have a relationship with the flagging manufacturer beyond October 2010. The *Wall Street Journal* leads with a probe into potential insider violations by two SEC enforcement lawyers. Bloomberg has Federal Deposit Insurance Corp. Chairman Sheila Bair telling Al Hunt she predicts the chief executives at some of the largest, most troubled banks will be replaced, prompting the FDIC to quickly administer a PR Bandaid. Meanwhile, U.S. stocks "stumbled" on Friday, according to Reuters, as energy shares and oil prices dropped on weak demand, even though small investors are tiptoeing back into stocks. CNN Money says that insurers had a lukewarm reaction to the \$20 billion of TARP money set aside for them.

The letters sent by GM didn't say the company would be declaring bankruptcy, but the move indicates it probably will be the end of the month, when a restructuring plan is due to the White House, according to the *New York Times*. In a conference call with reporters, General Motors sales chief Mark LaNeve acknowledged that carrying out the plan would be difficult outside of bankruptcy-court protection, as state franchise laws make it "onerous and expensive" for manufacturers to force dealers out of business; in bankruptcy court, however, those contracts can be nullified, the *WSJ* explains.

The cuts represent only a portion of the incisions GM will be making to its network: Altogether, the company will eliminate almost half—or about 2,400—of its 5,969 stores. Among those are close to 500 dealerships that sell Saturns, Saabs, and Hummers, brands the company will be shutting down, the *WSJ* says. Still, the *NYT* points out, even after cuts at both GM and Chrysler will still have a much larger dealership network than Toyota (TM) or Honda (HMC). The problem is over-saturation of the dealership market, causing outlets to become competitive with each other, driving down prices, and reducing efficiency. GM has lost of nearly \$90 billion in the last four years and has racked up \$15.4 billion in government loans.

Reuters adds that the "unprecedented closures under the direction of the Obama administration" will put 100,000 or so jobs at risk. CNN Money provides as a complement to its coverage, a video with managing editor of *Fortune* magazine, Andy Serwer, discussing how the cuts will affect local communities and supporting businesses. "These car dealerships are really central to many towns, small towns and even big towns, not only the economy but also to the community," he said. "[They] support the little league, the rotary club and of course local advertising ... and that's a lot of revenue."

In a surprise story (well, maybe not that surprising to some), the SEC's inspector general, David Kotz, in a report described several "suspicious cases" in which two unidentified enforcement lawyers traded stocks of certain companies around the time the companies were under investigation. According to the *WSJ*, the report concluded the lawyers had violated the agency's internal rules, and the case was taken up by the U.S. attorney's office in Washington, D.C., and the Federal Bureau of Investigation. Still, violating internal SEC rules isn't necessarily illegal or criminal, the paper says. "To become illegal insider trading, the transactions would have to involve the use of nonpublic material information." The lawyers have denied any wrongdoing. The

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- November 2009 (29)
- October 2009 (31)
- September 2009 (29)
- August 2009 (30)
- July 2009 (30)
- June 2009 (30)
- May 2009 (30)
- April 2009 (30)
- March 2009 (31)

1 2 next >

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 The App Economy
Google Voice on the iPhone—By Hook or By Crook

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My Closest Companion Lies, Cheats, and Steals
Its name is Microsoft Word.

... report generated reports that reported that by ... money ... and that ... sent to SEC Chairman Mary Schapiro and has no qualms sharing it. Watch the CBS video here.

The statements made by Bair about the ousting of chief executives will be broadcast this weekend on Bloomberg Television's show *Political Capital with Al Hunt* and has already lead to an official response by the FDIC: Bair said management changes "could happen" based on capital-raising plans submitted to the government. "She did not refer to CEOs specifically," the agency said in an e-mailed statement. "Bair also did not suggest the federal government will remove the bank CEOs," the statement said. "Management needs to be evaluated," Bair said. "Have they been doing a good job? Are there people who can do a better job?" she asked. When asked why some of the banks' CEOs are still in power, Bair replied, "I think the review needs to go with both the management and the board as well, absolutely." She was then asked, "Do you think some will be replaced in the next couple of months?" Bair replied, "Yeah, I think there will be an evaluation process. We're requesting it as part of the capital plan and yes."

The Dow Jones Industrial Average lost 62.68 points, or 0.8 percent, to 8,268.64, with declines at Bank of America, Intel, Pfizer, and Wal-Mart Stores leading the pull-down. The benchmark topped the week with a 3.6 percent decline, its second losing week in the last 10. It was the worst weekly drop for the average since the week ended March 6. Exxon Mobil (XON) and Chevron (CVX) shed 0.9 percent and 2 percent, respectively, and the S&P 500's energy sector plunged 2.1 percent, leading to an overall decline of 1.1 percent Friday. The S&P sank 10.19 points to finish trading at 882.88. It dropped 5 percent for the week. The Nasdaq Composite Index, which is not as heavily weighted with energy companies, fell 9.07 points, or 0.5 percent, to 1680.14. It fell 3.4 percent this week.

Finally, *Fortune* says that one of six insurers offered a portion of the \$22 billion of TARP funds set aside for the sector has rejected the Treasury's offering, and two others "are on the fence." The point of the loans would be to "ease investor worries about the health of the sector, which depends on investment portfolios that have been hit hard by falling asset prices," the magazine reports. Ameriprise Financial (AMP) said Friday it won't accept a bailout, while Prudential Financial (PRU) and Allstate (ALL) are undecided. "With numerous banks that took federal funds now racing to repay the money, the insurers are weighing the merits of taking more capital in a deepening downturn against the complications of government involvement," the story says.

Sara Behunek is a financial blogger for TheDeal.com.

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By Mark Kleis

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According to the reorganization plan filed by Old Carco LLC, which contains the "bad assets" from Chrysler's bankruptcy restructuring, Chrysler does not intend to repay any part of the \$4 billion emergency TARP loan approved by President Bush.

The reorganization plan filed in New York court on Tuesday reveals that in addition to the taxpayers not receiving payment on TARP funds Chrysler has received, unsecured creditors are also unlikely to be repaid any portion of their claims.

The only possibility of unsecured creditors receiving partial or full payment would come in the event Old Carco LLC wins a \$25 billion lawsuit against its former owner, Daimler AG.

Secured lenders do however hold a strong chance of recovering \$20.6 million in outstanding debt, according to *DetroitNews*.

The liquidation plan submitted by Old Carco LLC must first be voted on and approved by creditors before going into effect. The timeline in which secured and unsecured creditors may be repaid is not yet known, as it will depend on approvals and the outcome of the ongoing Daimler AG lawsuit.

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**GMC And Chrysler Repay Tarp Money
 Emergency Tarp Loan Tarp Funds Chrysler
 Strong Chance Old Carco LLC 4B Tarp Loan**

12/16, 3:02 AM

posted by:

A4

Cmon, don't make yourselves even more hated than the financial industry. Seriously.

12/16, 3:05 AM

posted by:

Ashes to Ashes_Dust to Dust

To the US taxpayer: Bend over and grab your ankles—repeatedly.

12/16, 3:22 AM

posted by:

status

i'm pretty sure this is old news...

12/16, 3:26 AM

posted by:

A4

^nobody gives a **** if you read the wall street journal before the rest of us, twatsicle.

FROM THE COVER

ECONOMY

The future of California employment

By Michael Bernick

The latest numbers show unemployment in California at 12.2 percent, its highest level since World War II. Bay Area counties are only slightly lower, in the range of 9 to 12 percent, and way above their rates of around 5 percent in December 2007.

To be sure, since 1970 state unemployment has soared near or over double digits several times, and each time the economy came back. In the early 1980s, amid a downturn in heavy manufacturing, state unemployment reached 11 percent in February 1983, only to come back down to near 8 percent within a year. In 1993, with major cuts in defense and aerospace jobs, state unemployment reached 9.9 percent in January, but the figure came down to near 8 percent by November 1994.

During those recessions, unemployment seemed endless, but employer and consumer confidence returned, and hiring commenced in significant numbers.

The current California recession differs from those in the past in at least two major ways.

One is its severity. The 12.2 percent rate (affecting more than 2.2 million workers) is not only the highest, but it does not cover the roughly 1.3 percent of the California workforce (more than 200,000 workers) classified as discouraged workers or marginally attached or the roughly 5.8 percent (nearly 1 million workers) employed less than full time for economic reasons.

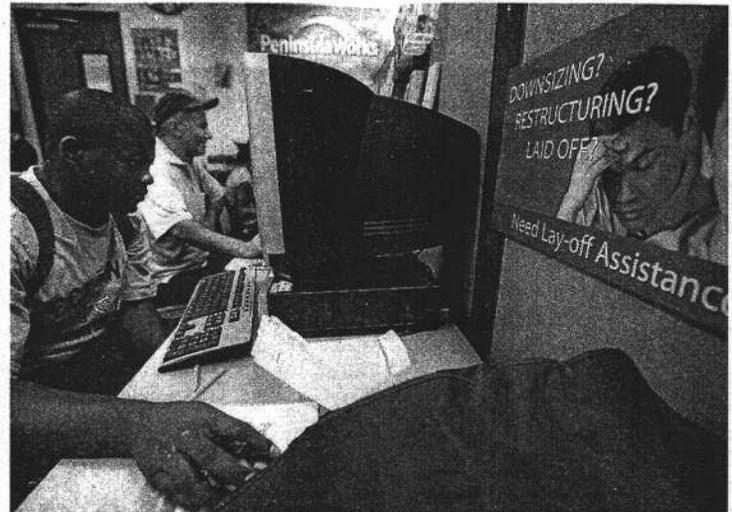
Second, this recession is across all sectors and occupations. The Employment Development Department divides California employment into 11 nonagricultural sectors, and with the exception of educational and health services, all sectors have been job losers over the year. The construction sector in California is the biggest loser and continues to be in free-fall, losing more than 140,000 jobs over the year (18.5 percent of the total) and over 300,000 jobs since December 2006. Business and professional services (loss of 133,000 jobs over the year, 5.9 percent), and trade, transportation and utilities (loss of 191,000 jobs, 6.7 percent) also have seen dramatic cutbacks.

What of the future? The conventional wisdom among economists for some months has been that unemployment will not be reduced significantly until

2010 or even early 2011. Forecasts this summer by UCLA's Anderson School and the Federal Reserve Bank of San Francisco predicted that unemployment would remain above 10 percent in California through 2010 and perhaps 2011. In September, the Anderson School updated its forecast to predict double-digit unemployment at least through 2011.

It is difficult to predict employment numbers — neither the Anderson School nor most other California economists predicted the speed of the employment downturn in 2008. But there are few signs of a resurgence in hiring. While the enormous job-shedding of late 2008 and early 2009 has abated, employers have been cautious about hiring.

Whenever hiring begins, the job structure will look different. The twin forces of technology and globalization continue to change the structure of jobs in the state, for example in retail employment. Retail in California has lost 110,000 jobs over the past year, and many of these in auto dealerships, electronic stores, apparel stores and other retail outlets are not coming back. As sales move to the Internet, these retailers have fewer needs for both real estate and employees. Similarly, new technologies and outsourcing are reducing the needs for workers in financial services, even



Paul Sakuma / Associated Press

Job seekers look for employment on computers at JobTrain, a vocational education, training and placement service in Menlo Park.

book publishing, where Quicken is replacing accountants, TextEdit replacing researchers and BookScan replacing sales analysts.

Beyond these structural changes is the breakdown of the employer-employee relationship and the enormous growth in California of workers who are employed by professional employer organizations and staffing companies and as independent contractors. This growth started well before the current recession, but the recession's severity and accompanying employer trauma might well accelerate this growth into the future.

Will there be enough jobs in the future of California?

Fear of permanent high unemployment in California because of technology and new ways of working has been present for more than 40 years. In the 1960s, state officials worried that automation was eliminating jobs, especially in manufacturing, and that the state would have unemployment greater than 20 percent on a permanent basis. Of course, automation did eliminate jobs, but new industries and

jobs, including new forms of manufacturing, emerged.

I started in the job-training world in 1979 as a volunteer with the San Francisco Renaissance Job Center and went to work full time in 1982. One of our first training programs was in business-machine repair, which meant mainly typewriter repair. We trained workers for the typewriter repair shops that dotted the South of Market area in storefronts on Howard and Folsom streets.

Today, all of those shops are long gone. But in their storefronts, other businesses, not envisioned in 1982, have arisen. They are creating jobs in Web design, software engineering, online education.

A next wave of job creation, fueled by California's entrepreneurial ethos, must be our hope as we try to survive the current turmoil.

Michael Bernick was director of the state Employment Development Department in 1999-2004 and is an attorney with the Sedgwick firm and a Milken Institute fellow.

VER

ECONOMY *A personal view*

The recession's over? We didn't get the memo

By Steve Rubenstein

Thank goodness the recession is over and the economy is on the way back up. That's the word from the experts, the analysts and the pooh-bahs. If only someone could pass the word to everybody left over.

Most of them are still down at the supermarket, holding coupons good for 25 cents off a can of soup.

If things are getting better, they're taking their time about it. Most folks are all still waiting for the rising tide, the one that lifts all boats, to hoist their fiscal dinghies out of the mud.

My friend Rebecca thinks a lot about the economy, mostly at 3 a.m. That's when she wakes up, fretting about the day ahead. She works in a three-person public relations office in the East Bay, except that she's the only person in it. The other two got laid off over the past year, and she's supposed to cover for them and for herself as well.

"I lie there, thinking about what I've got to get done today," she said. "Sometimes I can get back to sleep and sometimes I can't."

She shows up for work at 8 o'clock and, some days, stays until the other 8 o'clock. And she's glad to do it.

"I've got a job," she said. "I don't have any life, but I do have a job."

Her pay got cut 6 percent. And she has been ordered to take three unpaid furlough days. That will allow her to stay home and think some more about how lucky she is to have a job, even if she's not getting paid to think about it.

With the recession all over and the economy all better, Rebecca said, there's more time to work and less time for distracting things like office parties. Last year, the boss told her that the annual catered Christmas party wasn't getting canceled, just rescheduled. Ten months later, it finally got rescheduled. Now, it's a Halloween potluck. Bring your own everything.

My friend Gus works at a San Francisco software startup that hasn't started up. It's been about a year. Three of his friends got let go and, even though the economy is supposed to be better, nobody has been rehired.

"We're all working harder," Gus said. "Some of us are working a lot harder."

He stopped contributing to his retirement plan. He put off remodeling the

To speak with someone in charge, you have to wait.

First you wait for a clerk, then you wait for an agent, then you wait for a supervisor, then you wait for an adjuster. If you put the phone down while you wait, there's enough time to heat up the can of soup you saved 25 cents on.

bathroom. And he decided he could do without new clothes. He's going to skip the company barbecue. It turned into a potluck, too.

"I hate potlucks," Gus said. "If I have to eat my own cooking, I can do that at home."

My very close friend Steve has been laid off since April and is drawing unemployment. He got a letter in the mail from the unemployment office this month saying something was wrong and that his weekly benefits were being suspended until an "interview" with an unemployment officer could be scheduled. There are so many people on unemployment, however, that the waiting period for an interview is six weeks. In the meantime, no benefits.

Steve called the unemployment office and asked to speak with someone in charge. To speak with someone in charge, you have to wait. First you wait for a clerk, then you wait for an agent, then you wait for a supervisor, then you wait for an adjuster. If you put the

phone down while you wait, there's enough time to heat up the can of soup you saved 25 cents on.

"You checked the wrong box on the form," said the adjuster, whose name was Jerome. "You checked the box that said you were unavailable for work, instead of the box that said you were available for work."

It's a very common mistake to make, Jerome said. A lot of people do it every week. And most of them have to wait for six weeks to get it straightened out, because there aren't enough adjusters to adjust everything that needs adjusting.

Jerome was a very nice guy. He said the adjusters used to call people up who checked the wrong box, in order to straighten things out on the phone right away. But that was before so many people went on unemployment. And nobody makes the mistake more than once. Going without benefits for six weeks, Jerome said, makes people very careful about which little box they check.

That's the way it is in the Bay Area, in the middle of this remarkable economic recovery. Remember, say the experts, the stock market is going up. (It's still not up as much as it's down.) Remember, new jobless claims aren't as high as they were. (They're just high.) Remember, foreclosures have leveled off. (You can't get kicked out of the same house more than once.)

Keep your scissors handy. The supermarket coupons come out every Wednesday and Sunday, say the economic experts. Prosperity is just around the corner.

Steve Rubenstein is a former Chronicle reporter.

Letter 77 Megan Tyler

Response 77A: The comment is noted. The commenter/resident of Churn Creek Bottom is voicing opinion regarding the need for the proposed project. Commenter opposition should be directed to the County Planning Commission and Board of Supervisors during project deliberations.

Response 77B: The comment is noted.

Response 77C: See Response 77B above.

Response 77D: See Response 77B.

Response 77E: See Response 77B.