

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project site is located in the northeastern portion of the Cottonwood Planning Area, approximately one mile south of the City of Anderson, Shasta County, California. The project area is bounded by Locust Road to the west, with Trefoil Lane and Balls Ferry Road to the south. (See Figure 3.1: Regional Location Map and Figure 3.2: Local Vicinity Map). In addition to the proposed residential development site, the project would include construction of various off-site facilities including a water storage tank to be located on County property (APN 090-390-002) off of Vantage Drive, a water line to be installed in the Vantage Drive right-of-way from the tank site to the northwestern corner of the project site, additional wastewater treatment facilities at the existing County Service Area No. 17 treatment site off of Live Oak Road, a wastewater line located generally within the Balls Ferry Road right-of-way, and possibly an alternative wastewater line located within the PG&E property to the southwest of the residential development area.

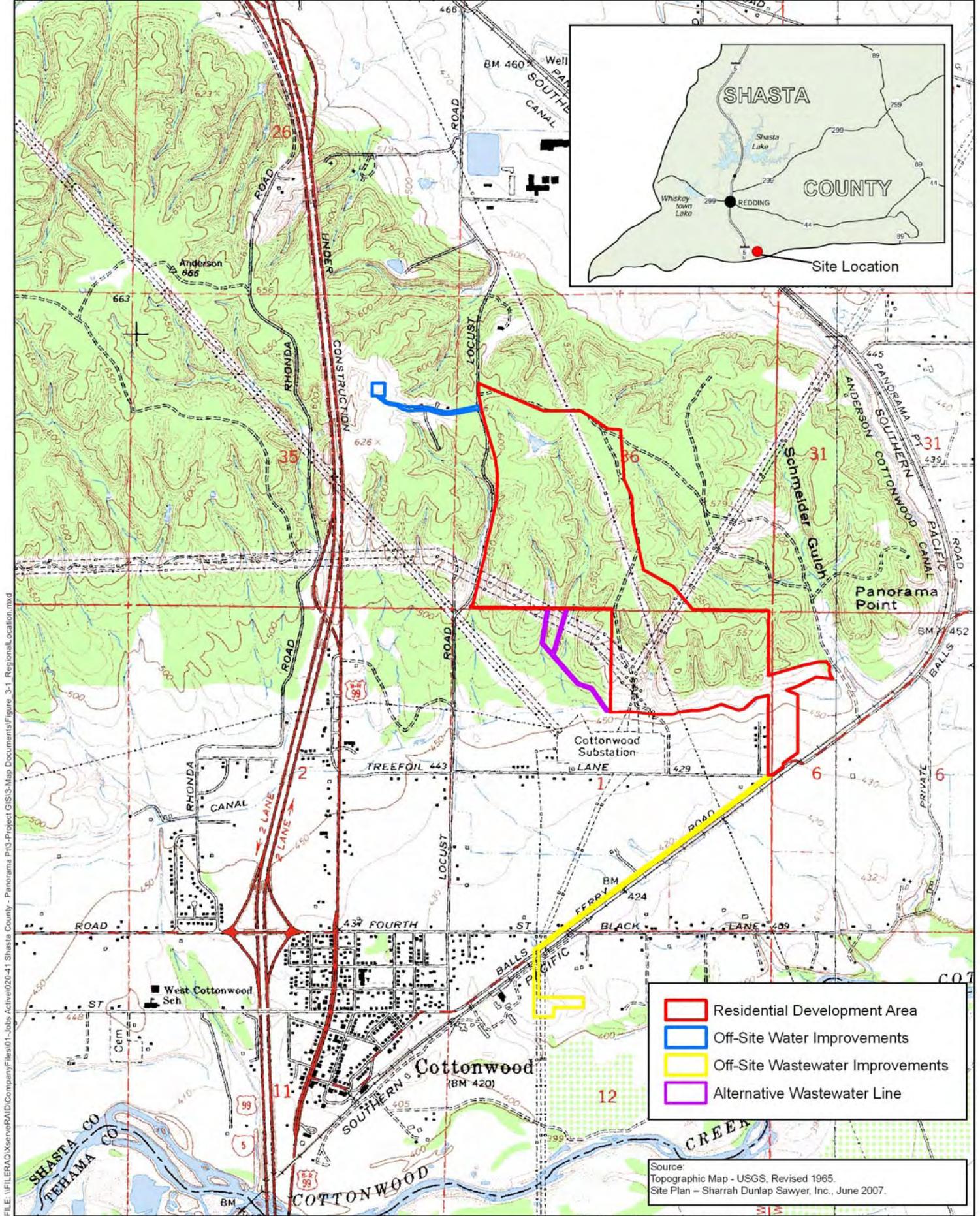
3.2 PROJECT PURPOSE AND OBJECTIVES

The following project objectives have been identified by the project applicant:

- Provide a well-designed residential neighborhood that is integrated with existing surrounding uses and that uses high-quality architecture and landscaping throughout;
- Contribute to the available housing stock by providing diverse housing opportunities;
- Develop the project consistent with the established existing bicycle, pedestrian, and traffic circulation systems;
- Integrate open space areas into the proposed project, preserving and enhancing site character;
- Develop the project consistent with land uses and policies of the *Shasta County General Plan*;
- Provide a land use pattern that facilitates the efficient and economic extension of public services, including needed improvements to the existing public water system;
- Implement design features in accordance with Shasta County's Planned Development zone district requirements, including energy efficiency measures, and bicycle- and pedestrian-friendly measures; and
- Minimize impacts to existing neighborhoods.

PROJECT DESCRIPTION

This page intentionally left blank.



FILE: \\FILEROAD\Xserve\RAID\CompanyFiles\01-Jobs Active\020-41 Shasta County - Panorama PI\3-Map Documents\Figure 3-1 Regional Location.mxd

Figure 3.1
Regional Location Map

Feature and boundary locations depicted are approximate only. 07.16.09



PROJECT DESCRIPTION

This page intentionally left blank.

FILE: \\FILESERVER\RAID\CompanyFiles\01-Jobs Active\2020-41 Streets County - Panorama P19-Project GIS\3-Map Documents\Figure_3.2_Locality_Vicinity_Map7.29.mxd

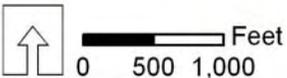
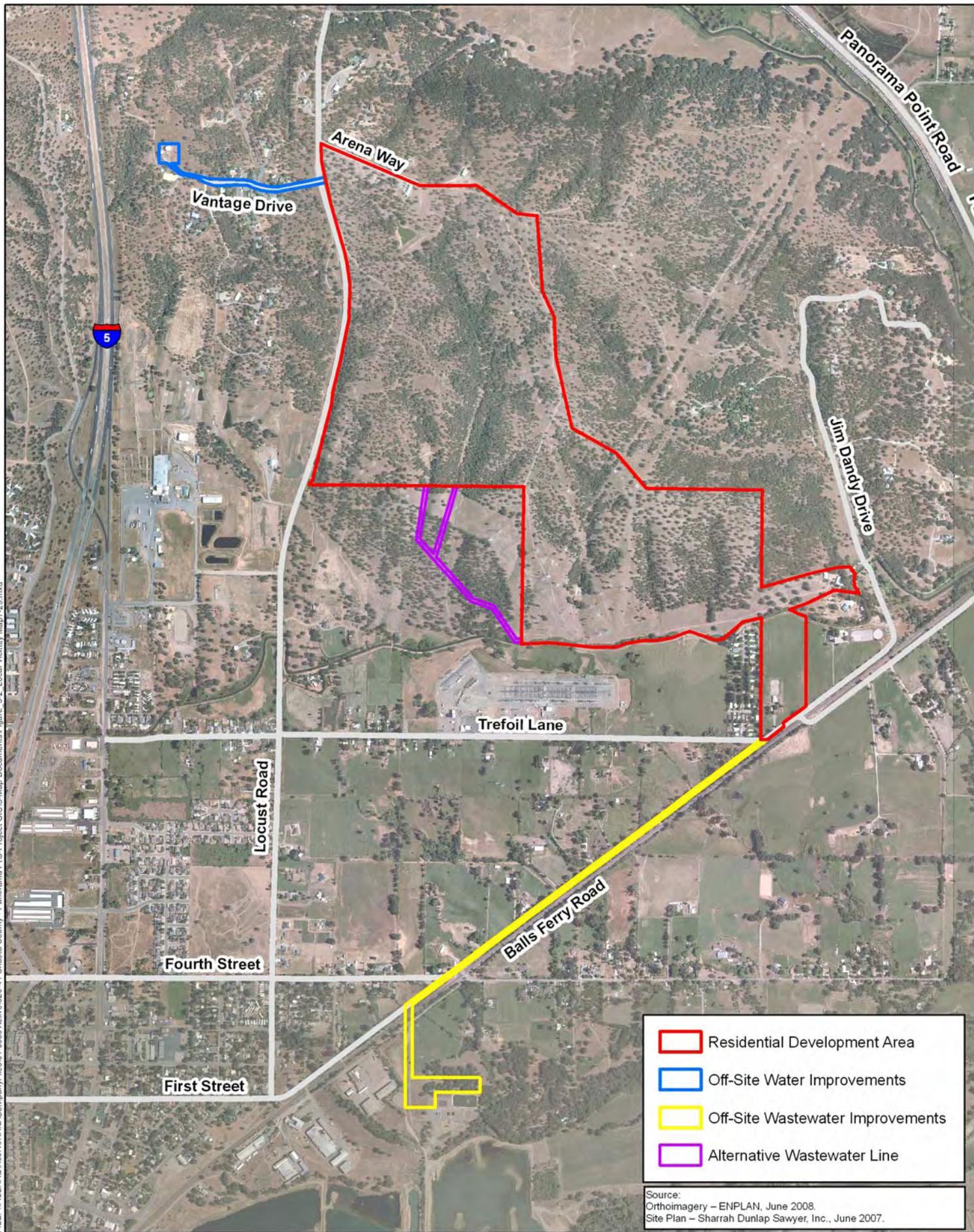


Figure 3.2
Local Vicinity Map



PROJECT DESCRIPTION

This page intentionally left blank.

3.3 PROJECT CHARACTERISTICS

The proposed project consists of a planned residential development in the Cottonwood Planning Area, consisting of approximately 430 single-family residences on a 307-acre site (Figure 3.3: Site Plan), as well as off-site water and wastewater system improvements.

Current General Plan and zoning designations for the site are Rural Residential “A” with RR zoning (± 240 acres), and Rural Residential “B” with R-L-T zoning (± 67 acres). The two existing zoning designations allow up to one dwelling unit per two acres, and up to one dwelling unit per five acres, respectively. However, Shasta County restricts development with these General Plan/Zoning designations in areas with greater than 30 percent slope. Approximately 19 acres of the site, all with RR zoning, has a slope greater than 30 percent (Figure 3.4: Slope Map). Given the slope constraints, and current General Plan and zoning designations, up to approximately 123 dwelling units could be constructed on the project site.

The project would necessitate a General Plan Amendment, a Zone Amendment, and annexation of the site to Shasta County Service Area No. 17, which provides wastewater collection and treatment services for the Cottonwood area. The proposed General Plan Amendment (07-001) would change the land use designation of the property from Rural Residential “A” (RA) and Rural Residential “B” (RB) to Suburban Residential (SR). The proposed Zone Amendment (07-004) would change the zoning from Rural Residential (RR) District and Limited Residential, combined with a Mobile Home (R-L-T) zone district to a Planned Development (PD) zone district. The Suburban Residential designation allows up to three dwelling units per acre (921 dwelling units); however, the proposed Planned Development zone district would limit development to the proposed 430 units (an overall average density of ± 1.4 dwelling units per acre).

To support the increase in residential density that would result from the proposed General Plan amendment and rezoning, Shasta County required that the applicant incorporate amenities into the project design that conform to the density bonus section of the Planned Development zone. Accordingly, the applicant is proposing the following design features: (1) inclusion of a passive solar design in all new homes within the development, as well as other features to ensure that project buildings provide 15 percent greater energy efficiency than required under the Title 24 regulations (California Energy Commission) in effect at the time of construction; (2) provision of lot sizes between 4,000 and 5,000 square feet for construction of detached single-family housing involving 43 percent of all proposed dwelling units; (3) an 8-foot-wide Class 1 public bikeway that would connect Locust Road to Balls Ferry Road through the project site; and (4) sidewalks with a minimum 4-foot-wide landscaped area with trees located between the roadway and sidewalk.

PROJECT DESCRIPTION

This page intentionally left blank.

Panorama

PLANNED DEVELOPMENT | SHASTA COUNTY, CALIFORNIA

CONCEPTUAL SITE PLAN / PEDESTRIAN CIRCULATION EXHIBIT

-  CLASS 1 BIKEWAY
-  SIDEWALK
-  TRAIL
-  COMMUNITY BUILDING
-  TRANSMISSION CORRIDORS
-  NEIGHBORHOOD OPEN SPACE



-  1/2 - 1+ AC
-  3/4 - 1 AC
-  70' X 120' LOTS
-  80' X 90' LOTS
-  45' X 90' LOTS



PREPARED FOR:

Romar Homes, Inc.

PREPARED BY:



JUNE 10, 2009
JOB # 06.0198

Figure 3.3
Site Plan

PROJECT DESCRIPTION

This page intentionally left blank.

FILE: \\fileran\vsenerat\CompanyFiles\01-Jobs\Active\020-41 Shasta County - Panoramas\PI3-Project GIS\3-Map Documents\Figure 3-4 Slope.mxd

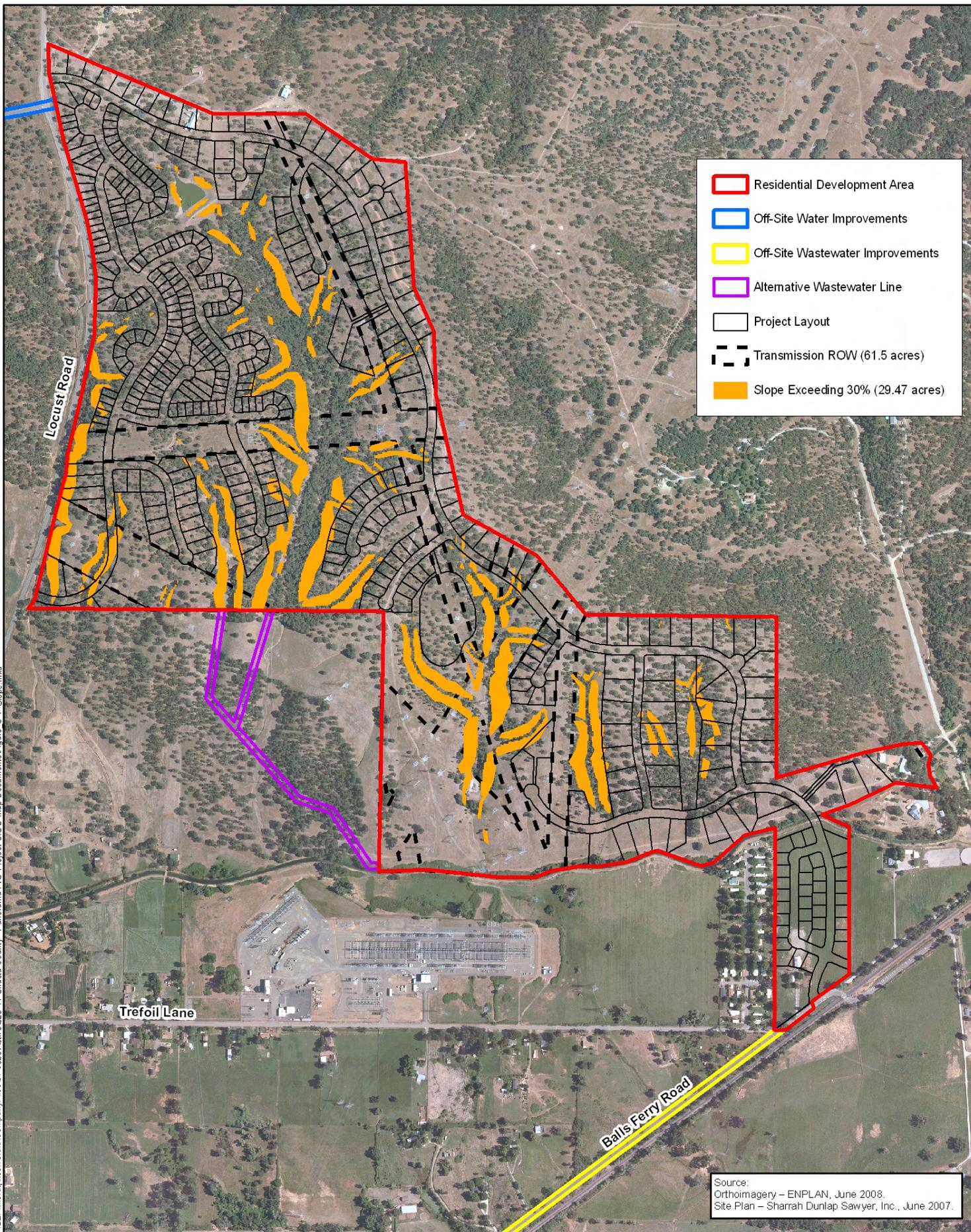
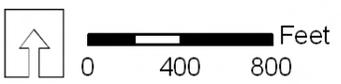


Figure 3.4
Slope Map

Feature and boundary locations depicted are approximate only. 08.18.09



PROJECT DESCRIPTION

This page intentionally left blank.

The project includes the development of approximately 430 single-family homes. Lot sizes would vary from 4,000 square feet to over one acre. Lots would be grouped in size clusters, as shown on Figure 3.3: Site Plan and tabulated in Table 3.3.1. The applicant may develop the lots and/or sell individual lots or units to other developers.

**Table 3.3.1
Proposed Lot Sizes**

Lot Size	Number of Lots Within Size Category
Less than ¼ acre	261
¼ to ½ acre	102
½ to 1 acre	62
Greater than 1 acre	5
Total Lots	430

Source: Sharrah Dunlap Sawyer, Inc., June 2007.

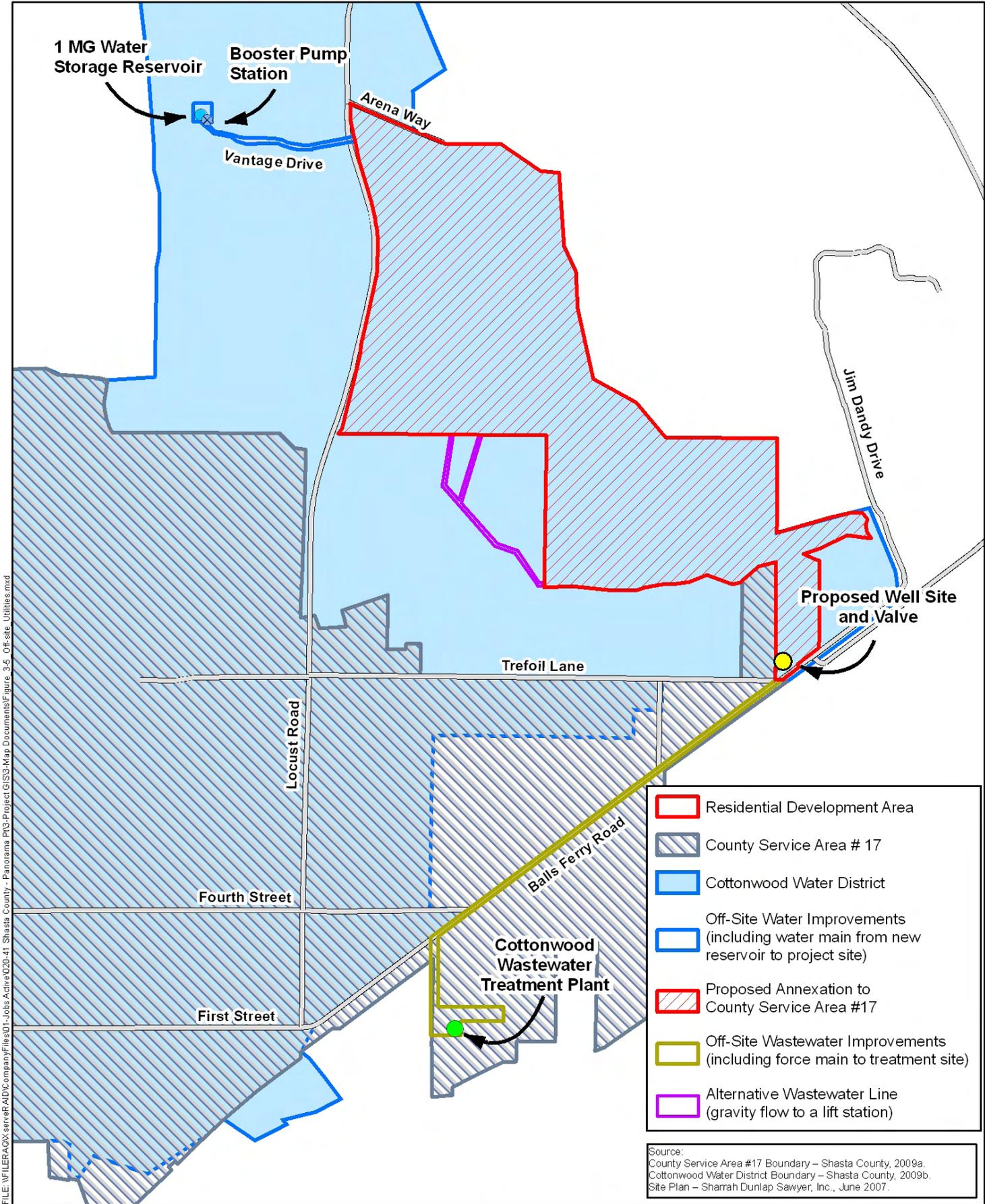
There are currently four residences on the project site. Two homes are located in the northern portion of the project site, along Arena Way. These two rental units would be removed prior to Phase 5 of construction. Two additional homes are located in the southern- and southwestern-most extensions of the project site; the home on Balls Ferry Road would be removed, and the other residence is expected to remain in place.

The project would include improvements to the Cottonwood Water District system, including construction of a one million gallon tank on County property off of Vantage Drive (APN 090-390-002), as well as installation of a water line in the Vantage Drive right-of-way from the new tank to the northwestern corner of the project site. A new well and water system valve, would be installed near the corner of Trefoil Lane and Balls Ferry Road. The valve would be necessary to divert flows from the new well to the proposed tank through an existing 8-inch main leading from the Main Pressure Zone to the Vantage Drive Pressure Zone. A new booster pump station would also be installed on Vantage Drive in order to increase pressures from the proposed water tank to the Vantage Drive Pressure Zone (See Figure 3.5: Proposed Annexation Boundary and Off-Site Utilities Improvements), which would also improve water pressure for fire suppression purposes. The new water facilities would be sized to meet more than the needs of the Panorama Planned Development, and would be dedicated to the Cottonwood Water District when facility construction is completed. The District would be responsible for on-going operation and maintenance of the facilities.

The project would also include the expansion of the County Service Area No. 17 wastewater collection and treatment facilities. Improvements would include construction of a 1.5-million-gallon emergency retention basin and return pump station at the existing facilities off of Live Oak Road. A new wastewater line would run from the project site to the treatment plant, generally within the Balls Ferry Road right-of-way. Upon completion of facility construction, the new wastewater facilities would be dedicated to County Service Area No. 17, which would be responsible for their on-going operation and maintenance. The wastewater collection and treatment facilities would be sized to meet the needs of the Panorama Planned Development.

PROJECT DESCRIPTION

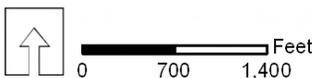
This page intentionally left blank.



FILE: \\FLERAOV.server\AIDC\company\files\01-Jobs Active\020-41 Shasta County - Panorama PNG-Project\GIS\Map Documents\Figure_3-5_Off-site_Uilities.mxd

Figure 3.5

Feature and boundary locations depicted are approximate only. 09.29.09



Proposed Annexation Boundary and Off-Site Utilities Improvements



PROJECT DESCRIPTION

This page intentionally left blank.

Approximately 170 acres of the 307-acre site would be devoted to developed uses. The remaining ± 137 acres include ± 58 acres of transmission line corridor rights-of-way and ± 79 acres of open space. The ± 58 acres of transmission line corridor rights-of-way are owned by The Western Area Power Administration and PG&E (Figure 3.6: Transmission Corridor Rights-of-Way), and would remain in their current state. Transmission line corridor rights-of-way are further discussed in Section 4.16: Utilities and Service Systems. The remaining 79 acres of undeveloped land would be maintained and managed in perpetuity by a conservation-oriented third party entity. This open space preserve would include a system of public-access trails around the existing pond and along the stream corridors downstream of the pond, connecting different neighborhoods within the project. Other recreational facilities would include a small community-use building for project residents, located adjacent to the open space preserve, near the existing pond, which could be reserved for resident gatherings or association meetings. This amenity would have access to the trails system.

The project would also include installation of a private RV storage facility; construction of an internal street network (encroachment on Locust Road would be limited to the three locations shown on Figure 3.3: Site Plan); and utility and storm-drain improvements necessary to serve all lots. The RV storage unit would accommodate approximately 100 vehicles. It would be privately owned and maintained by the homeowner's association. The facility would be fenced, graveled, and screened with vegetation. Minimal lighting would be provided for security and safety purposes. The internal street network would be maintained by the County through establishment of a Permanent Road Division (as described in the *Shasta County General Plan*). An alternative wastewater line corridor is proposed within the PG&E property to the southwest of the residential development area. If constructed, the alternative wastewater line would eliminate the need for one of the two on-site proposed lift stations and approximately 1,350 feet of force main; the need would remain for one lift station and a force main leading to the treatment plant site. Both alternatives have been evaluated in the EIR, and both have been determined to be environmentally acceptable.

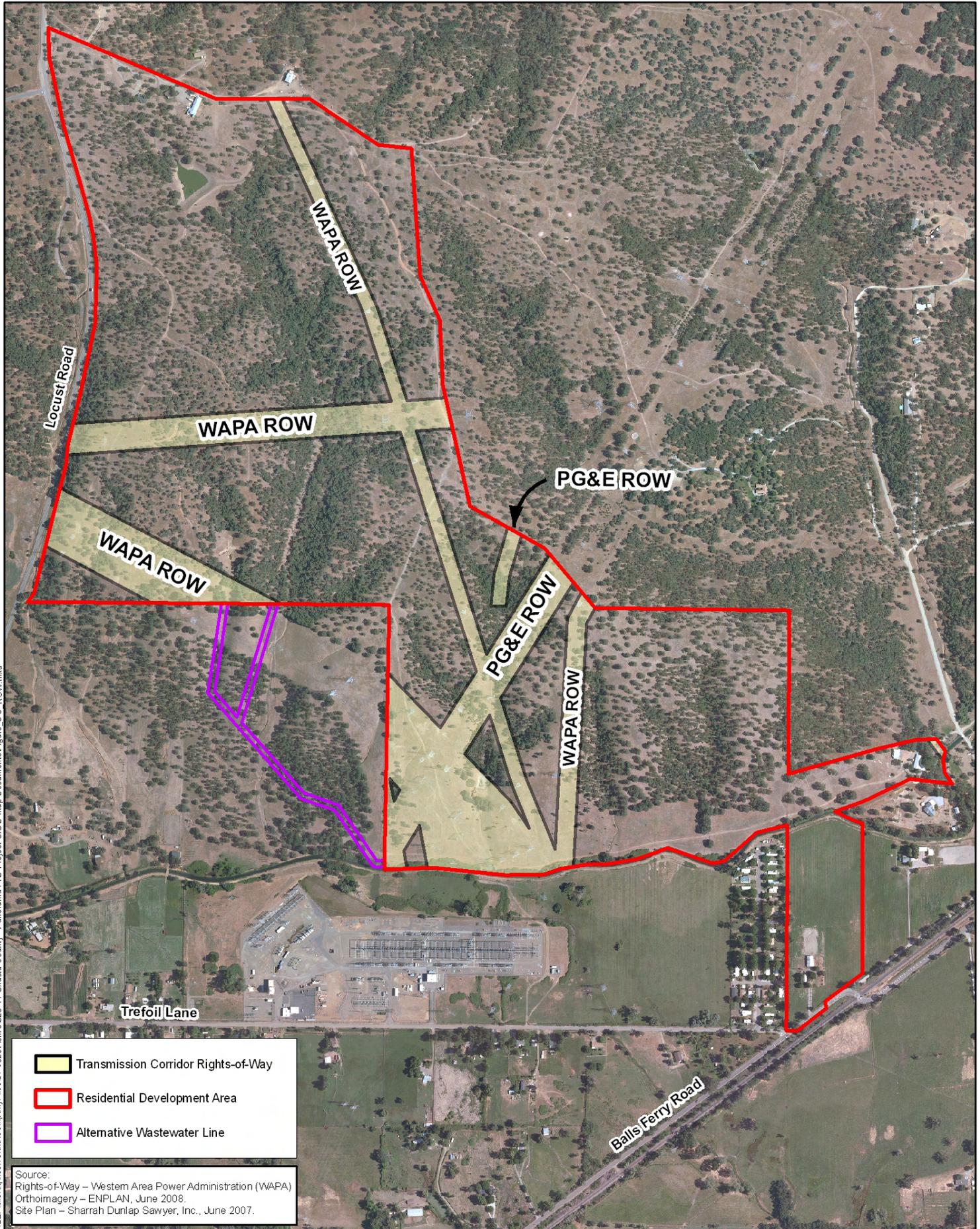
Non-illuminated entrance signs would be located at the intersections of Locust Road with Road "A," Road "E," and Road "D," and at the intersection of Balls Ferry Road with Road "X." The signs would be designed in accordance with existing Shasta County regulations.

3.4 REQUIRED PERMITS AND APPROVALS

Prior to development of the proposed project, a number of discretionary permits and approvals must be obtained from local and state agencies, as listed below. It is expected that all of these agencies will consider the data and analyses contained in this EIR when making their permit determinations.

PROJECT DESCRIPTION

This page intentionally left blank.



FILE: \\hiraqa\server\eriat\CompanyFiles\01-Jobs Active\020-41 Shasta County - Panorama\PA3-Project\GIS3-Map Documents\Figure 3-6 ROW.mxd

- Transmission Corridor Rights-of-Way
- Residential Development Area
- Alternative Wastewater Line

Source:
 Rights-of-Way – Western Area Power Administration (WAPA)
 Orthoimagery – ENPLAN, June 2008.
 Site Plan – Sharrah Dunlap Sawyer, Inc., June 2007.



Figure 3.6
Transmission Corridor Rights-of-Way

Feature and boundary locations depicted are approximate only. 08.06.09



PROJECT DESCRIPTION

This page intentionally left blank.

LOCAL PERMITS/APPROVALS

- Certification by Shasta County that the Final EIR has been completed in compliance with CEQA, and has been reviewed and considered by the decision-makers.
- Approval by Shasta County of the proposed General Plan amendment and rezoning.
- Approval by Shasta County of the proposed Tract Map and Planned Development.
- Approval by Shasta County and the Local Agency Formation Commission of the proposed annexation to County Service Area No. 17.
- Adoption of a Mitigation Monitoring and Reporting Program.
- Issuance of an encroachment permit by the Anderson-Cottonwood Irrigation District for the proposed road crossing over the ACID canal.
- Issuance of encroachment permits by Shasta County for road work or other improvements that may be constructed in local road rights-of way.
- Issuance of a grading permit by Shasta County.
- Approval by the Western Area Power Administration and/or Pacific Gas and Electric Company for work undertaken within utility rights-of-way.

STATE PERMITS/APPROVALS

- Issuance of encroachment permits by Caltrans for road work or other improvements that may be constructed in State road rights-of way.
- Issuance of a Streambed Alteration Agreement by the California Department of Fish and Game for work undertaken in or adjacent to streambeds.
- Issuance of Water Quality Certification, Waste Discharge Requirements, or a Waiver of Waste Discharge Requirements by the Regional Water Quality Control Board for work undertaken in or adjacent to streams, wetlands, or other waters of the state.
- Issuance of a “dewatering permit” by the Regional Water Quality Control Board should water need to be pumped from trenches to facilitate utility line construction or other below-ground work.
- Issuance of a General Construction Activity Storm Water Permit by the Regional Water Quality Control Board.

FEDERAL PERMITS/APPROVALS

In addition to obtaining the above permits/approvals, the project applicant would also be required to obtain a Department of the Army permit (commonly called a Section 404 permit) from the U.S. Army Corps of Engineers. However, issuance of the federal

permit/approval is independent of the CEQA process, and federal agencies are not identified as “responsible agencies” under CEQA.

3.5 PROJECT CONSTRUCTION

Construction activities would include grubbing/clearing of the project site, cut/fill and compaction of soils, installation of utilities (e.g., underground power, sewer, water, telephone, and storm drainage facilities), construction of proposed buildings, and the paving of approximately 42 acres of ground surface. The site is currently nearly undeveloped and being used for grazing purposes.

The site would be graded and compacted to predetermined levels to prepare for buildings and other improvements. Equipment used for construction would vary day-to-day depending on the activity, but would include scrapers/earthmovers, wheeled dozers, water trucks, forklifts, wheeled loaders, and/or motor graders. Specific types and number of construction equipment would be determined by the project contractor. Based on construction-staffing research, at the height of construction, approximately 66 construction workers would commute to the site on a daily basis (Tetra Tech EC, Inc., 2008). Construction workers would access the project site primarily via Locust Road and Balls Ferry Road.

Project development would be phased, lasting approximately ten years, as shown in Table 3.5.1. Phasing would be in general accordance with the Tentative Site Plans included on the Appendices Compact Disc: Tentative Site Plans. Table 3.5.1 also presents data with regard to the specific project phases and corresponding areas of disturbance. However, phasing plans are tentative, dependent upon receipt of agency authorizations and market conditions.

**Table 3.5.1
Project Construction Phasing and Corresponding Areas of Disturbance**

Phase	Full Occupancy	Estimated Construction Time	Total Home Sites	Total Acres	Disturbed Acres
1	2011	18	36	13.35	10.55
2	2012	12	59	15.18	13.52
3	2013	12	139	47.06	32.14
4	2014	12	59	63.12	47.29
5	2015	12	73	113.95	49.42
6	2016	12	16	18.62	7.23
7	2017	12	17	16.24	7.60
8	2019	12	31	19.94	11.05

Source: Tetra Tech EC, Inc., ENPLAN, Sharrah Dunlap Sawyer, Inc., and Shasta County, March 2008.

End of Section.