Letter 65 – Barbee and Brad Seiser (December 27, 2017)

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Barbee and Brad Seiser
10603 Northgate Drive
Palo Cedro, CA 96073
530-549-3532

Tierra Robles Draft EIR Public Comments (Hand Delivered and Emailed)
ATT: Kent Hector, Senior Planner, SC Resource Management, Planning Dept
(cc: Remy Moose and Manley)

Section 5.17 Utilities and Service Systems:

IMPACT 5.17-4 Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed. Significance: Potentially Significant Impact.

MOST IMPORTANT TO THE ANALYSIS OF THIS DEIR IS HOW DOES THE APPROVAL OF THE TIERRA ROBLES PLANNED DEVELOPMENT SET THE PRECEDENT FOR THE REZONING OF RURALLY ZONED PARCELS FOR FUTURE PLANNED DEVELOPMENTS, THAT RESULT IN SUBURBAN SPRAWL AND UNSUSTAINABLE WATER DEMANDS WITHIN THE BELLA VISTA WATER DISTRICT (BVWD) SERVICE BOUNDARIES.

CURRENTLY, BVWD HAS OUTSTANDING WILL SERVE COMMITMENTS TO SUPPLY WATER TO 707 PARCELS WITHIN THE DISTRICT. DOES BVWD KNOW HOW MUCH WATER DEMAND IS NEEDED FROM THESE ACTIVE WILL SERVE PARCELS? WHERE'S THAT WATER GOING TO COME FROM, PARTICULARLY IN THE 'NEW NORMAL' OF SINGLE AND MULTIPLE DROUGHT YEARS THAT RESULT IN SEVERE WATER ALLOCATION CUTBACKS FROM THE CENTRAL VALLEY PROJECT (CVP). 65-a

IS THE ANSWER TO ALL THESE CVP WATER ALLOCATION CUTBACKS MORE RESTRICTIONS TO EXISTING CUSTOMERS, OR DO WE STOP OR SCALE BACK SUBURBAN SPRAWL DEVELOPMENTS IN RURAL AREAS THAT HAVE FINITE WATER SUPPLY RESOURCES?

BEFORE THE PLANNING COMMISSION OR BOARD OF SUPERVISORS CAN APPROVE THIS OR ANY LARGE SUBURBAN DEVELOPMENT, THEY MUST RE-EXAMINE THE ASSUMPTIONS AND ESTIMATES THAT BVWD USED FOR DETERMINING THE AMOUNT OF WATER IT CAN EXPECT LONG TERM TO BE ALLOCATED TO THE DISTRICT BY THE CENTRAL VALLEY PROJECT IN RELATION TO THE GROWTH EXPECTED IN DEMAND FROM WITHIN THE DISTRICT FROM PLANNED DEVELOPMENT ZONES AND THE EAST REDDING INFILL AREAS. UNTIL THIS ANALYSIS IS COMPLETED THE COUNTY CANNOT RESPONSIBILY DETERMINE HOW MUCH PLANNED DEVELOPMENT WATER DEMAND CAN BE SUSTAINED INTO THE FUTURE.

Comment 1. In single and multiple drought years when the CVP cuts water allocations to the BVWD, the Developer or the Tierra Robles Community Services District *must provide water augmentation to the BVWD from the start of the project to total buildout of the project per the amended mitigation language 5.17-4b below*. Existing BVWD customers have successfully conserved and restricted water usage in response to recent and historical drought periods. The added water demand for this planned development will only exacerbate the finite resources of the BVWD, particularly in years when the CVP cuts water allocations.

The Amended MM 5.17-4b language below was adapted from the "Potential Mitigation language" proposed in Appendix 15.10 in Tully and Young's Water Demand Evaluation April 26, 2017 on Page 29. The DEIR version of MM 5.17-4b gives the Developer 'a sweet heart deal', where the Developer or Community Service District is off the hook to purchase water until "such time as BVWD has completed 3 full years of full CVP water allocation *after commencement of operations at the project site."*

The DEIR language is a bad deal for BVWD and its existing customers. For example, let's say 3 full years of full CVP water allocations begins in 2020, the same year the Developer begins construction, which is slated to last two years (end 2022). Then in the third year of full CVP allocations (2023), construction continues or maybe lot sales begin. Let's say that in the 4th year a single drought year occurs or it's the start of multiple drought years. What happens? The Developer is no longer required to purchase additional water to BVWD in the fourth year or thereafter and the 166-home buildout is 10-15 years down the road, leaving BVWD and its existing customers holding an empty water bucket for the life of the buildout! 65-b

Hence prior to any approval of any project, the Planning Commission and Board of Supervisors must adopt the Amended MM5.17-4b language below:

Amend MM 5.17- 4b to read as follows: "Concurrent with the formation of the Tierra Robles Community Services District, the project applicant shall provide to the Shasta County Department of Resource Management documentation demonstrating that the applicant has secured an Agreement with the BVWD to provide BVWD with adequate water supplies on an annual basis during identified shortage conditions in a quantity that represents a minimum of 100 percent (full) of the project's prior year water usage. Shortage conditions shall be defined to exist when BVWD has been notified by the USBR that it will receive less than 100 percent (full) allocation of its CVP water supplies for the coming delivery season, as that determination

has been announced by USBR as of April 15 of each year. THE AUGMENTING WATER SUPPLIES SHALL BE MADE AVAILABLE TO THE DISTRICT THROUGH THE AGREEMENT UNTIL THE DISTRICT HAS COMPLETED THREE YEARS OF FULL CVP WATER ALLOCATION *FOLLOWING BUILDOUT OF THE PROJECT*. For any shortage condition that occurs after three years of full CVP allocation, the project applicant shall no longer be required to provide BVWD with augmenting water supplies, but the project applicant shall then be fully subjected to the shortage provisions administered by BVWD to all its customers. The project applicant shall demonstrate that any water supply provided to BVWD under the Agreement satisfies all CEQA and NEPA compliance requirements, as well as any other permitting or regulatory approvals, as may be associated with a water supply identified in the Agreement." 65-b Cont.

Comment 2. The DEIR severely underestimates by nearly double the amount of water that will be taken from the finite resources of the Bella Vista Water District system. The DEIR erroneously estimates the total indoor and outdoor water demand for 166 homes at 80 Acre Feet (AF) per year, which extrapolates down to each 2.5-person home as 172 gallons per person per day (GPPD) or 430 gallons per home per day. The indoor usage alone is taken from the State's 55 gallons per person per day minimum requirements or 137.5 gallons per day per home.

Real-world water demand estimates should come from page 49 of Bella Vista Water District's Urban Water Management Plan Update 2015 (UWMPU) using actual 2015 water use data, which reflects the severe CVP water allocation cutbacks and an extreme customer conservation effort. 65-c

The UWMPU shows the actual water usage for the 2015 drought year, which excludes all agricultural water, at 335 GPPD. Each 2.5-person District home, will use 837 gallons per day. Extrapolating out, the actual yearly water demand for 166 Tierra Robles homes would be 156 AF, not the Draft EIR estimate of 80 AF.

The BVWD actual 335 GPPD is a conservative view on water demand and does not reflect UWMPU higher 5 and 10-year baseline studies showing a GPPD usage of 758 and 853 respectively and a 2020 target of 947.

Proposed Mitigation: Prior to approval by the Planning Commission and Board of Supervisor a new water demand analysis must be completed in conjunction with the Bella Vista Water District Engineer, based on actual rural residential demand data, so there is an accurate determination of water demand for this development at buildout. Based on these new projections new mitigation measures must be developed or enhanced.

Proposed Mitigation: The Developer and/or the Tierra Robles Community Services District will pay for the drilling of a new well in the south county water basin that ties into the BVWD system so the total water demand for the project is met and existing customers will not be impacted by the increased need for water in the District in Normal and single or multiple drought years. 65-c Cont.

Comment 3. While BVWD advises no problems in supplying surface water from the Central Valley Project (CVP) in Normal years, the District has had to impose drastic water restrictions during Single and Multiple Dry Years when CVP water allocations were severely cut back. Such cutbacks resulted in the District having to impose severe restrictions and conservation efforts on customers during the following 14 drought periods: 1990 to 1998, 2011 - 2012, 2012 – 2013; 2013 - 2014, 2014 –2015, and 2015 – 2016.

The DEIR references Table 5.17-4 (Single Year Droughts) and Table 5.17.5 (Multiple Year Droughts) from the District's Urban Water Management Plan Update 2015 (page 75) which show estimated water supply and demand data for future projections out to the year 2040. 65-d

All BVWD water projections for single year droughts out to the year 2040 show over a 6,000 Acre Feet shortage in water supply against demand.

Question:

If multiple drought years start as a single year drought, with a deficit in water supply against demand of over 6,000 AF, how can the second year of drought show a surplus against demand and again a surplus in the third year of a drought?

Comment 4. Bella Vista Water District acknowledges "major components of the District's water system are more than 50 years old and approaching the end of their design life." The Draft EIR fails to mention or mitigate fluctuating water pressures to existing customers throughout the Welsh pumping system that will only be exacerbated by a concentration of 166 new homes.

Proposed Mitigation: Before approving any project, the Planning Commission and Board of Supervisors must insist that BVWD (at the Developer's expense) complete a hydraulic study of the Welsh system to ensure that all pressure issues are identified and fully mitigated. 65-e

Section 5.17 Utilities and Service Systems (continued)

Impact 5.17-2 – Implementation of the proposed project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the

construction of which would cause significant environmental effects. Noted as Less Than Significant and No mitigation measures are required. 65-e Cont.

Comment 1. As noted above in Section 5.17-4 Comment 2, the DEIR erroneously estimates the total water demand for 166 homes at 80 Acre Feet (AF) per year for indoor and outdoor use. The indoor water usage estimates come from the State's 55 gallons per person per day data, which extrapolates to 137.5 gallons per home per day, based on a 2.5-person occupancy. The DEIR states that the Design Flow of the Wastewater treatment system is based on 200 gallons per day, per home.

As stated in Comment 2 above, actual water usage from the severe drought year of 2015 shows tremendously more water than 200 gallons coming into the home daily. If the DEIR misstates the amount of water each home will use for residential purposes, then all the design flow data used to plan for and size the onsite black and grey Wastewater Treatment and Dispersal system must also be flawed and could cause severe environmental impacts if not corrected. The DEIR system proposes five Orenco AXMax waste treatment modules to handle the black and grey wastewater coming in for treatment. From the site schematics of the system there does not appear to be a backup electrical generator to run the pumping system for the treatment modules and to draw the untreated effluent from the homes. 65-f

Also, the DEIR calls for the installation of the AXMax treatment modules with three modules in Phase I and one each in Phase 2 and Phase 3. The 2012 EIR process proposed for the development to tie into the Palo Cedro sewer system down on Deschutes Road. This plan was rejected; however, that sewer system was not going to be phased in, but fully built out at the start.

The 2016 DEIR plan for a phased buildout of the AXMax treatment modules is unacceptable and must be completed in its entirety before any site maps are recorded by the County. The Developer and The TR Community Services District must assume full responsibility for the technical operation and sustainability of the entire system! If this Developer disappears or goes bankrupt the County and its taxpayers should not have to assume the fiscal liability to finish the system.

Questions:

If the Design Flow data is underestimated at 200 gallons per day per home, how many additional AXMax treatment modules will be necessary to meet the demands of a 166-home subdivision with significantly more water flow per home?

If the design flow data is underestimated at 200 gallons per day per home, what will be the actual amount of treated effluent that will have to be dispersed to the roadway median landscape areas?

What is the total area in square feet for all the roadway median areas to accommodate all the treated effluent that must be dispersed?

In the winter rain season, how will fully soaked medians be able to absorb all the treated effluent? How and where will treated effluent be stored if it can't be disbursed? If it can't be absorbed in the medians, will the treated effluent make its way into the storm drains and where will it flow? 65-f Cont.

Since this rural area has a history of power outages, and no backup generators are present in the site plans, what is the plan for backup generators so that flow system will continue to operate should there be power outages of any duration?

Proposed Mitigations: Prior to approval by the Planning Commission and Board of Supervisors a new Wastewater Treatment design flow study must be completed using actual residential water data that is consistent with BVWD rural residential homes. Also, based on this revised study the entire Wastewater Treatment System will be resized as appropriate, including additional or enlarged effluent dispersal areas, or added storage facilities and a backup generator system.

DEIR Section 5.16 Traffic and Circulation

Impact 5.16-3 "Implementation of the proposed project may result in inadequate emergency access."

Comment 1. Under "Long Term Operation" this impact should read "non-existent" emergency access, not "inadequate emergency access". The Draft EIR states that No mitigation measures are required and that the impact would be less than significant. This could not be further from the truth. 65-g

The Draft EIR calls for northern terminus of Northgate Drive to intersect with the southerly terminus of Tierra Robles Lane to provide the project with a secondary emergency access road.

Northgate Drive is a Private Road and only the 28 homeowners on this road have legally recorded easements which only grants them use of Northgate Drive.

In the Executive Summary, page 2-6, "Site Access and Roadways" it states, "The southerly terminus of Tierra Robles Lane is at the northerly terminus of Northgate Drive, a road used for over 40 years as access to the southeast corner of the proposed project site. The proposed connection with Northgate Road (Drive) would be gated per County fire standards and used for reciprocal emergency access only." The parcel number containing the terminus of Tierra Robles Lane is APN-061-210-001.

County deed records for parcel APN #061-210-001 indicate there is no legally recorded easement for the subject property, by the current owner, Shasta Red LLC, nor the previous owners, Landmark Investment Group, RHS NorCal Investments LLC and UJB Investments LLC nor the previous owners, Chatham Family 1991 Trust and Harryette Chatham J-TR, nor the previous owners, Harryette and Gordon Chatman. 65-g Cont.

The only legal description for APN-061-210-001 is: "North One-Half of Lots 1 and 2 of the Northwest One-Quarter, Section 30, Township 32 North, Range 3 West, M.D.B &M." There is no recorded easement for access to the adjacent parcel that includes Northgate Drive in that or any other parcel description.

While there may be a history of Northgate Drive being used to move grazing cattle on and off the subject property and to allow access for bee farming, these were limited uses for agricultural purposes only and is not consistent with the purpose of a Planned Development. Again, no legally recorded easement exists.

Proposed Mitigation: The DEIR designation of Northgate Drive as an emergency access road must be removed from all current and future site maps and the developer must determine a new emergency access road, other than Northgate Drive.

Comment 2. The DEIR states on Page 5.16.1 "This section is based upon the *Tierra Robles Traffic Impact Study* (May 2015) and *Supplemental Traffic Impact Analysis* (August 2017) prepared by Omni-Means Engineering Solutions, **both included** as Appendix 15.9, TRAFFIC IMPACT STUDY."

Appendix 15.9 Traffic Impact Study only includes the May 2015 documents and does not include the Supplemental Traffic Impact Analysis of August 2017. The data in Section 5.16 shows some data from May 2015 and some from the inaccessible August 2017 data making it difficult, if not impossible to make complete, accurate assessments, evaluations, conclusions and mitigation proposals for this Section's Public Comments. 65-h

Proposed Mitigation: All assessments, evaluations, conclusions and mitigations contained in Section 5.16 Traffic and Circulation and Appendix 15.9 must be revised and updated to include the August 2017 Supplemental Analysis prior to any pre-approval consideration by the Planning Commission and the Board of Supervisors. 65-h Cont.

Comment 3. Traffic count errors are given for Intersection 8 Old Oregon Trail at Old Alturas Road. The AM traffic existing counts (151-113) are the same as Existing Plus (151-113). Also, the PM traffic existing counts (158-121) are the same as Existing Plus (158-121) counts.

Questions 65-i
What are the real numbers for traffic counts at Intersection 8 during all peak travel times? What are the revisions to all further analysis that are dependent on these traffic counts (Intersections 12, 18 and 13) in all of Section 5.16, e.g. change to LOS, Warrant, Safety Performance, etc?

Given this revised data, how are the proposed mitigations changed or what new mitigations are needed for Intersections 8, 12, 18 and 13?

Comment 4. The DEIR Appendix 15.9 (and presumably Section 5.16) uses older 5-year Collision data (2009-2013) from CHP's SWITRS system to generate data and assumptions about Safety Performance on studied road segments as compared with statewide averages for similar type roads, that ultimately led to DEIR mitigation proposals. The Supplemental Traffic Impact Analysis of August 2017 should have retrieved the 2014-2016 SWITRS Collision data and then created a new 5-year data set, 2012-2016, which has been available on the CHP SWITRS website (and downloaded by the undersigned upon enrollment into the CHP application). (Recently, it was announced that nationally there has been a 10% increase in fatalities, which is likely caused by distracted driving.)

More important the DEIR traffic methodology makes NO comment or analysis of how the expected Project increase in Average Daily Traffic (ADT) will impact rates and number of accidents for all road segments and intersections at full buildout. If a roadway already has a 38% higher rate of collisions than the state average, the DEIR does not address what the new rate and number of accidents would be given the increased ADT coming from the Project. There is no analysis of how this would affect proposed mitigations or new mitigations to lower the number and rates of accidents. 65-j

The DEIR fails to even mention the school zone for Foothill High School on the Deschutes Road segment from Boyle Road to SR 44.

Questions:

Using updated CHP Collision data (2012-2016), for all studied roads and intersections, what are the revised Collision rates and number of collisions projected from new ADT data at Project Plus and full buildout?

How do any proposed or new traffic mitigations prove they are effective in reducing the number and rates of collisions at full buildout of the development?

What is the Traffic Flow data for the intersection entrance at Foothill High School and how will the increased ADT on the Deschutes Road from Boyle to SR 44) affect the Safety Performance of that segment of roadway to ensure the safety of student pedestrians and bicyclists? 65-j Cont.

Proposed Mitigation: Completely revise and reassess the 5-year SWITRS Collision data using the years 2012-2016 for all studied road segments; Conduct a new Safety Performance assessment to determine which roadway segments are higher than the statewide average for similar roadways. Reconsider all the DEIR mitigations proposed or new mitigations that are needed based on the updated data. Ensure that the school zone of Foothill High School is studied and assessed for needed mitigations. This revised thorough analysis must be completed prior to any pre-approval consideration by the Planning Commission or Board of Supervisors.

Comment 5. Page 5.16-14 shows Table 5.16-6 EXISTING ROADWAY LEVEL OF SERVICE Source: Omni-Means Engineering Solutions. *Tierra Robles Traffic Impact Study*. **May 2015**.

Questions:
What is the data for this Table from the August 2017 Supplemental Analysis?
How does this data revise the analysis for all aspects of Boyle, Old Alturas and Deschutes Roads throughout Section 5.16? 65-k

How does this data revision change the proposed traffic mitigations or the need for new mitigations on all studied road segments and intersections? How are the Existing Plus conditions and 2035 Cumulative conditions changed?

Comment 6. While Section 5.16 and Appendix 15.9 provides much data for traffic counts and traffic delays at various intersections, projected trips on surrounding roads, average daily trips on various road segments, etc. NO vehicle speed data was measured for any of the listed road segments and the impact of speed on approaches to all the studied intersections is unknown. 65-l

For example, since no data exists, our personal experience of walking and driving on Boyle Road reveals two-way, peak A.M and P.M traffic speeds that mimic a racetrack as parents and

students travel to and from Cow Creek Elementary and Foothill High Schools and/or drive to work in Redding.

Questions:
What are the existing average road speeds for ALL road segments in all directions that have data for Average Daily Trips?

What are the existing average road speeds in both directions on Boyle Road during A.M. and P.M peak times?

With the inclusion of a speed analysis, what are the projections for Existing Plus and 2035 Cumulative conditions for all surrounding roadways, intersections, including LOS and Warrant Analysis. How are delay times affected?
How are currently proposed traffic mitigations impacted by speed data and how would they be modified or changed? What new traffic mitigations would be proposed to reflect this additional information? 65-l Cont.

Regarding the proposed mitigation of a four way stop sign at the Intersection 13 of Deschutes and Boyle Roads:

What are the existing average road speeds for through traffic in both directions on Deschutes Road at Intersection 13?

What is the impact of speed in the effectiveness and safety of this mitigation, particularly since this is an intersection where there is large curve on Deschutes just south of the intersection and a long steep hill just north of the intersection and a school zone going east towards Cow Creek Elementary School?

Given the new speed data analysis, what new traffic mitigation options would be appropriate and effective at Intersection 13?

Proposed Mitigation: Redo the Traffic Study to consider the impact of speed, which must be measured and assessed in compliance with accepted Caltrans standards, so that any proposed and new traffic mitigations are consistent with the analysis for all local roads and intersections studied in the DEIR. This revised thorough analysis must be completed prior to any pre-approval consideration by the Planning Commission or Board of Supervisors.

Comment 7. According to DEIR data there will be 1,774 added trips per day to surrounding roads and intersections. The Project Trip Distribution Map on page 5.16-16 shows Boyle Road will have 80% of new projected trips with 61% of trips going towards Old Alturas Road and 19% 65-m

going towards Deschutes Road. This indicates the Tierra Robles Entrance/Exit at Intersection 18 (Boyle Road and Project Road A) will have by far the highest volume of traffic entering and exiting the development versus the entrance/exit Intersection 3 at Old Alturas and Seven Lakes Roads.

The Boyle Road segment from Northgate Drive to October Lane is almost a straight stretch of road that passes this new Intersection 18. On this segment there are approximately 14 streets and driveways on the north side of Boyle and approximately 16 streets and driveways on the south side of Boyle. In either direction there are significant dips and rises in the sight lines on this stretch of road which can make visibility a challenge to see cars turning onto Boyle from side streets and driveways. It is not uncommon to see vehicles crossing the center line or almost driving off the edge of the road which has almost no shoulder at all.

Intersection 18 has not been evaluated to ensure safe turning into and out of the development so that Boyle through traffic is safely accommodated, particularly during peak A.M. and PM times. The DEIR only proposes a two-way stop sign mitigation for this congested, high speed intersection.

65-m Cont.

Questions:
At Intersection 18, what is the existing Boyle through traffic flow data in both directions that passes this proposed intersection during peak A.M. and P.M. timeframes?

At Intersection 18 what is the existing average speed of vehicles passing this proposed intersection during peak A.M. and P.M timeframes?

If 80% of the new added projected trips use this Intersection, how many cars will be entering or exiting the development during peak A.M. and P.M. timeframes?

What will be the delay times at this Intersection for Boyle through traffic in either direction due to traffic turning left into the development or turning left out of the Project during peak A.M. and P.M times?

How does the above data collected for traffic flow, delay and speed correlate to determine what mitigations are needed to ensure this intersection meets safety requirements for those vehicles turning into and out of the Project and those that are passing through this intersection during A.M. and P.M peak times?

How does this new data impact LOS Project Plus and 2035 Plus Project traffic conditions for this intersection and the entire road segment of Boyle Road?

Proposed Mitigation: To ensure safe, unimpeded through traffic on Boyle Road, use the Tierra Robles property frontage to adjust Boyle Road for the installation of a dedicated left turn lane into the development. For vehicles turning left out of the Project onto Boyle, install a left turn access lane that adds cars safely into the flow of Boyle through traffic. This revised thorough analysis must be completed prior to any pre-approval consideration by the Planning Commission or Board of Supervisors. 65-m Cont.

Comment 8. Under Project Trip Distribution -
According to the study, 20% of project traffic is expected to use Old Oregon Trail between Old Alturas Rd and SR 44, causing the ADT to change from 8031 to 8386. This increase leads to a recommended mitigation of installing a traffic signal/roundabout.

The study also shows that 15% of project traffic is expected to use Deschutes Rd between Boyle Rd and SR 44 causing the ADT to change from 8495 to 8761. This increase leads to a recommended mitigation of installing street name signs along Deschutes Rd. 65-n

Question:
Why does Old Oregon Trail, with an ADT of 8386 seem to have a need for a signal/roundabout at SR 44 and Deschutes Rd, with 8761 and an accident rate 38% above average (old 2009-2013 data) not need a signal/roundabout)?

Proposed Mitigation: Instead of the DEIR proposed street signs, install a signal or roundabout on Deschutes Road to handle the increased project ADT.

Additional Traffic Questions:

For all the proposed traffic mitigations, such as roundabouts, warning signs, two-way and four-way stop signs etc. what is the supporting simulation data that prove the proposed Draft EIR mitigations are effective at full buildout of the subdivision?

What increased maintenance timeframes and expenses can the County expect to incur because of the 1,774 daily added trips to surrounding roads, particularly Boyle Road, which is already being resurfaced on a year schedule a two-year schedule now? 65-o

Due to the increased rate of deterioration of local roads, caused by the Project's increase in Average Daily Traffic, what costs will be borne by the Developer or Tierra Robles residents, rather than existing tax payers, to repair and maintain these roads?

What is the analysis for a Board of Supervisor approved Mello Roos fee being considered for Tierra Robles homeowners to pay for increased maintenance costs for local road maintenance and other impacts to County services including Sheriff and Fire Services, Schools etc.?

Shasta County is already behind for already funded and approved 'on the books' roadway improvements, let alone any new traffic mitigations for this development.
What assurances and guarantees do East County residents have that the County and Developer will buildout the mitigations described in a Final Draft EIR prior to the selling of any parcels? 65-o Cont.

Proposed Mitigation: Before any site maps are recorded by the County all traffic mitigation plans and solutions must be built out and fully operational.

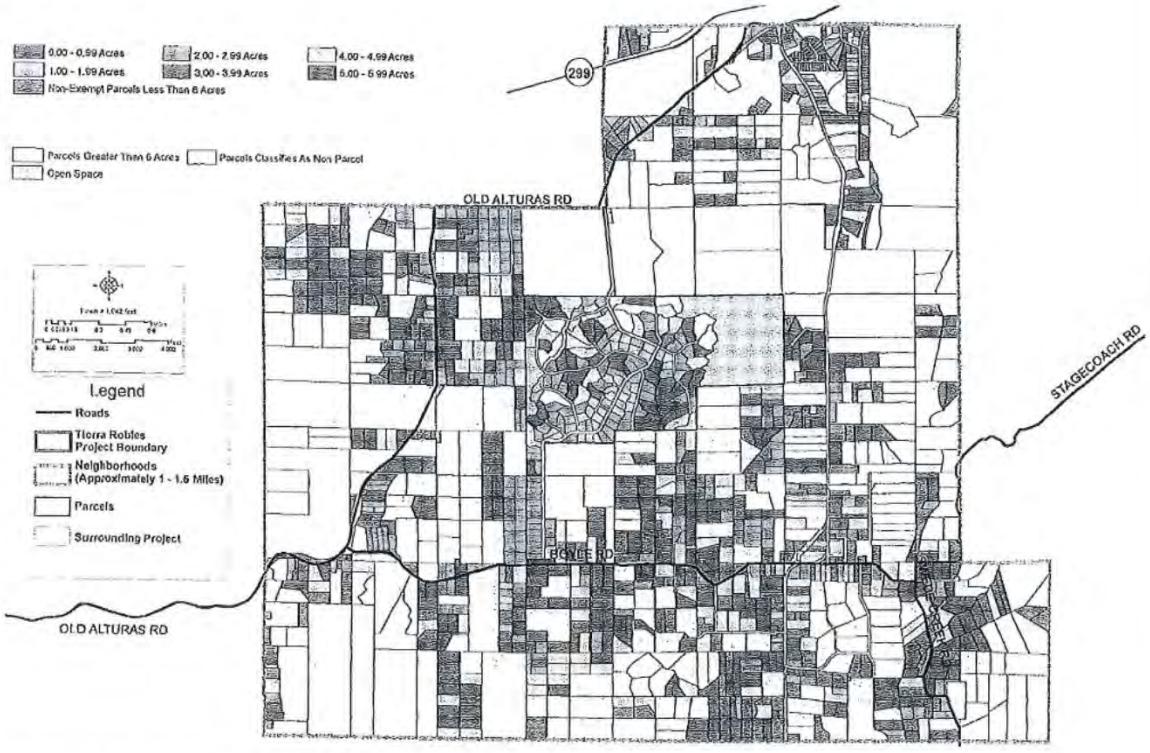
Regarding the Proposed Zone Amendment Z10-002, Tract Map 1996, SCH No. 2012102051

Comment 1. Page 2-6 of the Executive Summary under "Rural Residential Parcels" states "the proposed project would include 166 single family residential parcels ranging from 1.38 acres to 6.81 acres in size on approximately 471.92 Acres...for development in six phases". The DEIR proves that proposed distribution of lot sizes does not meet General Plan and Zoning requirements that development be consistent with existing parcel sizes and zoning and fitting in with the rural/agricultural character of the surrounding area. The analysis below proves Tierra Robles is an example of a suburban planned development dumped in the middle of a rural residential area! 65-p

In Sec. 5.10.12, the DEIR states, "Although the proposed project would alter current conditions on the site, the proposed project would be compatible in density with the surrounding existing uses." It goes on to say that the rezone would not change the rural character of the area but later contradicts and states it will change to "semi-rural."

A zoning amendment for a Planned Development should not be granted because the number of parcels, acreage sizes and percentages of parcels in each acreage size do not meet the standard to fit with the area's existing zoning and parcel sizes which would be against the County General Plan and Zoning Regulations.

The DEIR uses the Composite Parcel Size Map, Section 5.10-1 to show the land area parcel sizes that are 1 to 1.5 miles surrounding the proposed development. By counting the number of mapped parcels in each acreage category, a percentage in each category can be determined and then compared to the Development's percentage of homes to be built in each acreage category, which shows there is no correlation of this Development to the surrounding rural community.



SOURCE: Tierra Robles Project, Shasta County Public Data, Lehmann and Associates

N.T.S.

TIERRA ROBLES PLANNED DEVELOPMENT • EIR

Composite Parcel Map

Figure 5.10-1

65-p
Cont.

TIERRA ROBLES PLANNED DEVELOPMENT
ZONE AMENDMENT Z10-002
TRACT MAP 1996
SCH NO. 2012102051

SUBDIVISION DEVELOPMENT SUMMARY

As shown below in Table 3-4, PROJECT ACREAGE AND LOTTING SUMMARY, site development would include the following principle components (refer to Figure 3-6, PROPOSED TENTATIVE MAP). Also, refer to Appendix 15.2, TIERRA ROBLES COMMUNITY SERVICES DISTRICT.

Rural Residential Parcels

The proposed project would include 166 single-family residential parcels ranging from 1.38 acres to 6.81 acres in size on approximately 471.92 acres (total residential parcel area). Depending on overall market conditions at the time of project implementation, the new residential parcels would be developed in six phases that are roughly equal in size as noted in Table 3-5, PROJECT PHASING and Figure 3-7, PROJECT PHASING. Residential lots are generally grouped in size clusters as shown on Figure 3-6. Although the actual size of the homes would vary, an average residence would be approximately 3,550 square feet with an average of 3.5 bedrooms (refer to Table 3-4, PROJECT ACREAGE AND LOTTING SUMMARY, below). Although every approved residential lot would be entitled to an accessory dwelling unit pursuant to Government Code §65852.2, it is assumed that approximately 9 percent, or 15 lots would have secondary units based on historical County trends[1]. Accessory dwelling units could be constructed within the established residential development envelope up to a maximum 1,200 square feet.

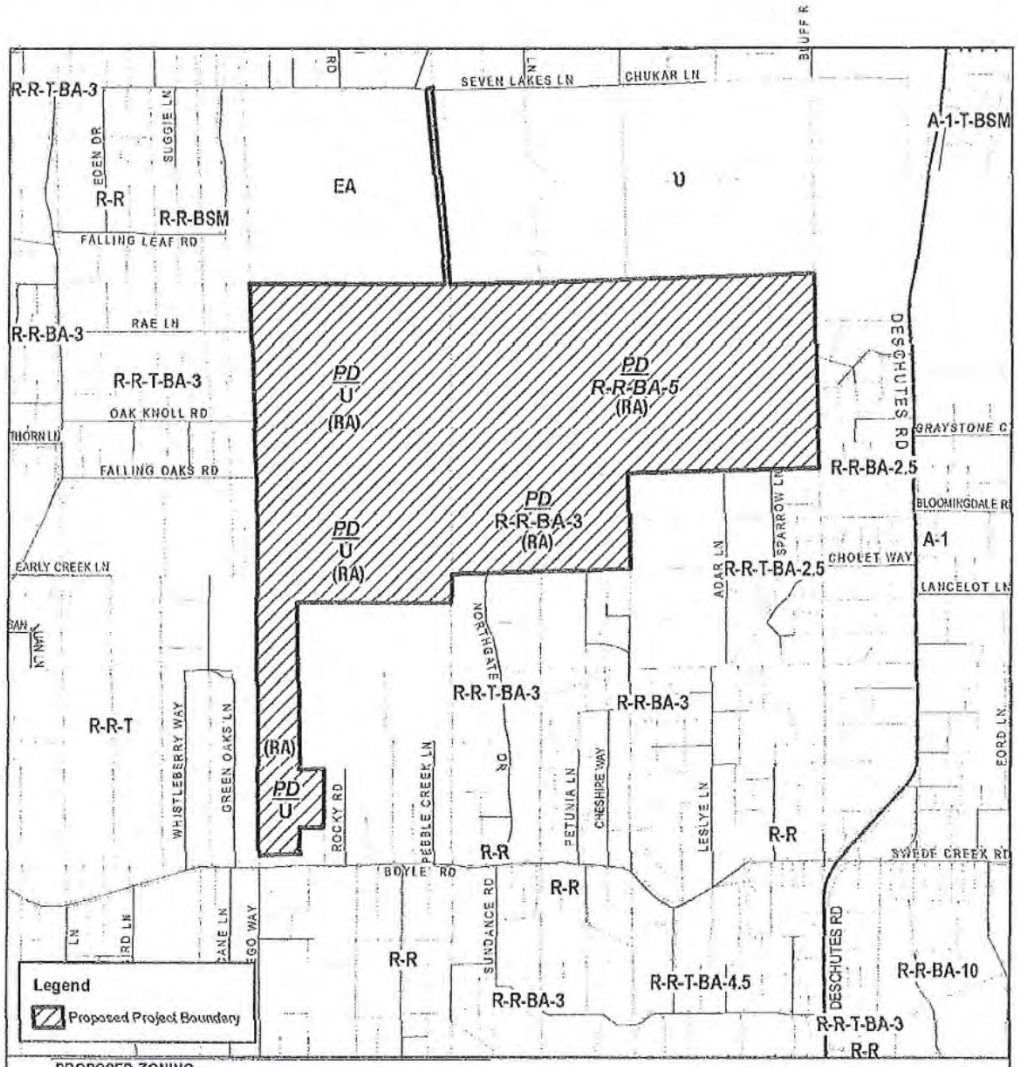
Table 3-4
PROJECT ACREAGE AND LOTTING SUMMARY

Land Use	Acreage	Description
Rural Residential	1.00-1.99 acres	45 residential lots
	2.00-2.99 acres	65 residential lots
	3.00-3.99 acres	25 residential lots
	4.00-4.99 acres	16 residential lots
	5.00-4.99 acres	10 residential lots
	6.00+ acres	5 residential lots
Total	***471.92 acres***	***166 residential lots***
Roadway Right-of-Way (Internal)	46.48 acres	15 Roadway Segments
Roadway Right of-Way (Offsite)	5.23 acres	North Connection to Old Alturas Road
Secondary Disposal Area	4.36 acres	Lot No. 73
Bridges	N/A	2 Crossings of Clough Creek
Six Open Space Parcels	154.90 acres	1 open space lot – east
	7.08 acres	1 open space lot – north west
	14.58 acres	1 open space lot – south
	2.62 acres	1 open space lot – north center
	3.05 acres	1 open space lot – north center
	8.45 acres	1 open space lot – along Clough Creek
Total	***192.68 acres***	
TOTAL PROPOSED PROJECT	720.67 acres	

Source: S2 ~ J2 Engineering. December 2016.

65-q

[1] In an effort to estimate the number of potential accessory dwelling units (ADU) that could be built based on a 166-unit single-family subdivision in unincorporated Shasta County, data compiled as part of the County's 2009-2014 Housing Element (Appendix B-Residential Land Inventory) and the County's Draft Housing Element (Appendix B-Residential Land Inventory) was utilized. Based on the "units built" as reported in these documents the following can be derived: 2007-2009, 79 ADUs constructed out of a total 664 units constructed Countywide; 2014-2016, 11 ADUs constructed out of a total 356 units constructed Countywide. As a result, an 8.8% ADU assumption (rounded to 9%) totaling 15 ADUs could be reasonably assumed for the proposed project based on the available historical data presented within the above noted documents.



PROPOSED ZONING			
PD	Planned Development		
EXISTING COUNTY ZONING			
A-1	Limited Agriculture	R-R-BA-3	Rural Residential 3-acre minimum
A-1-T	Limited Agriculture with Mobile Home	R-R-BA-5	Rural Residential 5-acre minimum
A-1-T-BSM	Limited Agriculture with Mobile Home and minimum	R-R-BSM	Rural Residential with minimum lot area is area of individual lot
EA	Exclusive Agriculture	R-R-T	Rural Residential with Mobile Home
F-1	Desingated Floodway	R-R-T-BA-2.5	Rural Residential with Mobile Home 2.5-acre minimum
R-R	*Rural Residential*	R-R-T-BA-3	*Rural Residential with Mobile Home 3-acre minimum*
R-R-BA-10	Rural Residential 10-acre minimum	R-R-T-BA-4.5	Rural Residential with Mobile Home 4.5-acre minimum
R-R-BA-2.5	Rural Residential 2.5-acre minimum	U	Unclassified

Existing General Plan: Rural Residential (RA)

SOURCE: Shasta County GIS 2012 (parcels, zoning)

N.T.S.

TIERRA ROBLES PLANNED DEVELOPMENT • EIR

Existing General Plan and Zoning

Figure 3-5

65-q Cont.

category, which shows there is no correlation of this Development to the surrounding rural community.

The chart below combines and compares Table 3-4 "Project Acreage and Lotting Summary" on page 3-16 of the Subdivision Development Summary to the number and percentage of parcel acreages from the Composite Parcel Map Figure 5.10-1:

Acreage	Lotting Description	% Parcels	# of Surrounding Parcels**	% of Surrounding
0 - .99 ac	0	0	46	5%
1.00 – 1.99 ac	45 Homes	27%	48	5%
2.00 – 2.99ac	65 Homes	39%	155	17%
3.00 – 3.99 ac	25 Homes	15%	137	15%
4.00 – 4.99 ac	16 Homes	10%	117	13%
5.00 – 5.99 ac	10 Homes	6%	128	14%
6.0+ ac	5 Homes	3%	293	32%
Totals	166 Homes		924 Parcels	

** Non-Exempt Parcels less than 6 acres - 273 - not included in the above surrounding percent calculations since the exact acreage is unknown, other than less than 6 acres.

65-q Cont.

Proposed Mitigation: Since the above chart shows that the proposed zoning amendment change for a Planned Development is not consistent with the existing parcel zoning in the surrounding area, the following Alternative Plan shall be adopted: The Developer shall be required to convert the proposed 471.92 usable acres to a number of lot parcels that mimic the exact percentages of the surrounding parcels as depicted in Composite Parcel Map Figure 5.10-1, *with the exception of parcel sizes that fall below 2 acres* since the rural residential zoning require one dwelling per 2 acre minimums. If not, then the Developer should not be granted a zoning amendment for a Planned Development.

The Formation of the Tierra Robles Community Services District (TRCSD):

Comment 1. The formation of the Tierra Robles Community Services District (TRCSD) promotes an entity that is overtasked, underfunded and lacking in ANY enforcement powers to ensure compliance by builders, homeowners, waste treatment operators, etc.

65-r

This proposed entity can be likened to an 'oversized' Home Owner's Association that lacks the technical expertise, and long term financial sustainability to deliver on the proposed Mitigations related to the Waste Treatment facilities, all the management and oversight of the RMA's, establishment and sustainability of all the required off-site biological areas in perpetuity. The notion that 166 homes can pay for all the required services and mitigations is preposterous.

CSD. What will happen to this project and CSD if there is another economic downturn and the Developer lacks the financial staying power to ride it out.

While the County's Resource Management Department and Shasta LAFCO may be willing to oversee the buildout of the project and the formation and running of the CSD, how can they responsibly deliver on new activities when they are having challenges delivering on their current workloads and responsibilities.

The last thing this County needs, given its limited financial resources, is to get back the responsibilities for running and financing the mandated activities of the TRCSD. To that end, the DEIR present no documentation or analysis to show the financial integrity and sustainability of this Developer to meet the required budgeted costs associated with the operation of this CSD, particularly when buildout is expected to take place over 10-15 years and a budget which apparently is at the effect of home buyers to pay on a yearly basis. 65-r Cont.

Most CSD's in California do not have any powers to enforce anything. There is no mention of enforcement powers and it seems this is a toothless entity.

Proposed Mitigation Before any approval by the Planning Commission and Board of Supervisors or Shasta LAFCO, there shall be a mechanism in place to ensure that the TRCSD has enforcement powers to function in a sustainable way regarding it's programmatic and financial relationship to builders, homeowners, etc.

Comment 2. Regarding the proposed mitigation for a TRCSD purchase agreement of water in single and multiple drought years, there does not appear to be a line item for this purchase in this budget, except for landscaping watering which does not appear to be related to this contingency water purchase.

Questions:
How will the TRCSD pay for the cost of the drought contingency water agreement? Will the cost of this contingency water purchase be a cost absorbed by the Developer or is the plan to bill homebuyers? Where does this accounting appear in the proposed budget? 65-s

How does the TRCSD propose to enforce any of the CC&Rs or the collection of the requisite annual fees that the TRCSD needs to finance its activities and responsibilities?

Where in the DEIR is the financial analysis of the financial condition, viability and sustainability of Shasta Red LLC? What is the mechanism for the County to ensure that all the required mitigations that will be part of the final EIR are to be delivered upon by the Developer or TRCSD, regardless of how lot sales proceed?

Proposed Mitigation: Before any approval by the Planning Commission and Board of Supervisors or Shasta LAFCO, Shasta Red LLC must submit to a financial stress test that ensures they have the financial sustainability to see this project through total buildout and the full capitalization of all final Mitigations and responsibilities for the TRCSD. 65-s Cont.

Section 5.4 Biological Resources

MM 5.4-1e Potential Impacts to the Red Bluff Dwarf Rush:

Comment 1. There is approximately a quarter acre population of Red Bluff Dwarf Rush and while the DEIR states there will be no development within the RMAs of approximately 13 lots, 60-69 or 77-79 the proposed road alignment is currently not designed to maintain the minimum buffer of 100 feet. The mapped population of Red Bluff Dwarf Rush occurs in or adjacent to the roadway right of way and thus would have a significant adverse effect. 65-t

Proposed Mitigation: Looking at the Figure 3 on page 22 of the Appendices 15.4 - ALL road development must be moved outside the buffer area for the Dwarf Rush. Ensure that no run off from the road or from the parcels adjacent to the Dwarf Rush area drain into the drainage where the plant is found.

Comment 2. The rare plant surveys should be done at the proper time of year and in a year when there are proper hydrologic regimes present since most of the species we're looking at are wetland dependent. The study was completed in 2016 and was not a very good year as the that water year was dry. Spring of 2017 was quite wet and would have been the proper time to conduct the surveys. Surveys done 2015 or earlier are probably not very reliable. Also, the hydrologic conditions in the winter of 2016 to 2017 was substantially different than that of 2010 when the original work was done. 65-u

Proposed Mitigation: Repeat all the rare plant surveys at the proper time of year to identify all the species that were identified in the table of potentially significant species, pages 5.4-20 to 24.

Comment 3. An Army Corp of Engineer verification of wetlands is valid for only a five-year period. Information about the current verification is as follows: **Chatham Ranch Wetlands Delineation Addendum** May 2011 **Introduction -** On September 25, 2009 Wildland Resource 65-v

Managers (WRM) submitted a wetlands delineation for Chatham Ranch (SPK-2008-00428) to the Army Corp of Engineers for verification. Subsequent to that submittal, on March 30 and 31st of 2010 a field visit was conducted my Mr. Josh Emory of the Corp and Steve Kerns of WRM for the purpose of verifying the accuracy of the delineation mapping. 65-v Cont.

Proposed Mitigation: The Developer must request a current wetland delineation and resubmittal to the Army Corps of Engineers for verification because the verification of the previous wetland delineation is more than five years old.

Comment 3. The Elderberry clusters is the habitat for the long horn bettle (VELB). This species is still Federally listed and thus has the protection of the Federal Endangered Species Act and the California Endangered Species Act. The clusters of Elderberry's that were found on the site should be given protection, not just from clearing of shrubs around them, but in permanent protection of the species in perpetuity. 65-w

Comment 4. *Oak Woodland*. Approximately 88 percent of the project site supports an oak woodland. TRCSD Oak Management Plan - The plan implementation will provide for a variety of things including the maintenance of Oak Woodlands to reduce fire hazards. 65-x

Question:
How will that be accomplished? Will that involve the removal of shrubs, trees or other vegetation? If so, where, when and what will the ultimate effect be on native vegetation?

Thank you for your attention to all these issues and concerns. We look forward to your revised final EIR. 65-y

Sincerely yours,

Brad and Barbee Seiser 12/27/17

Response to Letter 65 – Barbee and Brad Seiser

Response 65-a: The commenter raises concerns regarding Bella Vista Water District's (BVWD) ability to supply water to the proposed project and the precedent that will be set by approving the subdivision of the rurally zoned parcels.

Regarding the rezoning of the proposed project site, the commenter is referred to ***Master Response-2***. Regarding water supply, the commenter is referred to ***Master Response-3***. Regarding a precedent setting action, the commenter is referred to page 6-6 of Section 6.0, GROWTH INDUCING IMPACTS, which analyzed and found that the proposed project does not provide any precedent setting actions that, if approved, would specifically allow or encourage other projects and resultant growth to occur. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-b: The commenter expresses concern regarding water supply and the proposed project's water demands. The commenter requests that Mitigation Measure (MM) 5.17-4b be amended to better align with Appendix 15.10, WATER DEMAND EVALUATION.

Please refer to ***Master Response-3*** and preceding ***Responses 7-a*** through ***7-p***. As discussed in ***Master Response-3*** and detailed in Appendix 15.10, WATER DEMAND EVALUATION, of the Draft EIR, the proposed project's water demand is estimated by separately determining indoor and outdoor use factors for each parcel. Indoor estimates are based upon an assumed average daily per-capita use of 55 gallons for each day of the year. With an average occupancy of 2.5 people, each home would be estimated to use 137.5 gallons per day, or nearly 51,000 gallons per year. The use of 55 gallons per-capita per day (gpcd) complies with the California Water Code §10608.20(b)(2)(A) which directs this value to be used for estimating residential indoor uses.

As most recently codified, the California Water Code has amended the residential indoor standard to drop below 55 gpcd. The new statutory requirements reduce the average value to 52.5 gpcd as of 2025, and potentially to 50 gpcd as of 2030, as required by California Water Code §10609.4(a), chaptered on May 31, 2018. Each reduction in average indoor gpcd below 55 could be superseded by a greater value, if such is jointly recommended to the Legislature by the Department of Water Resources (DWR) and the State Water Resources Control Board (SWRCB). However, it is unlikely that such a joint DWR/SWRCB recommendation would exceed the 55 gpcd standard used in the Project's demand analysis. Rather, is possible that, even given currently available residential water use fixtures and appliances, indoor per-capita demands could be even lower than those estimated using 55 gpcd.

As discussed above, Mitigation Measure (MM) 5.17-4b is intended to address shortage conditions for the project. Mitigation Measure (MM) 5.17-4b states "…the project applicant shall provide to the Shasta County Department of Resource Management documentation demonstrating *that the applicant has secured an Agreement* with BVWD to provide BVWD with adequate water supplies on an annual basis during identified shortage conditions in a quantity that represents a minimum of

90 percent of the project's prior year water usage." [*emphasis added*]. Existing shortage conditions due to a variety of conditions affecting CVP supplies will continue as noted. Once reaching full demand for a specific period (see Mitigation Measure (MM) 5.17-4b), the future homeowners at the proposed project will also be subject to the same shortages faced by existing customers. But, due to the structure of BVWD's CVP contract, the demands of the proposed project will not exacerbate the shortage conditions faced by existing users. The magnitude and frequency of CVP shortages on existing customers will be the same with or without the additional demands of the proposed project. As noted in Mitigation Measure (MM) 5.17-4b, the applicant must enter into an agreement that is acceptable to BVWD, and therefore, assumes that BVWD would require various assurances regarding availability and reliability of the temporary supply, and financing prior to approving any agreement for temporary water supplies. Mitigation Measure (MM) 5.17-4b ensures that actual physical development does not occur until such time as there is adequate water to serve it.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-c: The commenter expresses concern regarding the calculations for water demand and states that they underestimate this demand, referring to page 49 of the BVWD Urban Water Management Plan Update 2015. The commenter requests new mitigation measures requiring a new water demand analysis and requiring the drilling of a new well in the south county water basin that ties into the BVWD system.

Please refer to ***Master Response-3*** and preceding ***Responses 7-a*** through ***7-p***. The Urban Water Management Plan (UWMP) Act requires an urban purveyor to reduce its overall per-capita water use by some amount by 2020. BVWD has committed to reducing the overall per-capita water use by 20% from 2013 averages. This target per-capita value is derived by dividing the total "gross water" use (as defined by the California Water Code) by the total population served. Thus, the average per-capita use incorporates all customer uses within BVWD, including commercial, residential, rural, agricultural (as this customer type also receives municipally treated water), industrial, parks, and any other specific BVWD customer classification. Estimating water demands for a new customer, such as the residential indoor and limited-landscape outdoor demands associated with the proposed project, are based upon other methods as articulated in Appendix 15-10, WATER DEMAND EVALUATION, of the Draft EIR. The new customer demands, and associated population, will be included in future determinations of the overall BVWD average per-capita use. The fact that they will be lower than average may help BVWD achieve its overall 20% average per-capita use reduction target.

Furthermore, as most recently codified, the California Water Code has amended the residential indoor standard to drop below 55 gallons per-capita per day (gpcd). The new statutory requirements reduce the average value to 52.5 gpcd as of 2025, and potentially to 50 gpcd as of 2030, as required by California Water Code §10609.4(a), chaptered on May 31, 2018. In addition, these values may be reduced further based on studies and investigations, and as recommended by the SWRCB in coordination with the DWR. These reductions are required by California Water Code §10609.4(a),

chaptered on May 31, 2018. Each reduction in average indoor gpcd below 55 could be superseded by a greater value, if such is jointly recommended to the Legislature by the Department of Water Resources (DWR) and the State Water Resources Control Board (SWRCB). However, it is unlikely that such a joint DWR/SWRCB recommendation would exceed the 55 gpcd standard used in the project's demand analysis. Rather, it is possible that available residential water use fixtures and appliances will result in indoor per-capita demands that are even lower than those estimated using 55 gpcd. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-d: The commenter questions the water supply during multiple-dry years when a single dry year has a deficit in water supply by 6,000 acre-feet.

Please refer to ***Master Response-3, Responses 7-a*** through ***7-p***. Mitigation Measure (MM) 5.17-4b is intended to address shortage conditions for the project. Once reaching full demand for a specific period (see MM 5.17-4b), the future homeowners at the proposed project will also be subject to the same shortages faced by existing customers. But, due to the structure of BVWD's CVP contract, the demands of the proposed project will not exacerbate the shortage conditions faced by existing users. The magnitude and frequency of CVP shortages on existing customers will be the same with or without the additional demands of the proposed project. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-e: The commenter states that the Draft EIR does not analyze and/or mitigate for fluctuating water pressure to existing residences and recommends that a mitigation measure be added to require a complete hydraulic study of the Welsh system to ensure that all pressure issues are identified and fully mitigated.

Please refer to ***Master Response-3*** and preceding ***Responses 7-a*** through ***7-p***, and ***17-g***. The project applicant and the County will work with BVWD to provide the details needed to satisfy necessary BVWD infrastructure improvements and service requirements prior to BVWD initiating any potable water service. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-f: The commenter restates concerns regarding the water demand calculations as well as concerns that the County and its taxpayers will ultimately assume the fiscal liability to finish the wastewater treatment system. The commenter also questions the number of AXMax treatment modules needed to meet demand if the design flow data is underestimated, the total area needed to fully accommodate the treated effluent, what happens when soils are already saturated during the rainy season, and what happens with the flow system when power outages occur and no generator is present. Finally, the commenter requests additional mitigation measures be incorporated to require added storage facilities and backup generators as well as a new design flow study.

Regarding water demand, please refer to ***Master Response-3*** and preceding ***Responses 7-a*** through ***7-p***. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Regarding fiscal liability, State *CEQA Guidelines* §15358(b) state that effects analyzed under CEQA must be related to a physical change in the environment. Therefore, it is not appropriate for discussion in the Draft EIR. In addition, State *CEQA Guidelines* §15064 (d)(3) states, "An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable." It is speculative to assume that the developer would not develop the project site and that the Tierra Robles Community Service District (TRCSD) would not be put in fully funded and functional. CEQA analysis is limited to what is known or reasonably foreseeable, therefore, this speculation is not a part of the analysis included in the Draft EIR.

Regarding the wastewater treatment facility, please refer to ***Master Response-5*** and preceding responses under ***Response 13-d, 36-a, 43-d,*** and ***53-f***. Section 3.0, PROJECT DESCRIPTION, subheading "Wastewater" beginning on page 3-22 of the Draft EIR provides a detailed description of the wastewater system and facility. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-g: The commenter expresses concern regarding project property access, specifically the redundant emergency access on Northgate Drive, a private road that does not provide legally recorded easements to access the project site. The commenter requests that all current and future site maps remove Northgate Drive as an emergency access and determine a new emergency access road. Since preparation and circulation of the Draft EIR the proposed Northgate Drive emergency access has been omitted from the proposed project. No further response is necessary.

Response 65-h: The commenter states that Appendix 15.9, TRAFFIC IMPACT STUDY, only includes the May 2015 documents and does not include the supplemental Traffic Impact Analysis of August 2017. The commenter requests that the August 2017 data be made available to the public in order to provide a thorough record for review.

Please refer to ***Master Response-1*** regarding the availability of the Draft EIR and technical appendices for public review and comment. The 2017 Traffic Impact Study update was available to the public at the time of the release of the Draft EIR at public locations as required by law. Availability of 2017 Traffic Impact Analysis Update was also made available electronically.

With respect to the 2017 traffic data, the purpose of the 2017 Traffic Impact Study update was to add the trips associated with secondary units that may be built in the project and to add the impacts to those already studied. The Draft EIR incorporates the 2017 data for potential secondary units and provides adequate mitigation as necessary. Section 5.16, TRAFFIC AND CIRCULATION, is based upon the Tierra Robles Traffic Impact Study (May 2015) and Supplemental Traffic Impact Analysis (August

2017) prepared by Omni-Means Engineering Solutions. Both studies are included as Appendix 15.9, TRAFFIC IMPACT STUDY. All traffic impacts associated with the project have been appropriately analyzed. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR, including figures, is necessary.

Response 65-i: The commenter questions the traffic counts at Old Oregon Trail and Old Alturas Road (Intersection #8). The commenter states that the existing and existing plus project AM and PM traffic numbers are the same. The commenter requests that these traffic counts be revised and analysis be completed to determine if changes in impacts and mitigation measures are required.

Please refer to preceding ***Response 48-n***. It is true that the modeling includes the same numbers for the northbound and southbound through lanes. It is also true that the trips are also the same numbers for southbound right turn, east bound left turn, east bound right turn and northbound left turn in both described conditions for AM – leaving six turning movements at Old Oregon Trail and Old Alturas Road (Intersection #8) with differing numbers. In the PM the same trip numbers are used for northbound left turn, southbound left turn, the southbound through lane and eastbound left turn – leaving eight turning movements at Intersection No. 8 with differing trip numbers. It is not a mistake or error to have duplicate trip assignments for various modeling scenarios.

Section 5.16, TRAFFIC AND CIRCULATION, and Appendix 15.9, TRAFFIC IMPACT STUDY, of the draft EIR provide analysis of the proposed project on traffic and circulation. As discussed in Section 5.16.5, TRIP GENERATION AND DISTRIBUTION, project trip generation was estimated utilizing trip generation rates contained in the Institute of Transportation Engineers (ITE) Publication *Trip Generation Manual (Ninth Edition)*. Single Family Detached Housing (ITE Code 210) has been used to estimate the trip generation for the proposed project. Table 5.16-8, PROJECT TRIP GENERATION, on page 5.16-15 of the Draft EIR, provides a summary of the land use and quantities (i.e., units) for the proposed project, along with corresponding ITE land use codes from which trip generation characteristics were established and analyzed. As discussed in Section 5.16.3, METHODOLOGY AND GUIDELINES, intersection LOS is calculated for all control types using the *Synchro 8* software by Trafficware, implementing the methods documented in the HCM 2010. For signalized intersections and all-way-stop-controlled (AWSC) intersections, the intersection delays and LOS are average values for all intersection movements. For two-way-stop-controlled (TWSC) intersections, the intersection delay and LOS is representative of those for the worst-case movement.

Based on the above trip generation models and trip distribution models, the traffic numbers at the intersection of Old Alturas Road and Old Oregon Trail differ. While some movements at the intersection remain the same between existing and existing plus project scenarios, other movements differ. The traffic volumes on Old Alturas Road increase in the AM peak hour heading away from the project site, while they increase in the PM peak hour heading toward the project site on Old Alturas Road. Similarly, traffic movements from Old Oregon Trail onto Old Alturas Road head towards the project site increase as well. The traffic volumes that the commenter

refers to are the through movements on Old Oregon Trail, and thus are not affected by the proposed project.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR, including figures, is necessary.

Response 65-j: The commenter states that the 2017 Traffic Study Update should have analyzed the 2014-2016 CHP SWITRS collisions data and thus created a new data set for 2012-2016, rather than rely on old collision data. The commenter also states that the Draft EIR does not analyze how the increase in average daily trips (ADT) from the proposed project will impact rates and number of accidents on the local roadways. The commenter requests that the analysis, and mitigation if appropriate, be revised to analyze more recent traffic collision data and that the revised analysis include consideration of school zones.

Please refer to preceding responses under ***Response 14-b, 40-a,*** and ***48-k.*** The comment is part of the record and will be provided to the Planning Commission and Board of Supervisors for consideration during deliberations on the project. No further response is necessary and no change to the Draft EIR is required.

Response 65-k: The commenter questions Table 5.16-6, EXISTING ROADWAY LEVEL OF SERVICE, data because it is based on 2015 numbers and should be based on numbers provided within the 2017 Update. The commenter then questions how these new numbers change the analysis of traffic impacts and mitigation measures.

As discussed in ***Response 65-h***, above, the purpose of the 2017 Traffic Impact Study update was to add the trips associated with secondary units that may be built in the project and to add the impacts to those already studied. The Draft EIR incorporates the 2017 data for potential secondary units and provides adequate mitigation as necessary. As stated on page 5.16-1 of Section 5.16, TRAFFIC AND CIRCULATION, that section is based upon the Tierra Robles Traffic Impact Study (May 2015) and Supplemental Traffic Impact Analysis (August 2017) prepared by Omni-Means Engineering Solutions. Both studies are included as Appendix 15.9, TRAFFIC IMPACT STUDY Therefore, the use of 2015 LOS data is appropriate for the Draft EIR. All traffic impacts associated with the project have been analyzed with the appropriate data provided by the technical studies. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-l: The commenter states that no vehicle speed data was measured as part of the traffic analysis and requests that vehicle speed be provided for existing average use, AM peak hours, PM peak hours, and projections for *Existing Plus Project* and *Year 2035 Cumulative Plus Project* scenario. The commenter also requests information on roadway vehicle speeds after the implementation of mitigation measures.

Section 5.16, TRAFFIC AND CIRCULATION, and Appendix 15.9, TRAFFIC IMPACT STUDY, of the Draft EIR provides a discussion of roadway safety performance. Existing speeding conditions are not reviewed in the analysis as they are not related to

roadway impacts and safety resulting from vehicle trips generated by the project. The Draft EIR discusses roadway performance on local roads and determined that LOS levels will be acceptable with the addition of project-generated vehicle trips.

The U.S. Department of Transportation National Highway Traffic Safety Administration identifies that "Speeding is one of the most prevalent factors contributing to traffic crashes…."[16] The traffic safety review, contained in Appendix 15.9, did not find a unique prevalence of speed related crashes nor an expectation that the project's traffic will result in a unique risk of speed related crashes.

Please refer to preceding response under ***Response 48-k***. All roadway segments are analyzed equally with respect to LOS. This is because all drivers in California must pass the California driving test and must obey all speed limits, stop signs, signals, and rules deemed necessary for any given area. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration during deliberations on the project. No further response is necessary and no change to the Draft EIR is required.

Response 65-m: The commenter expresses concern that safety at the Boyle Road and Project Road 'A' (Intersection #18) has not been adequately analyzed and addressed because of the sight lines on Boyle Road. The commenter then asks a series of questions regarding existing and projected traffic counts and turning movements for the *Existing, Existing Plus Project,* and *Year 2035 Plus Project* conditions. The commenter provides suggested mitigation regarding the use of the frontage property for Tierra Robles to provide for turn lanes on Boyle Road.

Issues raised by the commenter have been previously discussed and addressed in the following responses that precede this comment letter: ***Response 4-b, 5-f, 13-e, 14-b, 17-f, 17-n, 17-o, 17-p, 32-b, 35-c, 37-c, 40-a, 41-a, 43-b, 47-c, 48-i, 48-k, 48-o, 48-p, 48-q, 48-w, 49-b, 50-b, 54-f,*** and ***57-i.*** The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response65-n: The commenter questions why mitigation is proposed for Old Oregon Trail at SR-44 and Deschutes Road, but not for Deschutes Road at Boyle Road (Intersection #13) and at SR-44. The commenter requests that a signal or roundabout on Deschutes Road be made a mitigation measure.

Section 5.16, TRAFFIC AND CIRCULATION, of the Draft EIR identified three of the intersections of concern as follows:

- Old Alturas Road & Old Oregon Trail (Intersection #8)
- Boyle Road & Deschutes Road (Intersection #13)
- Deschutes Road & Old 44 Drive (Intersection #14)

[16] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812021

As discussed in Section 5.16, and evaluated in detail in Appendix 15.9, these three intersections would operate below the threshold LOS under *Existing Plus Project* conditions and *Year 2035 Plus Project* conditions; refer to page 5.16-34 of the Draft EIR.

Implementation of Mitigation Measure (MM) 5.16-2 would reduce impacts for *Existing, Existing Plus Project*, and *Year 2035 Plus Project* conditions on Deschutes Road. Mitigation Measure (MM) 5.16-2 requires the installation of intersection warning signs with advanced street name plaques at several intersections. Mitigation Measure (MM) 5.16-3 requires the project applicant to pay a fair share for the construction of a signal or multi-lane roundabout at Old Alturas Road and Old Oregon Trail (Intersection #8). Mitigation Measure (MM) 5.16-4 requires the project applicant to pay a fair share for the construction of a signal or multi-lane roundabout at Boyle Road and Deschutes Road (Intersection #13). Boyle Road and Deschutes Road (Intersection #13) LOS will be improved from LOS F to LOS C under *Year 2035 Plus Project* conditions. Without the proposed project, this intersection would operate at LOS F under *Year 2035 Plus Project* conditions. Because Mitigation Measure (MM) 5.16-3 and Mitigation Measure (MM) 5.16-4 cannot be reasonably assumed to be implemented, the Draft EIR identified cumulative impacts to be *significant and unavoidable*.

Issues raised by the commenter have been previously discussed and addressed in the following responses that precede this comment letter: ***Response 4-b, 5-f, 13-e, 14-b, 17-f, 17-n, 17-o, 17-p, 32-b, 35-c, 37-c, 40-a, 41-a, 43-b, 47-c, 48-i, 48-k, 48-o, 48-p, 48-q, 48-w, 49-b, 50-b, 54-f,*** and ***57-l*** and include additional discussions on traffic impacts, safety, mitigation, and fair share funding. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-o: The commenter questions whether mitigation measures will be effective at full buildout of the project, what the increased maintenance would cost the County, what portion of these maintenance costs would be the responsibility of the project applicant or future homeowners, and what assurances do existing County residents have that the proposed mitigation measures will be constructed.

With respect to the effectiveness of the mitigation measures at full buildout, Section 5.16, TRAFFIC AND CIRCULATION, and Appendix 15.9, TRAFFIC IMPACT STUDY, of the Draft EIR analyzed the proposed project's impacts on area roadways under Existing and Year 2035 conditions. Project trip generation was estimated utilizing trip generation rates contained in the Institute of Transportation Engineers (ITE) Publication *Trip Generation Manual (Ninth Edition)*. Single Family Detached Housing (10.09 daily trips per unit) and Apartment (6.65 daily trips per unit) has been used to estimate the trip generation for the proposed project. The Apartment category was utilized in the analysis to capture daily trips associated with up to 15 accessory dwelling units. The trip generations were based on full buildout.

With respect to project-related impacts and general roadway maintenance, when requiring roadway improvements associated with a specific project, the fair share cost or payment can be based upon the percentage of project traffic at the particular intersection and/or road system. Refer to preceding responses under ***Response 5-f, 17-p,*** and ***57-i*** for further discussion regarding fair share funding. County roadway improvements that are not directly related to the proposed project, and are not required as mitigation for project-specific traffic impacts, are out of the scope of the proposed project. These are roadway improvements and safety program concerns that can be accommodated by the Regional Transportation Plan.

In addition, property owners within the project site will pay taxes, just as other County residents pay taxes. The County uses these taxes to fund various programs to benefit its residents. Therefore, the residents will be paying taxes that will help with all County services including roadway maintenance.

With respect to the implementation of traffic-related mitigation measures, the Shasta County Department of Public Works operates a county-wide traffic impact fee program based on residential units or non-residential building square footage. The proposed project may contribute to this program as described in Mitigation Measure (MM) 5.16-3 and Mitigation Measure (MM) 5.16-4, should Shasta County update the fee program to include the Old Alturas Road & Old Oregon Trail (Intersection #8) and Boyle Road & Deschutes Road (Intersection #13) intersections. The payment of applicable fair-share costs by the project applicant would be required in order for the County to implement the mitigation measures.

Issues raised by the commenter have been previously discussed and addressed in the following responses that precede this comment letter: ***Response 4-b, 5-f, 13-e, 14-b, 17-f, 17-n, 17-o, 17-p, 32-b, 35-c, 37-c, 40-a, 41-a, 43-b, 47-c, 48-i, 48-k, 48-o, 48-p, 48-q, 48-w, 49-b, 50-b, 54-f,*** and ***57-i.*** The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-p: The commenter states that the proposed project is not consistent with the Shasta County *General Plan* or *Zoning Plan* and is a suburban development in an area with a rural/agricultural character. The commenter states that the development should not be approved because the acreage sizes of the parcels do not meet the standard to fit with the area's existing zoning and these parcel sizes do not correlate with the surrounding rural community.

Please refer to ***Master Response-2***. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-q: The commenter restates that the proposed project is not consistent with the Shasta County *General Plan* or *Zoning Plan* and has no correlation to the surrounding rural community. The commenter suggests that the developer convert the usable acres of the project site to a number that mimics the exact percentage of the surrounding parcels as depicted in Figure 5.10-1, with the exception of parcel sizes that fall below two acres.

Please refer to ***Master Response-2***. This zone change is consistent with the currently adopted Shasta County *General Plan* Land Use Designations. No general plan amendment is required as a result of the proposed project. By law, if zoning changes increase housing density beyond the general plan land use designations, then a general plan amendment would also be required. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-r: The commenter's express concern with the development of the Tierra Robles Community Service District (TRCSD) and opines that the TRCSD will be over-tasked, underfunded, and lack technical expertise. The commenter requests that the Draft EIR document the financial integrity and sustainability of the project applicant, or developer, and provide evidence of funding for the TRCSD. The commenter requests a mechanism be put into place to ensure the TRCSD has enforcement powers to function sustainably.

Please refer to preceding responses under ***Response 6-c*** through ***6-j***. Appendix 15.2, TIERRA ROBLES COMMUNITY SERVICES DISTRICT, of the Draft EIR provides documentation of the plans and *Design Guidelines* for the project. This includes the TRCSD formation. The Draft EIR acknowledges that the ultimate approval of the TRCSD would be subject to separate application and approval from the Shasta Local Agency Formation Commission (LAFCO); refer to Draft EIR page 1-3.

Regarding fiscal liability, State *CEQA Guidelines* §15358(b) state that effects analyzed under CEQA must be related to a physical change in the environment. Therefore, it is not appropriate for discussion in the Draft EIR. In addition, State *CEQA Guidelines* §15064 (d)(3) states, "An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable." It is speculative to assume that the developer would not develop the project site and that the TRCSD would not be put in fully funded and functional. CEQA analysis is limited to what is known or reasonably foreseeable, therefore, this speculation is not a part of the analysis included in the Draft EIR.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-s: The commenter questions the financials for the TRCSD. These questions include the TRCSD's ability to pay for the drought contingency water agreement, questions how the TRCSD will enforce the CC&Rs or the collection of annual fees, and questions why the Draft EIR does not provide a financial analysis. The commenter also asks how the County will ensure implementation of the required mitigation.

Regarding the financial aspect of the project and the TRCSD, please refer to preceding ***Responses 6-c*** through ***6-j***. State *CEQA Guidelines* §15358(b) state that effects analyzed under CEQA must be related to a physical change in the environment. Therefore, it is not appropriate for discussion in the Draft EIR. In addition, State *CEQA*

Guidelines §15064 (d)(3) states, "An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable." It is speculative to assume that the developer would not develop the project site and that the TRCSD would not be put in fully funded and functional. CEQA analysis is limited to what is known or reasonably foreseeable, therefore, this speculation is not a part of the analysis included in the Draft EIR.

Regarding the implementation of mitigation measures, State *CEQA Guidelines* §15097 applies when a public agency has made the CEQA Findings per §15091 relative to an EIR in conjunction with approving a project. Section 15097 states that "[i]n order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

As stated in Section 14.1, INTRODUCTION AND PURPOSE, above, the Final EIR presents the environmental information and analyses that have been prepared for the proposed project, including comments received addressing the adequacy of the Draft EIR, and responses to those comments. In addition to the responses to comments, clarifications, corrections, or minor revisions have been made to the Draft EIR. This document and the Mitigation and Monitoring Program (MMP) will be used by the Planning Commission and Board of Supervisors in the decision-making process for the proposed project.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-t: The commenter states that the roadway alignments will impact the Red Bluff dwarf rush because the 100-foot buffer is not achievable. The commenter requests the roadway alignments be moved outside of the buffer area and that no run off occur into the drainages where the plant is located.

As discussed in Section 5.4, BIOLOGICAL RESOURCES, on page 5.4-42 of the Draft EIR, a population of Red Bluff Dwarf Rush was identified in a wet swale in the south-central portion of the project site. The plant population is located in the RMAs of approximately 13 lots, as shown in Figure 5.4-4, MAPPED OCCURENCES OF RED BLUFF DWARF RUSH. Although no development would occur in the RMAs, the RMAs and road as currently designed do not provide a sufficient minimum buffer (100 feet) from the mapped occurrence of Red Bluff dwarf rush. With the current project design, the dwarf rush occurs in or adjacent to the road right-of-way, and is 100 feet or less from about five building envelopes. Project implementation is considered potentially

significant with respect to Red Bluff dwarf rush. With implementation of Mitigation Measure (MM) 5.4-1e impacts would be *less than significant*.

Pursuant to Mitigation Measure (MM) 5.4-1e, final design of the roadways as well as Lots 60-69 and 77-79 shall not be completed until the areal extent and density of Red Bluff dwarf rush population has been documented by a qualified botanist through at least two years of baseline monitoring in non-drought years. Upon completion of this baseline population boundary, the building envelopes, RMAs, and roads shall be redesigned to provide a minimum 100-foot buffer between the plant population and all roads and building envelopes.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-u: The commenter states that the botanical surveys should be conducted during the proper season and in a year when there are proper hydrological regimes present. The commenter questions the adequacy of the botanical surveys given the age of the botanical surveys and requests that new rare plant surveys be conducted in order to better analyze impacts to rare plants.

Please refer to preceding ***Responses 3-I*** and ***3-j***. State *CEQA Guidelines* §15149(b) states that "... The EIR serves as a public disclosure document explaining the effects of the proposed project on the environment, alternatives to the project, and ways to minimize adverse effects and to increase beneficial effects." The County, as Lead Agency, determined that the surveys completed by Wildland Resource Managers and ENPLAN are sufficient to describe the biological resources, including flora, onsite and meet CEQA and other regulatory requirements. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-v: The commenter states that the wetland verification from the U.S. Army Corps of Engineers (Corps) is only good for five years, and thus the project applicant must request an updated wetland delineation and resubmit for verification with the Corps.

Pursuant to State *CEQA Guidelines* §15125, "[a]n EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published…" Section 15125 further states that the "environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." The proposed project completed a Notice of Preparation (NOP) and circulated to the public for public review period from October 2012 to November 2012. A second NOP was prepared and circulation to the public from February 2016 to March 2016.

As described on page 5.4-30 of the Draft EIR, the pre-jurisdictional wetlands delineation report was submitted to the Corps for verification on September 25, 2009. Subsequently, a field visit between the Corps and consultant who prepared the report occurred on March 30 and 31, 2010. As a result of the field meeting, an addendum to

the wetland delineation report, the "Chatham Ranch Wetland Delineation Addendum," was prepared in May 2011 to incorporate changes requested by the Corps. Verification of the wetlands mapping was received from the Corps on October 24, 2011. A Corps verification is valid for a 5-year period; therefore, the existing verification may be subject to renewal if wetlands or other waters of the U.S. are impacted by the proposed project. Therefore, the wetland delineation verification from the Corps was valid at the time of both the 2012 NOP and 2016 NOP.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-w: The commenter states that the elderberry clusters are habitat for the valley elderberry longhorn beetle (VELB), which is a federally listed species. The commenter states that the elderberry's found onsite should be given protection in perpetuity.

As analyzed on page 5.4-45 of the Draft EIR, at least five elderberry clusters have been identified on the project site. Because elderberry bushes are present, VELB could also be present. The plants appear to be confined to the proposed open space on the eastern side of the site, on steep slopes. Implementation of the proposed project could directly or indirectly affect VELB due to activities associated with the vegetation management plan for the proposed project. The vegetative management prescription for this open space area calls for removal of all brush and mid-story vegetation for a distance of 200 feet down slope of the crest of the slope. At least three elderberries are located within this zone; therefore, brush clearing could result in accidental removal of elderberries. Although the plan states that elderberry bushes should be retained where found, brush removal crews would be unlikely to recognize the bushes, particularly when leaves are absent.

As a result, project implementation would have a potentially significant impact on the valley elderberry longhorn beetle. Implementation of Mitigation Measure (MM) 5.4-1i and Mitigation Measure (MM) 5.4-1j are required. Pursuant to these mitigation measures, no elderberries shall be pruned or removed and no brush removal shall occur within 20 feet of the dripline of any elderberry with a basal diameter of one inch or greater. The Draft EIR found that impacts would be *less than significant*. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-x: The commenter questions how the *Tierra Robles Oak Management Plan* will be accomplished, the type of vegetation removal, and how the plan will ultimately affect native vegetation.

Please refer to ***Master Response-4*** and preceding responses under ***Response 3-b, 3-d,*** and ***3-e***. Specific to the implementation of the *Terra Robles Oak Management Plan*, the project applicant and the County will work with Shasta LAFCO to provide the details needed for the TRCSD within all application and documentation required to form the TRCSD. The TRCSD would be used as a means to oversee and implement the plans and facilities within the development and they would oversee the *Tierra Robles*

Design Guidelines; Tierra Robles Oak Woodland Management Plan; Tierra Robles Wildland Fuel/Vegetation Management Plan, Open Space Management, and Resource Management Area Management and Oversight; Road Maintenance; Storm Drain Maintenance; and Waste Water Collection, Treatment and Dispersal Facilities.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 65-y: The commenter thanks the Lead Agency for the attention to all of the issues listed in the EIR and looks forward to the Final EIR.

The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Letter 66 – Thomasina Maneely (December 28, 2017)

December 28, 2017

RECEIVED
DEC 28 2017
County of Shasta
Permit Counter

Kent Hector, Senior Planner
Shasta County Department of Resource Management
Planning Division
1855 Placer Street
Suite 103
Redding, CA 96001

Dear Mr. Hector,

This letter is to respond to the proposed Tierra Robles Planned Development.

There is a growing concern in my neighborhood that the water shortage that we've all recently experienced in the past years will continue. Probably the 'erratic December weather with no rain to speak of during our usual rainiest month' had something to do with it. The facts speak for themselves--- we can't control the weather.

I am not a water prediction expert, but I hold onto one thought: there are no guarantees that the water will always be there. My neighbor had several acres of production table grapes which she lost when her ag water meter was taken away. We all lost lawns and trees when our water rations were cut. And this was just a couple of years ago. Yes, if it rains enough somewhere else, we can purchase the water needed and have it piped in to use in our area. But what if that source dries up? I understand that the aquifers (natural water storage) have been seriously depleted in our California central valley and may never be filled again. 66-a

A positive note from me: I was very impressed with the idea of grey water landscaping. The idea has been talked about for some years amongst earth loving people. And the City of Red Bluff has used reclaimed water for years to water freeway landscaping.

So, after deliberating much thought to our continuing water crisis, I have decided that **I am not in favor of the proposed Tierra Robles Development** due to numerous years of drought history and the erratic weather patterns we are now experiencing. Perhaps in the future it will be feasible if we receive more precipitation.

Sincerely,

Thomasina J. Maneely

Thomasina J. Maneely
11464 Eden Drive
Redding, CA 96003
(530) 949-6994

Cc: files

Response to Letter 66 – Thomasina Maneely

Response 66-a: The commenter states concern about the water supply and provides examples of results of the water shortage. The commenter does state that he is impressed by the grey water landscaping, but concludes that he is not in favor of the proposed project.

No issue or adequacy of the Draft EIR was raised by the commenter. The commenter is referred to ***Master Response-3*** and preceding ***Responses 7-a*** through ***7-p***, regarding the BVWD and water supply. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Letter 67 – Robert and Joan Tornai (December 28, 2017)

Kimberly Hunter

From:	Resource Management
Sent:	Thursday, December 28, 2017 2:04 PM
To:	Kimberly Hunter
Subject:	FW: Tierra Robles DEIR Public Comments

From: tornetts@aol.com [mailto:tornetts@aol.com]
Sent: Thursday, December 28, 2017 1:52 PM
To: Resource Management <resourcemanagement@co.shasta.ca.us>
Subject: Tierra Robles DEIR Public Comments

To Kent Hector and the Planning Department,

My husband and I wish to address the proposed Tierra Robles subdivision in Palo Cedro. We moved to Palo Cedro due to its rural character and large properties. We do not wish to see such a large development approved for our rural community. Tierra Robles is an example of a suburban planned development forced into the middle of a rural residential area. The name of the proposed development is not fitting for our rural area, nor do we need this southern California developers parkway as the name of the road leading into this subdivision. Please tell him to leave his "Parkway" in Los Angeles. 67-a

I would like to address the following points:

Zoning:
A zoning amendment for this planned development should not be granted because the number of parcels, acreage sizes and percentages of parcels in each acreage size do not meet the standard to fit with the area's existing zoning and parcel sizes which would be against the County General Plan and Zoning Regulations.

Page 2-6 of the Executive Summary under "Rural Residential Parcels" states "the proposed project would include 166 single family residential parcels ranging from 1.38 acres to 6.81 acres in size on approximately 471.92 Acres.The developer proposes that 45 homes would be built on 1.3 acre parcels. Most of the homes in this area are on three or more acres. 67-b

The DEIR proves that proposed distribution of lot sizes does not meet General Plan and Zoning requirements that development be consistent with existing parcel sizes and zoning and fitting in with the rural/agricultural character of the surrounding area.

In Sec. 5.10.12, the DEIR states, "Although the proposed project would alter current conditions on the site, the proposed project would be compatible in density with the surrounding existing uses." It goes on to say that the rezone would not change the rural character of the area but later contradicts and states it will change to "semi-rural."

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The Developer should be required to convert the proposed 471.92 usable acres to a number of lot parcels that mimic the exact percentages of the surrounding parcels. With the expectation of parcel sizes being 3 acres which reflects the predominant zoning in the area. The Developer should not be granted a zoning amendment revision for this Planned Development. 67-b Cont.

Water:
The added water demand for this planned development will only exacerbate the finite resources of the Bella Vista Water Department. Bella Vista Water District acknowledges "major components of the District's water system are more than 50 years old and approaching the end of their design life." The Draft EIR fails to mention or mitigate fluctuating water pressures to existing customers throughout the Welsh pumping system that will only be exacerbated by a concentration of 166 new homes. Before approving any project, the Planning Commission and Board of Supervisors must require that BVWD (at the Developer's expense) complete a hydraulic study of the Welsh system to ensure that all pressure issues are identified and fully mitigated. 67-c

Prior to approval by the Planning Commission and Board of Supervisor a new water demand analysis must be completed in conjunction with the Bella Vista Water District Engineer, based on actual rural residential demand data, so there is an accurate determination of water demand for this development at buildout. Based on these new projections new mitigation measures must be developed or enhanced.

Waste Management:
The Developer also proposes to install a wastewater treatment facility to service the development. Properties in Palo Cedro have septic tanks, however this property will not pass perk. Alternative systems require greater monitoring and maintenance to prevent problems. They also require expert design and installation. Design of a system is specific to the soil type, site conditions, and usage levels. The construction of which would cause significant environmental effects.

DEIR system proposes five Orenco AXMax waste treatment modules to handle the black and grey wastewater coming in for treatment. Given the history of power outages in this community, from the site schematics of the system there does not appear to be a backup electrical generator to run the pumping system for the treatment modules and to operate the necessary home pumping devices to draw out the untreated effluent. 67-d

Also, the DEIR calls for the installation of the AXMax treatment modules with three modules in Phase I and one each in Phase 2 and Phase 3. This phased in buildout of the AXMax treatment modules is unacceptable and must be completed in its entirety before any site maps are recorded by the County. The Developer and The TR Community Services District must assume full responsibility for the technical operation and sustainability of the entire system! If this Developer disappears or goes bankrupt the County and its taxpayers should not have to assume the fiscal liability to finish the system.

Prior to approval by the Planning Commission and Board of Supervisors a new Wastewater Treatment design flow study must be completed using actual residential water data that is consistent with BVWD rural residential homes. Also, based on this

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revised study the entire Wastewater Treatment System will be resized as appropriate, including additional or enlarged effluent dispersal areas, or added storage facilities and a backup generator system. 67-d Cont.

Traffic

166 new homes will add another 300 or so cars on local aging roads, accounting for over 1,000 additional daily trips on already narrow, winding, substandard County roads. The county lacks the financial resources to bring these roads up to standard or to even pay for the county share of costs of mitigations necessary for this project.

The DEIR traffic study does not measure the impact of speed on heavily used roads such as Boyle Road as cars travel to and from North Cow Creek Elementary School and Foothill High School. The traffic study does not require a dedicated turn lane into and exiting the development to make traffic safer on Boyle Road. A revised traffic study must be completed prior to approval of this development. 67-e

We have not even addressed the increased demands on limited Sheriff, EMT and Fire resources, the requirement to form a new Community Services District and the burden of new families to North Cow Creek Elementary School. Hundreds of Oak trees will need to be removed (ironically, Tierra Robles means "Land of Oaks") and wildlife will be displaced. 67-f

We urge the Planning Commission to reconsider this development and its impact on our rural lifestyle. 67-g
Thank you.

Robert and Joan Tornai
Palo Cedro, Ca. 96073

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Response to Letter 67 – Robert and Joan Tornai

Response 67-a: The commenter states concern over the rural character of the community being affected by the proposed project.

The commenter is referred to ***Master Response-2***. No issue or adequacy of the Draft EIR was raised by the commenter. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 67-b: The commenter reiterates concern over the rural nature of the area and changes to the existing zoning and meeting the *General Plan* requirements and suggests the proposed project mimic densities of the surrounding developed areas.

The commenter is referred to preceding ***Master Response-2*** and Section 7.0, ALTERNATIVES TO THE PROPOSED PROJECT, for a discussion of the different project configurations analyzed as part of the Draft EIR. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary.

Response 67-c: The commenter raises concerns about the water demand for the proposed project and states that the age of the existing water infrastructure is approaching 50 years. The commenter also requests that a hydraulic study of the Welsh pumping system be conducted and fully mitigated.

The commenter is referred to Bella Vista Water District (BVWD) ***Master Response-3*** and ***Responses 7-a*** through ***7-p***. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary.

Response 67-d: The commenter questions the use of the proposed wastewater treatment facility and the states that the property will not pass percolation requirements. The commenter questions the design of the wastewater treatment facility including the use of an adequate number of AXMAX modules and phases of their installation, backup power source, and financial responsibility for the maintained of the system. The commenter also states that a new wastewater flow study must be conducted based on realistic water use rates.

The commenter is referred to ***Master Response-5*** and preceding ***Response 64-e***. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 67-e: The commenter states the additional vehicle trips will be added to the existing roads which are narrow and winding and not at standard. The commenter states that the Draft EIR did not measure the impact on speed on heavily uses roads, did not require a dedicated left turn lane on Boyle Road, and concludes that a revised traffic study is needed.

Issues raised by the commenter have been previously discussed and addressed in the following responses that precede this comment letter: ***Response 4-b, 5-f, 13-e, 14-b, 17-f, 17-n, 17-o, 17-p, 32-b, 35-c, 37-c, 40-a, 41-a, 43-b, 47-c, 48-i, 48-k, 48-o, 48-p, 48-q, 48-w, 49-b, 50-b, 54-f, 57-l, 65-l, 65-n,*** and ***65-o.*** The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 67-f: The commenter notes, but does not question the adequacy of the Draft EIR, in terms of increased demand on sheriff, fire services, schools, and requirements to form a new Community Services District. The commenter also notes, but does not question, the impacts on oak trees and wildlife.

Regarding concerns about law enforcement and fire services, and schools, the commenter is referred to preceding ***Response 37-f*** and ***Response 51-b***, respectively. Regarding impacts to schools, the commenter is referred to preceding responses under ***Response 32-g*** and ***48-k***. In regard to wildlife, the commenter is referred to preceding ***Responses 3-a*** through ***3-v***. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Response 67-g: The commenter urges the Planning Commission to reconsider the development and its impact on the rural lifestyle of the area.

No issue or adequacy of the Draft EIR was raised by the commenter. Please refer to ***Master Response-2*** regarding community character. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is necessary.

Letter 68 – James & Teresa Griffith (December 28, 2017)

Kimberly Hunter

From:	flynpig1 <flynpig1@gmail.com>
Sent:	Thursday, December 28, 2017 11:02 AM
To:	Kimberly Hunter
Subject:	Tierra Robles Public Comment
Attachments:	Tierra Robles Draft EIR Response.pdf

1

Ms. Kim Hunter
Shasta County Resource Management, Planning Dept
1855 Placer St Suite 103
Redding, CA 96001

Shasta County Board of Supervisors
David Kehoe (Dist 1)
Leonard Moty (Dist 2)
Mary Rickert (Dist 3)
Steve Morgan (Dist 4)
Les Baugh (Dist 5)

1450 Court St
Redding, CA 96001

My Response to the Tierra Robles Draft EIR

I have been a resident of Palo Cedro since 1999 and I moved here specifically for the rural community and lifestyle, with the expectation that with the county zoning it would remain that way. I am also an agricultural water user on the Bella Vista Water system. I only learned of the Tierra Robles project in November 2017 and these are1 my first comments on the issue.

I have copied several sections from the Draft EIR published on the Shasta County website and included them in my comments below. The copied portions are in *italics*, my response is in **bold.**

5.17 UTILITIES AND SERVICE SYSTEMS

Page 5-17-9
Telephone
AT&T provides telephone, internet, and television services to the majority of the Redding area and areas south of Boyle Drive, while Frontier Telephone provides service to Palo Cedro, Bella Vista, Millville, and areas north of Boyle Drive. The proposed project is located within the Frontier local service area. Currently, the proposed project has no telephone landline infrastructure or services; however, existing Frontier facilities are located along Boyle Drive. Extension of service infrastructure from Boyle Drive would occur below ground and implemented concurrent with project implementation.

68-a

Internet Services
AT&T or a wireless internet service provider such as HughesNet, have the existing infrastructure to provide internet access to the proposed project. Internet would be provided via DSL or wireless, and television service is expected to be provided by a satellite provider. Currently, there are no cable services located within the proposed project boundaries and there does not appear to be any existing cable service to nearby residences. **According to the 11.0 Organizations and Persons Consulted, Frontier Communications has not even been consulted. However, AT&T has been consulted and they are not going to provide any services. See page 11-4.**

Why even mention AT&T unless the study is trying to imply that AT&T is an option? Everyone that I have spoken with that lives in the Frontier service area already experiences significant slow speeds in DSL and even loss of service regularly. Frontier tech support has told me many times that the reason for this is that there is high demand and too many people using the system. This needs to be addressed or this project will only make access to phone and internet even worse for those currently living in the Frontier service area.

From the Tully and Young Memorandum dated April 26, 2017

Page 10
2.2.3 Summary of Residential Demand Factors
The indoor and outdoor residential demand factors are presented in Table 2-1. Combined, each lot is estimated to use 0.45 acre-feet per year for lots with only primary homes, and 0.48 for the 15 lots with secondary units. **These estimates are extremely conservative. During the drought restrictions placed on agricultural users we were allotted .61 af per year and we were told that was the minimum for health and safety. During the drought years there were mandated conservation efforts to reduce water demand. The estimated water usage is so low that there is no room for conservation during dry years.**

68-a
Cont.

From the Draft EIR, *5.17 UTILITIES AND SERVICE SYSTEMS*

Page 5.17-4
Water
Normal and Dry-Year Supply Reliability
BVWD depends on its long-term contract to purchase water from the USBR and their groundwater wells. As a water provider that is predominantly reliant upon the CVP, BVWD is subject to significant water supply uncertainty and shortages due to dry hydrologic conditions, compounded by operational and regulatory constraints both directly and indirectly related to the Federal Endangered Species Act (FESA). The water supply reliability goal of BVWD is to meet 100 percent of demand in normal years.

During single dry year conditions, BVWD's water supplies are projected to be insufficient to meet demand. **Thats just a single dry year!**

As shown in Table 5.17-4, SINGLE DRY YEAR SUPPLY AND DEMAND, this shortfall is projected to exceed 7,000 AF. The agricultural amounts were maintained to show the impact of a multiple-dry year for the consideration of the supplemental supply program BVWD offers to agricultural customers. **In just a single dry year BVDW's own projections show a shortfall of 7000 AF! Bella Vista Water District has entered into long term contracts through 2030 with USBR and 2045 with ACID. These contracts were entered into before the additional demands of this project were needed. That means that the project water will have to come from the water intended for the districts users that are currently in place. This will be significant during drought years. Here's why.**

Water restrictions are based upon unconstrained water usage years. If we were to have a drought in the years shortly after the project began, water usage would be restricted to

BVWD based on the water usage before the additional 166 houses. The water needed for these additional houses would have to come from the current users unless BVWD and it's water suppliers enter into new agreements.

I don't believe that putting additional demands on the Bella Vista Water system will be good for anyone currently on the BVWD system. It will likely benefit the water district through increased fees per gallon of water pumped, but have negative impact on current users. I am currently an agricultural user who has had their water reduced to health and safety minimums and had to let my hay field die during the during the drought years. BVWD has already stated that even in a single dry year they are unable to meet the demand.. The water I was allotted during the drought years would not even cover my house and animals without having to buy supplemental water for thousands of dollars (which is not a guaranteed source), even with my personal mitigation measures which have already cost thousands more dollars., and I was allotted 30% more than what these lots are estimated to use in an unconstrained year.

BVWD is paid higher fees from residential users than from agricultural users per gallon of water. BVWD will likely have a financial benefit from this project and that may create a conflict of interest if they are in support of this project.

15.9 TRAFFIC IMPACT STUDY

68-a Cont.

Page 10
Old Alturas Road (Deschutes Rd to 7 Lakes Rd):
This section of rural roadway has a collision rate 33% higher than the statewide average for similar facilities. It is estimated that 17% of the project traffic will use this section of roadway which will increase the ADT by 27%.

The increase in traffic, in combination with the overall very low traffic volumes and LOS A conditions (documented in a subsequent section of this report), is not expected to significantly increase the rate of collisions. **How can you, in good faith, state that a road already which has a 33% higher than average accident rate, increase ADT by 27% and then state that this will not significantly increase traffic accidents? This is slight of hand, they mention accident rates, not accidents! There will be an increase in accidents, even if the rates remain the same because the ADT has increased!**

Old Alturas Road (Boyle Rd to Old Oregon Trail):
The collision rate is 9% higher than the statewide average for similar facilities. It is estimated that 61%-62% of the project traffic will use this section of roadway which will increase the ADT by 24% in the Existing Plus Project conditions and by 22% in the Year 2035 Plus Project conditions.
A collision rate 9% higher than the statewide average for similar facilities is not statistically significant and is considered to be within a normal and expected range.
However, when there is an increase of ADT by 24%, will the number of accidents still be insignificant?

Deschutes Road (Boyle Rd to SR 44):
The collision rate is 38% higher than the statewide average for similar facilities. Just south of Boyle Road, it is estimated that 15% of the project traffic will use this section of roadway which will increase the ADT by 5%. ***As stated in the study,*** **this section is already 38% above the average for traffic collisions. This section includes a school zone with significant pedestrian traffic during the start and end of school and special events. The study makes no comment on how the increase in ADT will impact accidents or accident rates that are already high! This project will only increase the number of accidents due to the increased ADT.**

Currently lanes are so narrow that traffic is required to cross the double yellow lines in order to pass a bicycle, and pedestrians must walk on very narrow shoulders only inches from the roadway.

Old Oregon Trail (Old Alturas Rd to SR 44)
This section of road was not commented on in this study, this is remarkable for several reasons.

- **This section of road is expected to have an increase in ADT significant enough to recommend mitigation at SR 44 (intersections #10 and #11).**
- **The increase cannot be inferred from the intersection data (#8 and #9) found in this study because of flawed data.**
- **This section contains 4 intersections listed in this study (#8,#9,#10,#11).**
- **This section of road also contains Columbia Elementary School and a school zone.**

68-a Cont.

Yet no comments on this section of road in the traffic study.

Pages 35-36
Existing Plus Project: Project Mitigation
The following improvements are proposed to provide acceptable operations at intersections where a project significant impact is identified. Table 17 presents the mitigated LOS operations assuming these improvements. **There is already an example stated in this study where another mitigation project was planned and funded in 2008, yet still has not been constructed. Airport Road at SR 44 w/b.**

In addition, there will be a significant traffic safety impact on the Deschutes Road (Boyle Rd to SR 44) segment. **Why is there no mention that this "significant traffic safety impact" will occur in a school zone!**

Intersection 10: Airport Road & SR 44 WB Ramps:
This TWSC intersection is projected to operate at an unacceptable LOS F during both AM and PM peak hours during Year 2035 conditions. This intersection meets the peak hour signal warrant under Year 2035 AM and PM peak hour conditions. The following improvements will provide adequate capacity to result in acceptable LOS C or better conditions.

- *Install a Traffic Signal OR*
- *Install a Modern Roundabout*

Significance after Mitigation
Project mitigation is to pay traffic impact fee or/and fair share contribution towards the construction of these improvements. The stated improvement was planned and funded in 2008. **So this improvement was planned and funded in 2008, yet 9 years later has not been built.**

Intersection 13: Boyle Road & Deschutes Road:
This TWSC intersection is projected to operate at an unacceptable LOS F during AM peak hour Year 2035 conditions. This intersection meets the peak hour signal warrant under Year 2035 AM peak hour conditions. The following improvement will provide adequate capacity to result in acceptable LOS E or better conditions.
- *Install an All-Way Stop Control*

Significance after Mitigation
Project mitigation is to pay traffic impact fee or/and fair share contribution towards the construction of these improvements. The project impact till the improvement is constructed is unavoidable and significant. **There is already an example stated in this study where another this mitigation project was planned and funded in 2008, yet still has not been constructed.**

Deschutes Road (Boyle Rd to SR 44):
Installation of the following is recommended for Existing Plus Project conditions:
- *Caltrans standard W2 intersection warning signs with W16-8P advance street name plaques at Lassen View Drive, Beryl Drive, Sunny Oaks Drive, Wesley Drive, Robledo Road, Oak Meadow Road, Oak Tree Lane, and Coloma Drive.* **If simply installing signs at the street corners will have a significant impact on traffic safety, why has the county not installed them already on a road that has an accident rate 38% above average?**

68-a Cont.

Old Oregon Trail at Old Alturas Rd (Intersection #8)
The traffic counts shown are questionable. The AM traffic existing counts (151-113) are the same as the existing plus (151-113). The PM traffic existing counts (158-121) are the same as the existing plus (158-121). An obvious error!

Omni-Means Technical Memorandum Dated August 17, 2017

Intersection 13 – Deschutes Road & Boyle Road
This un-signalized intersection is projected to operate at LOS F in the weekday AM peak hour. Although this intersection operates at an unacceptable LOS F in the "no project" condition, the proposed project creates a significant impact by causing the delay to increase by more than 5 seconds per vehicle. The following improvement is proposed to mitigate the project impact to less than significant:
- *Construct an All-way Stop Control*

So the way to increase the LOS on Boyle is to decrease the LOS on Deschutes! This will require traffic on Deschutes currently traveling at 50+MPH to have to come to a full stop while in a curve.

Significance After Mitigation
Project mitigation is to construct the proposed improvements stated within the previous section. After mitigation, project generated impacts will be considered less than significant. **However, no mention of how this all-way stop will impact the traffic traveling at 50+ MPH on Deschutes.**

PROJECT TRIP DISTRIBUTION

According to the study, 20% of project traffic is expected to use Old Oregon Trail between Old Alturas Rd and SR 44, causing the ADT to change from 8031 to 8386. This increase leads to a recommended mitigation of installing a traffic signal/roundabout.

The study also shows that 15% of project traffic is expected to use Deschutes Rd between Boyle Rd and SR 44 causing the ADT to change from 8495 to 8761. This increase leads to a recommended mitigation of installing a street name signs along Deschutes Rd.

Why does Old Oregon Trail, with and ADT of 8386 seem to have a need for a signal/roundabout at SR 44 and Deschutes Rd, with 8761 and an accident rate 38% above average not need none?

5.16 TRAFFIC AND CIRCULATION
MITIGATION MEASURES
Level of Significance After Mitigation: The improvements identified for the intersections of Old Alturas Road & Old Oregon Trail (Intersection #8) and Boyle Road & Deschutes Road (Intersection #13) are not currently part of any current Shasta County improvement plan or fee program. As a result, full implementation as described in MM 5.16-3 and MM 5.16-4 cannot be assured by the project applicant. This is considered to be a cumulatively considerable and significant and unavoidable impact. **There is currently no plan to implement any mitigation measures at the 2 intersections most adversely impacted by this project.**

68-a Cont.

Recommended Mitigation Measures

Utilities
- Construct telephone and internet facilities adequate for the existing and existing plus demand.

Water
- BVWD has stated that they are unable to meet current demand with a single dry year. I don't know how the water demand can be mitigated.

Traffic
- Construct shoulders along Boyle Road, Old Alturas Road and Deschutes Road adequate for pedestrians and bicycles.
- Construct left turn lanes along Deschutes Road between Berkley Road and Boyle Road.
- Construct pedestrian sidewalks or pathways along Deschutes Road north of Foothill High School to Boyle Road.
- Construct a traffic signal/roundabout at Deschutes and SR 44 w/b.

Questions I believe need to be addressed:

- Why has telephone and internet service not been addressed?
- How can the homes conserve water during drought years when they are only estimated to use only 2/3 of the drought allotment given to other BVWD users?
- Why is it even under consideration to add 166 homes to a water system that says "During single dry year conditions, BVWD's water supplies are projected to be insufficient to meet demand"?
- Why are the school zones not addressed?

- Has anyone studied the Foothill High school and Columbia Elementary school traffic patterns when school starts and ends? If not shouldn't this be studied? If yes, why has that not been included in this report?
- Will the county actually install the traffic mitigation measures recommended in the EIR? If yes then when will they be installed?
- If a 4 way stop at Deschutes and Boyle is done to mitigate traffic issues on Boyle, why does the study not address how that will negatively impact traffic on Deschutes?
- Why was there no traffic study of Old Oregon Trail from Old Alturas Rd to SR 44?
- Will the flawed data at intersection #8 be corrected?
- Why does a road with and ADT of 8386 seem to have a need for a signal/roundabout at SR 44 and a road with 8761(375 more) needs none?
- If trip distribution causes a signal/roundabout to be recommended at Airport Road at SR 44, why is there no recommendation for a signal/roundabout at Deschutes Road and SR 44?

Using the year 2035 impacts may be required by regulation, but this implies to the general public that the traffic will gradually increase through 2035. In fact the traffic will increase to full impact rather quickly (as soon as the homes are occupied), and even before that there will be the construction traffic. No doubt the developer will try to have all homes sold as soon as possible, creating full impact as soon as possible. 68-a Cont.

School zones are created specifically for traffic, yet there is no mention of the traffic impact through 2 school zones. The Omni-Means study states traffic in the area of Foothill High School will have a "significant traffic safety impact" on this section of Deschutes Rd, but even then, no mention that there is even a school or school zone in the area to be impacted. There is also no mention of the Columbia Elementary school on Old Oregon Trail or North Cow Creek Elementary school 1/4 mile east of Deschutes and Boyle.

I believe that this traffic study has been conducted with the intent of minimizing, as much as possible, anything that would negatively impact this project, rather than a good faith effort of studying the significant environmental impacts of this project. At this point the project puts the needs of the developer and it's 166 lots ahead of those already living in the impacted area.

Lastly, many in Palo Cedro still remember the objections brought before the BoS and Planing Commission during the planning stages of Foothill High School. Many of the concerns that were ignored or minimized in the EIR have become reality. When viewed with the memory of that process and how the community is now impacted by school traffic, I don't believe any benefit to the community will outweigh the problems.

It is because of the significant negative environmental impacts and negative quality of life impacts that I am profoundly opposed to the Tierra Robles project as it is currently planned.

James & Tresa Griffith
22209 Oak Tree Ln
Palo Cedro, CA 96073

Response to Letter 68 –James & Teresa Griffith

Response 68-a: This comment letter is a verbatim copy of the letter previously sent by the commenter on December 11, 2017.

Because this letter is the same as ***Comment Letter 48***, the comments have already been addressed. Please refer to preceding ***Responses 48-a*** through ***48-cc***. The comment is noted for the record and will be provided to the Planning Commission and Board of Supervisors for consideration. No further response is necessary and no change to the Draft EIR is required.