

EXECUTIVE SUMMARY

The Shasta County Department of Resource Management (County) is a Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Environmental Impact Report (EIR) for the proposed Tierra Robles Planned Development Project (Z10-002/TM 1996) (State Clearinghouse No. 2012102051). This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] §21000 et seq.), California CEQA Statutes and Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the County.

The Final EIR allows the public and the Lead Agency an opportunity to review revisions to the Draft EIR, the responses to comments, and other components of the EIR, such as the Mitigation and Monitoring Program (MMP), prior to approval of the project. The Final EIR serves as the environmental document to support a decision on the proposed project. The Final EIR is comprised of the following elements:

- Draft EIR
- Draft EIR Technical Appendices
- Mitigation and Monitoring Program
- Comments and Responses

After completing the Final EIR, and before approving the project, the Lead Agency (Shasta County) must make the following three certifications as required by §15090 of the State *CEQA Guidelines*:

- *That the Final EIR has been completed in compliance with CEQA;*
- *That the Final EIR was presented to the decision-making body of the Lead Agency, and the decision making body reviewed and considered the information in the Final EIR prior to approving the project; and*
- *That the Final EIR reflects the Lead Agency's independent judgment and analysis.*

Additionally, pursuant to §15093(b) of the State *CEQA Guidelines*, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must submit in writing its reasons for supporting the approved actions. This is referred to as the Statement of Overriding Considerations. These certifications and the Findings of Fact are included in a separate Findings document. Both the Final EIR and the Findings have been submitted to the Planning Commission for consideration prior to taking action on the proposed project.

ES1. PUBLIC REVIEW PROCESS

The Draft EIR for the proposed Tierra Robles Planned Development project was circulated for review and comment by the public, agencies, and organizations. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. The 45-day public review period was originally noticed to begin on October 24, 2017 and end at 5:00 p.m. on December 7, 2017. The public review period was ultimately extended 22-days to December 29, 2017.

Section 14.0, COMMENTS AND RESPONSES, contains the list of persons, organizations and public agencies commenting on the content and adequacy of the Draft EIR. Additions or modifications to the proposed project and/or mitigation measures will be considered by the Planning Commission during the public hearing process.

ES2 ERRATA TO THE DRAFT EIR TEXT

This section includes minor edits to the Draft EIR. Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Added or modified text is underlined (example) while deleted text is struck out (~~example~~).

This ERRATA has been prepared in response to comments received on the Draft EIR. Additional editorial changes initiated by County staff are hereby incorporated. These clarifications and modifications are not considered to result in any new or greater impacts than identified and addressed in the Draft EIR. To avoid redundancy, it should be assumed that additions, modifications, or deletions of text within Sections 5.1 through 5.18 of the EIR, where applicable, are reflected in Section 2.0, EXECUTIVE SUMMARY, and Section 9.0, INVENTORY OF MITIGATION MEASURES. Changes are listed by page and where appropriate by paragraph.

The revisions, as noted below, fall within the scope of the original project analysis included in the Draft EIR and do not result in an increase to any identified impacts or produce any new impacts. No new significant environmental impact would result from the changes or from a new mitigation measure proposed to be implemented. Therefore, no significant revisions have been made which would require recirculation of the Draft EIR pursuant to State *CEQA Guidelines* §15088.5 (Recirculation of an EIR Prior to Certification). Consistent with §15088.5(b) of the State *CEQA Guidelines* recirculation of an EIR is not required where changes or new information added to the EIR merely clarifies for amplifies or makes insignificant modifications to an adequate EIR.

GLOBAL CHANGE

All Draft EIR references to the Tierra Robles Community Services District (TRCSD) shall be updated to reflect the following language:

Tierra Robles Community Services District (TRCSD) or Tierra Robles Homeowners Association (TRHOA).

SECTION 1.0 – INTRODUCTION AND PURPOSE

No revisions are necessary to Section 1.0, INTRODUCTION AND PURPOSE, of the Draft EIR.

SECTION 2.0 – EXECUTIVE SUMMARY

Revisions noted throughout the ERRATA result in similar changes to Section 2.0, EXECUTIVE SUMMARY, of the Draft EIR.

SECTION 3.0 – PROJECT DESCRIPTION

Page 3-20 of the Draft EIR has been revised to reflect the following:

A series of internally looped roads with right-of-way ranging between 50 feet to 60 feet in width would be connected to this main road which would provide access to the internal lots of the proposed project. ~~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 would be gated per County fire standards and used for reciprocal emergency access only.~~

Subsection 3.7, Agreements, Permits, and Approvals, on page 3-35 of the Draft EIR has been revised to reflect the following:

- Developer Agreement for Funding of Intersection Improvements at Cedro Lane and Deschutes Road:

Developer shall pay its pro-rata share of improvements at the intersection of Cedro Lane and Deschutes Road (the "Improvement") pursuant to the terms and conditions of the approved development agreement as follows: Converting an existing all-way stop intersection at Cedro Lane and Deschutes Road to a signalized intersection with ADA compliant ramps and crosswalks.

The County shall fund the balance of the Improvement cost using County road funds, SB 1 funds, developer impact fees collected from other development projects which contribute to the need for the Improvement, or any other combination of lawful funding sources. Developer shall fund its pro-rata share on the earlier of the following two events: Within 30 days of the County awarding a construction contract for the Improvement; or concurrently with recording of the first phase final subdivision map for the project.

SECTION 4.0 – BASIS OF CUMULATIVE ANALYSIS

No revisions are necessary to Section 4.0, BASIS OF CUMULATIVE ANALYSIS, of the Draft EIR.

SECTION 5.0 – DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Section 5.1 – Aesthetics and Visual Resources

No revisions are necessary to Section 5.1, AESTHETICS AND VISUAL RESOURCES, of the Draft EIR.

Section 5.2 – Agricultural Resources

No revisions are necessary to Section 5.2, AGRICULTURAL RESOURCES, of the Draft EIR.

Section 5.3 – Air Quality

No revisions are necessary to Section 5.3, AIR QUALITY, of the Draft EIR.

Section 5.4 – Biological Resources

Page 5.4-5 of the Draft EIR has been revised to reflect the following:

The grassland areas can have values ~~has moderate values~~ for wildlife species. The grassland provides habitat for a variety of mammals such as black-tailed deer, coyote, mice, gophers, and moles.

Page 5.4-6 of the Draft EIR has been revised to reflect the following:

Common garter snakes may forage for frogs and toads along the seasonal streams; waterfowl may forage for invertebrates. In addition, the presence of water within these drainages for most of the year and the greater diversity of vegetative composition are natural attractions for wildlife. Though not quantified during the field surveys, deer, turkey, raccoon, fox, bobcat, ducks and various song bird species were observed within these drainages in greater numbers than the upland oak woodlands. ~~The streams have moderate values to wildlife given the variety of species that may be present.~~

Page 5.4-6 of the Draft EIR has been revised to reflect the following:

Wetlands on the project site include wet swales located in the central and southern portions of the site, two seasonal ponds (associated with Clough Creek and the unnamed stream that flows from north to southeast across the eastern side of the project site), and a seep located in the eastern portion of the site. These water features can provide some ~~value~~ value to wildlife species given their large-ranging size (the largest is 11,543 square feet) and increased ponding duration.

Table 5.4-4 on page 5.4-24 of the Draft EIR has been revised to reflect the following:

Oval-leaved viburnum	<i>Viburnum ellipticum</i>	2B.3	Oval-leaved viburnum is a perennial deciduous shrub that occurs in chaparral, cismontane woodland, and lower montane coniferous forests. The species often occurs on north-facing slopes covered by dense brush. Oval-leaved viburnum is found between 700 and 4,600 feet in elevation. The flowering period is May and June.	In California, oval-leaved viburnum is <u>considered a California native species</u> an introduced weed . Review of CNDDDB records found that oval-leaved viburnum has been reported within 10 miles of the project area. However, CDFW does not consider oval-leaved viburnum to be a special-status species. No further evaluation of this species is warranted. <u>Oval-leaved viburnum was not observed during the botanical surveys and is not expected to be present.</u>
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Page 5.4-42 of the Draft EIR has been revised to reflect the following:

Weed Species. A number of introduced weed species are present in the study area. The proposed project could potentially introduce additional weed species into the study area or facilitate the spread of unique weed species to other locations. The potential for introduction and spread of weeds can be avoided/minimized by using only certified weed-free erosion control materials, mulch, and seed; precluding the use of rice straw in riparian areas; limiting any import or export of fill to material known to be weed free; and requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility prior to entering the County and the project site ~~(if the equipment has most recently been used within the County, cleaning would not be required)~~, and requiring the contractor to thoroughly wash all equipment upon completion of its onsite use. With implementation of **MM 5.4-1d** impacts with respect to weed species would be *less than significant*.

Page 5.4-48 of the Draft EIR has been revised to reflect the following:

However, as described in Section 3.0, PROJECT DESCRIPTION, and in accordance with the *Design Guidelines* prepared by Shasta Red, LLC, for the project, lighting ~~should~~ will be ~~carefully used and~~

oriented downward or shielded to minimize glare to enhance the overall design concept of the home in an aesthetically pleasing manner.

Mitigation Measure (MM) 5.4-1a on page 5.4-49 of the Draft EIR has been revised to reflect the following:

MM 5.4-1a: Subject to review and approval by the Shasta County Resource Management Department Director, and prior to the removal of any vegetation, the applicant shall establish an offsite conservation easement covering a minimum of 137.8 acres of blue oak woodland in Shasta County. A detailed management plan guiding long-term preservation of the oak woodland, which may include a regulated intensity of grazing on the site, shall be provided for Shasta County and the California Department of Fish and Wildlife review and acceptance prior to establishment of the easement. The management plan shall identify monitoring and maintenance activities, conservation easement and deed restriction terms, the easement holder, and remedial actions to be taken if the management plan objectives are not met.

A conservation-oriented third-party entity acceptable to Shasta County and the California Department of Fish and Wildlife shall hold the conservation easement and shall be responsible for ongoing monitoring and management of the site in accordance with the management plan.

Monitoring reports shall be submitted to Shasta County and the California Department of Fish and Wildlife at least once every three years; if management problems are identified or other concerns arise, the County may require submittal of more frequent reports (up to two per year) until the concerns are adequately addressed. Management activities shall be funded through an endowment account established by the project applicant or through fees collected by the Tierra Robles Community Services District/TRHOA.

Mitigation Measure (MM) 5.4-1d on page 5.4-50 of the Draft EIR has been revised to reflect the following:

MM 5.4-1d: Grading plans prepared by the project applicant shall note the following construction specifications designed to avoid the introduction and spread of weeds:

- Using only certified weed-free erosion control materials, mulch, and seed.
- Precluding the use of rice straw in riparian areas.
- Limiting any import or export of fill material to material known to be weed free.
- Requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility prior to entering the County, and the project site. ~~If the equipment has most recently been used within the County, cleaning is not required.~~
- Requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility immediately upon termination of its use at the project site.
- The project contractor shall continuously comply with the above stated measures throughout the duration of onsite and offsite construction activities.

Page 5.4-54 of the Draft EIR has been revised to reflect the following:

Streams corridors are considered primary locations for wildlife migration corridors. However, implementation of the proposed project, would not incur development along streams. The RMA within each residential lot has been created to establish setbacks from property lines, stream channels and/or critical natural resources. These areas would remain undisturbed and would be managed by the private land owner under direction of the TRCSD/TRHOA. These areas would allow for travel corridors for wildlife. Additionally, the open space preserves, which accounts for more than a quarter of the total acres of the site, would also remain undeveloped under management of the TRCSD/TRHOA and would allow for wildlife movement and continued use for bird or bat nurseries. Regardless, wildlife movement would be impeded to some degree, but would not be considered a significant impact. Native wildlife nursery sites would be potentially impacted as discussed in Impact 5.4-1, above; however, implementation of MM 5.4-1g, MM 5.4-1h, MM 5.4-1i, and MM 5.4-1k would reduce impacts to birds and bats.

Section 5.5 – Cultural Resources

Page 5.5-1 of the Draft EIR has been revised to reflect the following:

The purpose of this section is to identify any potential cultural resources within or adjacent to the proposed project, and to assist the Lead Agency, in this case Shasta County, in determining whether such resources meet the office definitions of “historical resources,” as provided in the California PRC, in particular under the California Environmental Quality Act (CEQA). The analysis in this section has been prepared in accordance with §15064.5 of the State *CEQA Guidelines*, which considers the potential impacts on prehistoric, historic, and paleontological resources. This section describes the potential cultural resources within the project study area, and the applicable regulations that govern those resources. The following analysis of the potential environmental impacts related to ~~recreation~~ cultural resources is derived from the following sources and agencies.

Section 5.6 – Geology and Soils

No revisions are necessary to Section 5.6, GEOLOGY AND SOILS, of the Draft EIR.

Section 5.7 – Greenhouse Gases and Climate Change

No revisions are necessary to Section 5.7, GREENHOUSE GASES AND CLIMATE CHANGE, of the Draft EIR.

Section 5.8 – Hazards and Hazardous Materials

No revisions are necessary to Section 5.8, HAZARDS AND HAZARDOUS MATERIALS, of the Draft EIR.

Section 5.9 – Hydrology and Water Quality

No revisions are necessary to Section 5.9, HYDROLOGY AND WATER QUALITY, of the Draft EIR.

Section 5.10 – Land Use and Planning

No revisions are necessary to Section 5.10, LAND USE AND PLANNING, of the Draft EIR.

Section 5.11 – Noise

No revisions are necessary to Section 5.11, NOISE, of the Draft EIR.

Section 5.12 – Population and Housing

No revisions are necessary to Section 5.12, POPULATION AND HOUSING, of the Draft EIR.

Section 5.13 – Public Services and Fiscal Impacts

No revisions are necessary to Section 5.13, PUBLIC SERVICES AND FISCAL IMPACTS, of the Draft EIR.

Section 5.14 – Recreation

No revisions are necessary to Section 5.14, RECREATION, of the Draft EIR.

Section 5.15 – Tribal Cultural Resources

No revisions are necessary to Section 5.15, TRIBAL CULTURAL RESOURCES, of the Draft EIR.

Section 5.16 – Traffic and Circulation

Page 5.16-6 of the Draft EIR has been revised to reflect the following:

The section of Old Alturas Road between Deschutes Road to Seven Lakes Road is curvilinear and narrow with roadside obstructions. This section of rural roadway has a collision rate 33 percent higher than the statewide average for similar facilities. Of the 6 reported collisions, the primary collision factors are summarized as follows:

- 2 – DUI
- 1 – Hitting an Animal
- 1 – Unsafe Speed
- 2 – Improper Turn

Intersection #15 on Table 5.16-7, EXISTING INTERSECTION LEVEL OF SERVICE, on Draft EIR page 5.16-14 has been revised as follows:

#	Intersection	Control Type	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?	Delay	LOS	Warrant Met?
15	Deschutes Road & Cedro Lane	AWSC	E	47.2 65.6	E-F	Yes	20.32	C	-

As presented in the above table, the intersection of Deschutes Road and Cedro Lane is operating at an unacceptable level of service in the AM peak hour.

Intersection #15 on Table 5.16-10, EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE, on Draft EIR page 5.16-25 has been revised as follows:

#	Intersection	Control Type	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?	Delay	LOS	Warrant Met?
15	Deschutes Road & Cedro Lane	AWSC	E	49.0 70.4	E-F	-Yes	27.5 22.1	D-C	-

As presented in the above table, the intersection of Deschutes Road and Cedro Lane is projected to operate at an unacceptable level of service in the AM peak hour under Existing Plus Project conditions.

Table 5.16-11, EXISTING PLUS PROJECT SIGNIFICANT IMPACTS, on Draft EIR page 5.16-25 has been updated as follows:

AM Peak Hour									
#	Intersection	Control Type	Target LOS	Existing LOS	Existing Plus Project LOS	Existing Delay (D1)	Existing Plus Project Delay (D2)	D2-D1	Significant Impact?
10	Airport Road & SR-44 WB Ramps	TWSC	C	D	D	28.7	29.7	1	No
<u>15</u>	<u>Deschutes Road & Cedro Lane</u>	<u>AWSC</u>	<u>E</u>	<u>F</u>	<u>F</u>	<u>65.6</u>	<u>70.4</u>	<u>4.8</u>	<u>No</u>

As presented in the above table, no mitigation is required to reduce the impact as the impact was determined to be less than significant in the Existing Plus Project condition as the intersection delay was not increased by 5 seconds.

Intersection #15 on Table 5.16-14, YEAR 2035 NO PROJECT INTERSECTION LEVEL OF SERVICE, on Draft EIR page 5.16-33 has been revised as follows:

#	Intersection	Control Type	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?	Delay	LOS	Warrant Met?
15	Deschutes Road & Cedro Lane	AWSC	E	96.4 165.2	F	Yes	56.4 55.7	F	Yes

As presented in the above table, the intersection of Deschutes Road and Cedro Lane is projected to operate at an unacceptable level of service in the AM and PM peak hour while meeting the traffic signal warrant under Year 2035 No Project conditions.

Intersection #15 on Table 5.16-16, YEAR 2035 PLUS PROJECT INTERSECTION LEVEL OF SERVICE, on Draft EIR page 5.16-36 has been revised as follows:

#	Intersection	Control Type	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay	LOS	Warrant Met?	Delay	LOS	Warrant Met?
15	Deschutes Road & Cedro Lane	AWSC	E	99.0 171.3	F	Yes	60.6 61.8	F	Yes

As presented in the above table, the intersection of Deschutes Road and Cedro Lane is projected to operate at an unacceptable level of service in the AM and PM peak hour while meeting the traffic signal warrant under Year 2035 Plus Project conditions.

Intersection #15 on Table 5.16-17, YEAR 2035 PLUS PROJECT SIGNIFICANT IMPACTS, on Draft EIR page 5.16-36 has been revised as follows:

AM Peak Hour									
#	Intersection	Control Type	Target LOS	2035 LOS	2035 Plus Project LOS	2035 Delay (D1)	2035 Plus Project Delay (D2)	D2-D1	Significant Impact?
15	Deschutes Road & Cedro Lane	AWSC	E	F	F	<u>96.4</u> <u>165.2</u>	<u>99</u> <u>171.3</u>	<u>2.6</u> <u>6.1</u>	No <u>Yes</u>

PM Peak Hour									
#	Intersection	Control Type	Target LOS	2035 LOS	2035 Plus Project LOS	2035 Delay (D1)	2035 Plus Project Delay (D2)	D2-D1	Significant Impact?
15	Deschutes Road & Cedro Lane	AWSC	E	F	F	<u>56.4</u> <u>55.7</u>	<u>60.6</u> <u>61.8</u>	<u>4.2</u> <u>6.1</u>	No <u>Yes</u>

As presented in the above table, mitigation is required to reduce the impact as the impact was determined to be significant in the Year 2035 Plus Project condition as the intersection delay was increased by more than 5 seconds for both the AM and PM peak hour.

Table 5.16-18, MITIGATED YEAR 2035 PLUS PROJECT INTERSECTION LEVEL OF SERVICE, on Draft EIR page 5.16-37 has been updated as follows:

#	Intersection	Control Type	Target LOS	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
<u>15</u>	<u>Deschutes Road & Cedro Lane</u>	<u>Signal</u>	<u>E</u>	<u>12.2</u>	<u>B</u>	<u>13.4</u>	<u>B</u>

The above table shows that with implementation of intersection improvements, project impacts would be less than significant (level of service B during the AM and PM peak hours). The following improvements are proposed to provide acceptable operations at the intersection of Deschutes Road & Cedro Lane (Intersection #15):

- Construct a new traffic signal, or
- Construct a single/multi-lane roundabout.

Section 5.17 – Utilities and Service Systems

No revisions are necessary to Section 5.17, UTILITIES AND SERVICE SYSTEMS, of the Draft EIR.

Section 5.18 – Energy Consumption

No revisions are necessary to Section 5.18, ENERGY CONSUMPTION, of the Draft EIR.

SECTION 6.0 – GROWTH-INDUCING IMPACTS

No revisions are necessary to Section 6.0, GROWTH-INDUCING IMPACTS, of the Draft EIR.

SECTION 7.0 – ALTERNATIVES TO THE PROPOSED PROJECT

Page 7-25 of the Draft EIR has been revised to reflect the following:

With respect to the need for new or expanded water and wastewater facilities, the “No Project / Development in Accordance with Existing Zoning” alternative would reduce the population, and thus reduce impacts as compared to the proposed project. This alternative would develop 80 single-family residential units on APNs 061-240-001 and 061-210-001 and utilize a community wastewater collection system similar to that proposed by the project. ~~would require the use of individual septic systems.~~

SECTION 8.0 – OTHER CEQA CONSIDERATIONS

No revisions are necessary to Section 8.0, OTHER CEQA CONSIDERATIONS, of the Draft EIR.

SECTION 9.0 – INVENTORY OF MITIGATION MEASURES

Additions, modifications or deletions of text within Section 5.1 through 5.18 noted in this ERRATA result in similar changes in Section 9.0, INVENTORY OF MITIGATION MEASURES, of the Draft EIR.

SECTION 10.0 – EFFECTS FOUND NOT TO BE SIGNIFICANT

No revisions are necessary to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT, of the Draft EIR.

SECTION 11.0 – ORGANIZATIONS AND PERSONS CONSULTED

No revisions are necessary to Section 11.0, ORGANIZATIONS AND PERSONS CONSULTED, of the Draft EIR.

SECTION 12.0 – BIBLIOGRAPHY

No revisions are necessary to Section 12.0, BIBLIOGRAPHY, of the Draft EIR.