

**Caliterra Ranch Amendment Project
Addendum to a Adopted Mitigated Negative Declaration**

**Errata Sheet
March 2025**

Introduction

This Errata presents, in ~~strike-through~~ and double-underline format, the revisions to the Caliterra Ranch Amendment Project Addendum to a adopted Mitigated Negative Declaration. The revisions to the Addendum reflected in this Errata do not affect the adequacy of the environmental analysis contained in the Addendum or the Jones Ranch Initial Study/Mitigated Negative Declaration (IS/MND). Because the changes presented below would not result in any new significant impacts or increase in impact significance from what was identified in the IS/MND, the conclusion set forth in the Addendum remains that the conditions in CEQA Guidelines Section 15162 are not triggered by the Caliterra Ranch Amendment Project (proposed project). As such, an addendum, with inclusion of the revisions presented herein, remains the appropriate environmental document for the proposed project, pursuant to CEQA Guidelines Section 15164.

Changes to the Addendum

Based on further consideration, and in recognition of the Citywide General Plan Update effort, installation of a signal at the SR 65/Fourth Street intersection is not recommended. The improvement would not be consistent with the current City General Plan nor identified by Caltrans as an anticipated improvement project along SR 65 within the City of Wheatland. A number of Caltrans improvement projects are anticipated along SR 65, which may result in improved conditions along SR 65 and/or affect the efficacy of signalization at the SR 65/Fourth Street intersection location. For example, Caltrans has recently activated a new traffic signal on SR 65 at McDevitt Road in Wheatland. Caltrans also anticipates a number of improvements to SR 65 from South Beale Road to SR 70, including rehabilitating pavement and drainage and addition of acceleration and deceleration lanes, as part of the Yuba 65 Capitol Preventative Maintenance (CAPM) and Drainage Project. Furthermore, and most notably, the City is currently undergoing a General Plan update process. As part of that process, the entire SR 65 corridor through the City will be studied holistically, and input from stakeholders, such as Caltrans, will be sought. Considerations are anticipated to include adjacent land uses and driveway access, anticipated growth through the corridor, relationship to the planned SR 65 Bypass, existing and planned pedestrian and bicycle access, etc. Thus, it would not be appropriate to require improvements to the SR 65 corridor on a project-by-project basis at this time, given the ongoing General Plan update process. In addition, as discussed in the Addendum, payment of appropriate development fees towards city road circulation/traffic improvements were already addressed as part of the Development Agreement for the Jones Ranch Project. Requiring the proposed project to implement such an improvement would be considered premature and outside the jurisdiction of the City. Therefore, pages 32 and 33 of the Addendum are hereby revised accordingly as follows:

New Mitigation Measures

Although the Traffic Impact Study conducted by TJKM recommends signalization of the SR 65/Fourth Street intersection and exclusive turning lanes associated with the SR 65/First Street and SR 65/Main Street intersections to help reduce LOS conflicts related to intersections along SR 65, the improvements are not recommended for the following reasons:

- The improvements would not be consistent with the current City General Plan nor identified by Caltrans as anticipated improvement projects along SR 65 within the City of Wheatland.
- A number of Caltrans improvement projects are anticipated along SR 65, which may result in improved conditions along SR 65 and/or affect the efficacy of signalization at the SR 65/Fourth Street intersection location. For example, Caltrans has recently activated a new traffic signal on SR 65 at McDevitt Road in Wheatland. Caltrans also anticipates a number of improvements to SR 65 from South Beale Road to SR 70, including rehabilitating pavement and drainage and addition of acceleration and deceleration lanes, as part of the Yuba 65 Capitol Preventative Maintenance (CAPM) and Drainage Project.
- The City is currently undergoing a General Plan update process. As part of that process, the entire SR 65 corridor through the City will be studied holistically, and input from stakeholders, such as Caltrans, will be sought. Considerations are anticipated to include adjacent land uses and driveway access, anticipated growth through the corridor, relationship to the planned SR 65 Bypass, existing and planned pedestrian and bicycle access, etc. Thus, it would not be appropriate to require improvements to the SR 65 corridor on a project-by-project basis at this time, given the ongoing General Plan update process.
- As discussed above, payment of the appropriate development fees towards city road circulation/traffic improvements were already addressed and required as part of the Development Agreement for the Jones Ranch Project.

Based on the above, requiring the proposed project to signalize the SR 65/Fourth Street intersection or create exclusive turning lanes along SR 65 would be considered premature and outside the jurisdiction of the City.

While the following project-specific mitigation measures would help to reduce impacts, similar to the conclusions made in the 2002 EIR, from which the 2005 IS/MND tiered, signalization of intersections along SR 65 or any modifications to existing signal timings along SR 65 requires Caltrans approval. Because implementation of the mitigation measures lies outside of the City of Wheatland's jurisdiction, a guarantee that the measures will be implemented cannot be assured. As discussed, the 2002 EIR identified significant and unavoidable impacts related to SR 65 intersection operations, for which the City adopted a statement of overriding considerations. Although impacts related to delays at intersections along SR 65 would remain significant and unavoidable, the proposed project would not result in new or more severe significant impacts than previously identified in the 2005 IS/MND or 2002 EIR related to transportation.

TRANS-1 Prior to occupancy of the proposed project, the project applicant shall implement signal timing adjustments to and create an exclusive eastbound turn lane on the SR 65/First Street and SR 65/Main Street intersections. The project applicant shall also implement signal timing adjustments and create an exclusive westbound left turn lane of approximately 300 feet at the SR 65/Main Street intersection. Proof of compliance shall be submitted to the City of Wheatland for approval.

~~TRANS-2 Prior to occupancy of the proposed project, the project applicant shall signalize the SR 65/Fourth Street intersection with protected northbound-left and southbound-left movements. Proof of compliance shall be submitted to the City of Wheatland for approval.~~

The above modifications are for improved accuracy and clarification purposes only and do not change the analysis or conclusions of the Addendum or IS/MND.