



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Development of Liberty Hills as Proposed in the Environmental Impact Report No. EI?-51-2, San Joaquin County Draft Comprehensive Planning Program

MEETING DATE: May 6, 1992

PREPARED BY: City Manager

RECOMMENDED ACTION: That the City Council hear a presentation regarding the proposed Liberty Hills project and take action as deemed appropriate.

BACKGROUND INFORMATION: Mayor Pinkerton received a request from a citizens' group in the Clesents area opposed to the development of the Liberty Hills project that this item be placed on this agenda for review and consideration. The proponents have been **advised** that this topic is on this agenda.

FUNDING: None required.

Respectfully submitted,

*T/
- Thomas A. Peterson*

Thomas A. Peterson
City Manager

TAP/ jmp

THE QUESTION OF NEW TOWNS

Let us hope that this is still a question and not **one of those DEMOCRATIC PUSH-OVERS** where the decision has already been made and the working tax-payers are just given the coin-toss of "heads we win, tails you lose".

Some of you Leaders have had your intelligence blinded by the \$\$\$ and THE BIG CUN. Realtors: Don't think that you will get any commissions from these towns. On the contrary, it will make your hard-to-sell market even harder.

Town Councils: Will such "mushroom towns" enhance or hinder your own town?

Consider the following points:

Where will all of these needed jobs suddenly appear? (Any help for the already-jobless?)

Where will all of these instant-occupants come from?

How long will the growing-pains of transition affect the schools, water tables, etc.?

Let us remember:

Castro's "friendly gesture" of emptying Cuba's jails.

The miserable failure of H U D

The crippling of American economy with our "open-hand" policy which has possibilities of turning us into World-Providers.

Above all else, remember that when financial situations are reversed, those who have been helped with such compassion won't be as generous to Good Old (Dumb) Uncle Sam and his puppets. It might even be, "Good-bye. It's our country now!"

SAN JOAQUIN COUNTY FINANCIAL STUDY OF NEW TOWN CONCEPT

SUMMARY OF PHONE CONVERSATION WITH PLANNING
DIRECTOR CHET DAVIDSON, SAN JOAQUIN COUNTY PLANNING DIRECTOR

1/31/92

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CHET'S FINAL WORDS: "THERE ARE MANY VARIABLES IN THE
NEW TOWN CONCEPT THAT ARE
UNPREDICTABLE. DONE RIGHT, THEY
MIGHT WORK."

*Do we want to trust our future to
something this uncertain?*

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TERRELL WATT, AICP
PLANNING CONSULTANT
1767 UNION STREET
SAN FRANCISCO, CA 94123

(415) 563-0543
FAX (415) 563-8701

February 12, 1992

by Federal Express and Facsimile

Ms. Peggy Keranen, Deputy Director
San Joaquin County Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

Subject: Comments on Draft EIR for the Proposed San Joaquin
County General Plan Update

Dear Ms. Keranen:

This firm represents the San Joaquin Quality of Life Council (the Council) with respect to the proposed General Plan and related Draft Environmental Impact Report (DEIR). The enclosed comments on the Draft EIR for the proposed San Joaquin County General Plan are submitted on behalf of the Council.

Please add this firm at the above-captioned address to the mailing list for all notices related to the processing of the General Plan, five new communities and related environmental review documents.

Very truly yours,



Terry Watt
Planning Consultant

cc. State Lands Commission
California Dept. of Fish and Game
U.S. Fish and wildlife Service
Delta Sierra Chapter of the Sierra Club
Land Utilization Alliance
Committee to Save the Mokelumne River
Mokelumne River Alliance
San Joaquin Audubon
Greenbelt Alliance/People for Open Space
Sierra Club Legal Defense Fund
Hark Connolly, Attorney at Law
Zach Cowan, Attorney at Law

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
ON THE SAN JOAQUIN COUNTY
DRAFT GENERAL PLAN

February 11, 1992

The following comments regarding the Draft environmental impact report (DEIR) for the proposed San Joaquin County General Plan are submitted by the San Joaquin Quality of Life Council (hereinafter "the Council"). General comments are followed by more specific comments related to the adequacy of the DEIR.

INTRODUCTION

The DEIR contains a great deal of useful information regarding the County. Moreover, the DEIR contains a number of refreshingly bold mitigation measures to address identified significant impacts of the General Plan (e.g. 4.1- (b) Defer new communities). Notwithstanding this, the DEIR is deficient in a number of critical respects summarized below.

The General Plan Represents a "**Backwards**"
Approach to Planning

Decisions involving the future growth of the State, most of which are made and will continue to be made at a local level, should be guided by an effective planning process, including the local general plan, and should proceed within the framework of officially approved statewide goals and policies directed to land use, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, and other related physical, social and economic development factors. Govt. Code Section 65030.1

Most noteworthy of the defects in the DEIR is **the** document's failure to identify the "backwards" approach taken to planning for the County. Specifically, the County failed to approach the general plan as called for in State Planning Laws and the State of California General Plan Guidelines. The State Planning Laws contain very specific provisions with respect to the protection of the natural environment and its resources. Yet, the DEIR does not contain any evaluation of the proposed Plan's conformance to these provisions.

Nor does the DEIR include an alternative Plan based upon the protection of critical resources as a first concern. To the contrary, the General Plan's primary concern appears to have been accommodation at any cost, the growth projections developed by the

County. The DEIR should have called out the problem with this backwards approach to planning.

The General Plan Guidelines contain the following guiding principle for the preparation of General Plans:

"Evaluation of the jurisdiction's environment is the classic first step in preparing or revising a plan for the distribution of land uses. Information collected on environmental hazards (such as flood plains and landslide areas), resources (such as mineral deposits), and natural phenomena (such as deer migration routes or critical habitats), tells much about the amount and type of possible development and where growth should and should not take place". General Plan Guidelines at 45.

Moreover, the Guidelines suggest that the carrying capacity of the land and air should govern the ultimate population assumptions, not the reverse:

"[Population] [p]rojections may require adjustment as assumptions change during the planning process and visa versa. For instance, if the final land use plan substantially alters the amount of land reserved for residential use, the original assumptions will be similarly changed. Conversely, if growth projections will exceed assumptions used in the Air Quality Management Plan (AQMP), the impact on regional air quality should be evaluated and additional measures developed to maintain consistency with the AQMP." G.P. Guidelines at 48.

Not only did the DEIR fail to evaluate the Plan in these basic terms, but the DEIR buys into the population projections for the County as a "given." Evidence of this is that the population ranges of the alternatives vary overall only slightly and none are "constraints" or "carrying capacity" based. This approach is fatally flawed and should be addressed in a Supplemental DEIR on the Plan.

Summary of Other DEIR Defects

Other major defects in the DEIR include but are not limited to the following:

1. In formulating a "reasonable range of alternatives" the County and the EIR Consultant do not seem to have focused on options that could substantially lessen or avoid the significant environmental effects associated

with the project as proposed. This concern obviously reinforces the above-outlined concern that resource protection took a back seat to accommodation of population projections and development interests in the creation of the preferred Plan and many of the alternatives.

The range of alternatives and the varying population projections each alternative is based upon appear to have been developed independent of a linkage to significant impacts. This approach highlights an opportunity lost by the DEIR to construct an alternative plan which responds to the impacts and development constraints revealed by the DEIR.

2. The DEIR fails to analyze the impacts of the policies and implementation actions contained in the proposed General Plan. For example, the DEIR does not analyze the impacts of new and expanded roadways and other infrastructure necessitated by the General Plan (e.g. the proposed "toll road"). Nor does the DEIR call out an alternative or alternatives that would not necessitate such infrastructure thereby reducing the likely significant impacts of these major public (and private) facilities.
3. Mitigation measures are in many cases stated so broadly as to provide no tangible mitigation. For example, mitigation measure (d) under Impact No. 4.11-1 states: "Differences between population projected in the Draft Plan and population projected in the regional air quality plan should be resolved." What does this **measure** mean?
4. The DEIR fails to adequately analyze and quantify cumulative impacts of the project.
5. Critical data related to current planning by incorporated communities in the County is omitted from the DEIR making it impossible to determine whether the County needs for any reason to be in the development business.

Our specific comments are outlined below.

RECOMMENDED COURSE OF ACTION

The Council, based upon the specific concerns discussed here?, recommends that the County request the EIR Consultant to prepare a Supplemental Draft EIR (SDEIR), which SDEIR contains at a minimum the following information and discussions:

1. An evaluation of the General Plan consistency with State Planning Laws;
2. Development of missing information regarding the project description and setting, both County-wide and regional;
3. Revised impact analysis including but not limited to an analysis of the impacts not previously analyzed due to the missing project description and setting information;
4. Completion of an impact analysis of the specific policies and implementation measures contained in the proposed General Plan where such policies or measures will lead to impacts on the environment (e.g. new roads and freeways, new or expanded waste disposal facilities, new or expanded sewage treatment plants, distribution facilities and the like);
5. Development and analysis of new alternatives including:
 - a. Development and analysis of a General Plan alternative which is based upon the carrying capacity of the land, water and air. Specifically, such an alternative should be developed after a complete set of constraints maps have been assembled. Areas which should be off-limits to development include but are not limited to: flood plains, areas of geologic hazards, sensitive habitat areas including wetlands, prime agricultural lands and other resource areas. The refinement of population projections should be based upon the ability of the land, water, air and essential services to sustain the population without jeopardizing the natural ecosystems;
 - b. Development and analysis of an alternative which responds to the significant impacts of the project. Such an alternative could be assembled from the mitigation measures identified for the project in combination with new information regarding other environmental impacts identified in the SDEIR;
 - c. Development and analysis of an alternative that treats significant aspects of the natural

environmental as a constraint to development in terms of both location and intensity; and

6. Completion of detailed mitigation measures including a discussion of the efficacy of each measure to reduce significant impacts to a level of insignificance.

This information should be developed in a supplemental DEIR and recirculated for public comments.

In the meantime, the County must withhold action on any major component of the proposed General Plan. For example, a decision on the proposed Mountain House new community must await the completion of the General Plan. To act on this or any other major new community or major plan component prior to action on the General Plan would constitute "piecemealing" or segmenting the larger project. Moreover, an adequate and comprehensive cumulative impact analysis developed as part of the General Plan DEIR is essential to informed decision-making on any major plan component including Mountain House. (It is also worth noting that the General Plan DEIR recommends deferring the five new communities. Findings of approval of Mountain House in light of this recommendation measure could not be supported).

THE DEIR FOR THE PROJECT IS INADEQUATE

"Environmental impact reports ("EIRs") serve a number of important functions. The documents force agencies to develop specific information about how projects may adversely affect the environment; they involve the public in environmental decisionmaking; they require decisionmakers to reveal their "environmental and economic values" so that the public can remember come election day; they facilitate interagency consultation; and they generate proposals for project modification to be effected through the adoption of alternatives or mitigation measures." Remy and Thomas, 1991 Guide to CEQA at page 20.

In short, the basic purpose of an EIR is to provide public agencies and the public with detailed information about the effect which the proposed project is likely to have on the environment; to list ways in which the significant effects of the project might be reduced or eliminated and to indicate alternatives to such a project. CEQA section 21061.

This DEIR fails in a number of respects to accomplish these basic purposes. Specifically, the DEIR for the proposed project is deficient in at least the following respects.

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The DEIR Contains An Incomplete Project Description

An EIR must contain a description of the project. County of Inyo v. City of Los Angeles, 71 Cal.App.3d 185, 193 (1977) (Inyo II.) Section 15378 of the CEQA Guidelines defines "project" as "the whole of the action, which has the potential for resulting in a physical change in the environment, directly or ultimately..." (Emphasis added.) In addition to a map detailing the precise location and boundaries of the project, the project description must contain a "statement of the objectives sought by the proposed project" and "a general description of the project's technical, economic, and environmental characteristics." CEQA Guidelines section 15124.

An accurate and complete project description is a critical part of an EIR. "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." Santiago County Water District, 118 Cal.App.3d at 830 (quoting Inyo II, 71 Cal.App.3d at 192-93). The court in Inyo II explained why a thorough project description is necessary:

A curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the 'no project' alternative) and weigh other alternatives in the balance.

The DEIR project description omits information that is key to an adequate evaluation of project-related and cumulative impacts. Specific information missing from the DEIR includes, but is not limited to the following:

1. A description of the roadways and other infrastructure needed to serve population accommodated by the General Plan.
2. A description of the water, sewer, energy, waste disposal and other systems needed to serve the population accommodated by the General Plan.
3. A description of any and all other components of the Plan (e.g. goals, policies, implementation measures, programs) which have the potential to adversely impact the environment either directly or indirectly.
4. A description of major components of the new/expanded communities plan which have the potential to result in significant impacts. For example, where new communities

include such components as marina's, the impacts of these components should be included in the project description and specifically evaluated in the DEIR.

Each of these critical components of the project has the potential to create significant adverse environmental impacts not adequately analyzed in the DEIR. A revised project description containing the above listed details must be developed and a revised (supplemental) DEIR completed which considers the completed project description in its analysis of impacts.

The DEIR Contains Inadequate Setting Information

Also critical to the adequacy of an environmental document is beginning the analysis of impacts with a complete and accurate description of the project setting. An EIR must include a description of the environment in the vicinity of the project, as it exists before the commencement of the project, from both a local and regional perspective. If impact analyses are based on an incomplete, out-dated or inaccurate project setting, the results of those analyses cannot be accurate.

Among the omissions in the project setting are the following:

1. Accurate information about habitat values on agricultural lands. The DEIR states at 4.16-1: "Agricultural practices tend to eliminate important cover for wildlife" and "...generally provide little food for wildlife and are sources of toxins assimilated into the food chain...". The Committee agrees with the Department of Fish and Game that this statement is incorrect. To the contrary agricultural lands provide preferred habitat for several species including but not limited to State-threatened Swainson's hawk (Buteo swainsoni) and the San Joaquin kit fox (Vulpes macrotis mitica). The setting information should be revised to acknowledge the important habitat value of the agricultural lands.
2. Adequate and complete information about existing surface and ground water quality.
3. Adequate information and mapping about the extent of wetlands and wetland reserve areas (e.g. historic marsh or areas conducive to marsh restoration).
4. Detailed information and mapping regarding other resources including but not limited to major vegetative communities (e.g. oak groves, riparian areas).

- 5. Detailed information and mapping regarding significant natural resource areas in the Delta including the important waterfowl habitat provided by these areas.
- 6. Delineation of critical habitat areas for effected species.
- 7. Detailed mapping of the 250 year flood event in addition to the 100 year flood event for planning purposes.
- 8. Complete and up-to-date information about the general planning, population projections and infill potential for existing incorporated communities. For example, Stockton, Lathrop and Tracy all are updating their general plans. Yet, information about the acreage under consideration for development in these updates is not included in the DEIR. Nor are there respective population projections. This information is critical to the County's decision regarding how much land it should make available for development and the analysis of cumulative impacts.
- 9. Setting information for adjacent Counties. This information is critical to the cumulative impact analysis.

We had to find it →

The DEIR Fails to Adequately Analyze Project Impacts

In judging the legal sufficiency of an EIR, the focus is on adequacy, completeness and a good faith effort at full disclosure. The document should provide a sufficient degree of analysis to allow decisionmakers to make intelligent judgments. CEQA Guidelines, section 15151.

A number of decisions have developed criteria for determining what constitutes a "reasonable" effort within an EIR to analyze project's potential impacts. Among the most important cases is Kings County Farm Bureau et al. v. City of (5th Dist. 1990) 221 Cal.App.3d 692. The opinion addresses among other issues, the need to support with rigorous analysis and concrete substantial evidence the conclusion that impacts will be insignificant.

The operative word in each of these adequacy discussions is "analysis". One of the areas that the DEIR is most sorely lacking is in analysis to support conclusions related to the significance of impacts. Indeed, **as** described in more detail below, the DEXR is full of conclusions for which there does not appear to be any supporting analysis.

conclusions w/o supporting analysis

The DEIR Fails to Support With Evidence
Numerous Conclusions that Impacts Will be Insignificant

The DEIR concludes that all of the following impacts will be less than significant: land use conflicts between residences and agriculture, conversion of undeveloped land to urbanized acreage, water demand of 130,000 acre-feet, overdrafting of groundwater, migration of saline into freshwater, increased wastewater discharges, creek modifications, geologic impacts, impacts as a result of flooding, conversion of habitat to urban "habitat", impacts to special status taxa, impacts to fishery resources, potential sprawl, as well as other significant impacts purportedly reduced to a level of insignificance as a result of proposed mitigation measures. Additional evidence is needed to conclude that these potential impacts will in fact be insignificant.

air quality also

The Fifth District's decision in Kings County Farm Bureau et al. v. City of Hanford (5th Dist. 1990) 221 Cal.App.3d 692: 222 Cal.App.3d 516a [270 Cal.Rprt. 650] suggests that reviewing courts will require agencies to produce rigorous analysis and concrete substantial evidence before upholding EIR determinations that project impacts are insignificant, at least where the impacts in question clearly are not minor or trivial. The Kings County case reinforced the need to support conclusions regarding the significance of impacts with substantial evidence.

Evidence is lacking in the DEIR to support a finding of insignificance for virtually every significant impact purportedly determined to be insignificant after mitigation in the summary table. A few noteworthy examples are as follows:

1. Impacts to habitat as a result of the conversion of habitat to urban habitat. There is no evidence to support the finding that this impact is reduced to a level of insignificance. Moreover, the impact is underestimated because the DEIR fails to identify the extent of these resources.
2. Impacts to special-status taxa. Again, since these resources are not adequately identified, evidence is lacking to suggest that mitigation measures would result in reducing this impact to a level of insignificance.
3. Impacts as a result of increased water use and wastewater discharges. In particular, the defective cumulative analysis of the impacts of potential wastewater discharges to the Delta fails to support the finding that this impact is insignificant.
4. Growth inducing impacts. The County is proposing to open up vast new areas for development, while at the same time omitting any discussion of measures that could

limit urban sprawl or growth to the levels projected (e.g. measures such as urban limit lines, development fees for strategic purchases which would ultimately establish urban limit lines similar to the preferred plan for the South Livermore Valley, population caps and the like.) In short, there is no evidence that the growth induced by the Plan will not be significant and unavoidable.

Other Probable Significant Impacts Not Addressed

As a result of the incomplete project description and flawed assumptions, the DEIR fails to adequately identify or analyze a number of probable significant effects including but not limited to the following:

1. Impacts to the Delta resources as a result of increased population and recreational use:
2. Growth inducing impacts;
3. Impacts as a result of the construction of infrastructure to serve new development:
4. Inconsistencies between the proposed General Plan and State Law requirements for protection of resources:
5. Internal inconsistencies in the proposed General Plan, among other significant impacts not addressed by the DEIR: and
6. Cumulative impacts.

A revised (supplemental) DEIR should be completed which identifies and analyzes these and other omitted significant impacts.

The DEIR Fails To Adequately Analyze Cumulative Impacts

The DEIR's analysis of cumulative impacts is defective for at least the following reasons:

1. The study area for the analysis of many impacts including but not limited to traffic is geographically constrained and does not include the total area which will generate cumulative impacts. A rationale should be stated for each impact's study area based upon information that demonstrates cumulative impacts beyond the study area to be insignificant.
2. Quantification of cumulative impacts is in most cases entirely lacking. Without such quantification it is not

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possible to determine *the extent* to which through mitigation measures such impacts can be reduced.

3. Mitigation measures for cumulative impacts are vague and therefore inadequate.
4. The DEIR fails to state the disposition of a number of cumulative impacts before and after mitigation.
5. The underlying growth and development assumptions on which the cumulative analyses are based is not clear. Again, for each cumulative impact analysis the plan or list-based project/growth assumptions must be described. The new general plans for Stockton, Lathrop and Tracy, for example, do not appear to have been included in the cumulative impact analysis..

In short, the cumulative impact section must be revised to include the above contents.

This section is also an opportunity to develop detailed cumulative mitigation measures which the County can impose as mitigation in future project level DEIR's. For example, measures that should be included in future project specific EIR's could be developed in this DEIR (e.g. adopt an ordinance which calls for the elimination of the use of building materials containing CFC's; adopt an ordinance requiring a fee for open space from all new development; and the like.)

The EIR Fails to Adequately Analyze Alternatives

In formulating a "reasonable range of alternatives" the County and EIR consultant have not focused on options that could substantially lessen or avoid the significant environmental effects associated with the project as proposed. (See Pub. Resources Code section 21002; CEQA Guidelines section 15126 (d)(3). Instead, the various alternatives viewed from an overall environmental perspective, differ in relatively minor respects.

In addition, the DEIR fails to consider changing trends and circumstances which should have been identified and considered in the development of alternatives. Such changing trends include but are not limited to reduced dependency for air quality and other reasons on cars and new freeways, increased emphasis on resource protection and compact development to reduce the impacts of sprawl.

Moreover, a number of alternatives were listed that were considered but were not adequately evaluated. These include but are not limited to the City-centered alternative. Specifically, the DEIR fails to provide any analysis of how much new development could be accommodated in infill areas within existing cities

and/or an analysis of what densities would be required to accommodate projected growth entirely on infill lands. Depending upon the facts, it may be unnecessary and/or undesirable for the County to be in the development business if cities are willing to accommodate growth within their boundaries in an environmentally superior configuration.

Other Alternatives Which Should be Analyzed

The Council requests that a supplemental DEIR analyze a number of new alternatives that directly respond to identified significant and unavoidable impacts including:

1. An alternative based upon policies that are most protective of the environmental and avoid hazardous areas including flood plains, steep slopes and landslides. The location, type, intensity and population density of this alternative should evolve out of the constraints mapping.
2. An alternative which responds to the significant impacts identified in the supplemental DEIR. Specifically, the Council believes that there are additional Significant impacts that should be analyzed and addressed by such an alternative.
3. A truly city-centered alternative which calls for increased density within infill areas with the goal of balancing jobs and housing within each community and facilitating transit. The DEIR should evaluate what configuration of development would ultimately be consistent with transit.
4. An alternative which does not result in attainment or maintenance of Level of Service C on all County roads. A policy of maintaining LOS C may force sprawl indirectly. This should be addressed in the DEIR.
5. An alternative which is consistent with the attainment of air quality standards.

The DEIR Fails to Identify Feasible Mitigation Measures

Mitigation measures included in the DEIR are inadequate for at least the following reasons:

1. First, the DEIR fails to identify mitigation measures that could result in reducing impacts identified as significant and unavoidable to a level of insignificance. The most noteworthy example is Air Quality impact No. 4.11-1; "The growth projected by the Draft Plan exceeds that accounted for in the regional

Mitigation not feasible

attainment plans". The DEIR fails to state why population levels accommodated by the Plan during the planning period should not be limited to those accounted for in the AQMP. Other measures not identified which could be effective in reducing significant impacts include the addition of policies which would expressly prohibit development in hazardous areas and areas containing sensitive resources. Also, the DEIR fails to identify measures, including but not limited to fees on new development for open space purchases and urban limit lines, which would reduce or eliminate significant impacts related to the growth inducing impacts of the Plan.

2. Second, a number of mitigation measures call for additional studies and plans which may not prove successful in reducing or eliminating project-related impacts as described. For example:

Too late once a project EIR is in progress to look at larger picture

- ~~Alternatives in Environmental Impact Reports shall consider "infill" locations.~~ (The analysis called for in this policy/mitigation measure should be completed now as part of the General Plan DEIR. It will be too late once project EIR's are in progress to look at the larger picture of where growth should be directed).

The County shall investigate and establish financial mechanisms to preserve agricultural lands. (Again, now is the time as part of the General Plan to establish such mechanisms. See Attachment A, Revised Plan for the South Livermore Valley.)

- The County shall study the feasibility of establishing a Transfer of Development Rights (The General Plan should be the mechanism to identify transfer and receiving parcels as well as to set densities and incentives for such a program. After the General Plan is adopted the opportunity to explore such a program will be lost particularly if the incentive to transfer rights is obliterated by permitting unchecked growth in five new communities.)

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The County shall study the feasibility of establishing mitigation fees to be paid when lands are converted from agriculture and/or use to an urban use.

- The availability of a water supply shall be a

Water a primary determinant

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planning areas for growth. (Long-term water availability should be determined prior to opening up new areas for development and establishing population goals?)

- The County shall conduct a study to identify appropriate buffers between agricultural operations and non-agricultural land uses to prevent land use conflicts.

These and many other purported "mitigation measures" illustrate better than any other aspect of the **DEIR**, the glaring lack of detail about what is actually being proposed. In addition, they highlight the fact that the possibility for responsible planning may be foreclosed as a result of postponing critical studies and investigations as part of the comprehensive planning effort.

3. Finally, the feasibility of a number of measures is highly questionable. The **DEIR** should evaluate the policy measures for their feasibility prior to relying on these measures to reduce impacts to a level of insignificance. For example, how will the following policy measure be implemented?

"Development should occur on vacant lots within existing communities as "infill" before extending beyond the current development areas of a community".

The **DEIR** must describe the efficacy of each measure in reducing impacts identified as significant to a level of insignificant. **For** example, to what extent is this policy measure being relied upon to reduce significant impacts to a level of insignificance? In the absence of such discussions in the **DEIR**, how are decision-makers or the public to know which mitigation measures and/or policies must be adopted to reduce significant impacts to a level of insignificance? The efficacy of each policy/measure listed in appendix 10.3 must be described in a revised (supplemental) **DESR**.

CONCLUSION

For the foregoing reasons, we urge the County to **request** the preparation of a revised (supplemental) Draft EIR which includes a new alternative that is based upon an environmental constraints analysis and environmentally sound planning practices.



CITY CLERK - FILE COPY

Liberty Hills...
An Idea Whose Time
Has NOT Come!!!

**SCHOOLS
AND
HOSPITALS
NOT
HAPPY
WITH
PROJECT**



lodi unified school district

FACILITY PLANNING DEPARTMENT
1300 West Lodi Avenue, Suite S, Lodi, California 95242
Mailing Address: 815 West Lockeford Street, Lodi, California 95240

February 12, 1992

Glenda Hesselline
P. O. Box 157
Clements, CA 95237

Dear Ms. Hesselline:

In response to our conversation recently, I am writing to give you my thoughts regarding the proposed Liberty Hills Subdivision.

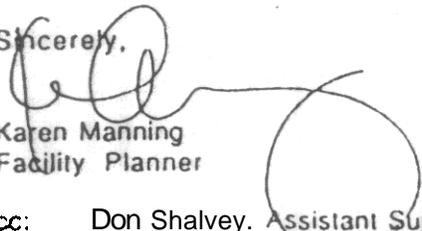
At this time, the Facility Planning Department has had no contact with this developer regarding housing the students from this development in Lodi Unified Schools. At present, our District is utilizing a Concept 6 Year Round Education Calendar to accommodate our student population. This calendar, while being used to house students, is also not the desired calendar of our Board of Education. The Board has adopted a philosophy in favor of a traditional school calendar. The fact that the district is currently overcrowded and has instituted a school facilities mitigation fee is indicative of the crisis nature of our school facilities issues. Any additional students would certainly further exacerbate the overcrowding in our school facilities and would be of major concern to this department. Only a portion of the proposed development lies within the Lodi Unified School District boundaries.

Review of the preliminary map indicated approximately 1.100 acres would fall within Lodi Unified School District boundaries. Approximately 300 acres are presently listed under some type of residential designation; however, this could change as the development proposal progresses.

Due to overcrowded conditions, our District does not make a practice of approving intra-district transfers unless addressed in the Allen Bill or extreme circumstances.

Please contact me if I can provide any additional information.

Sincerely,



Karen Manning
Facility Planner

cc: Don Shalvey, Assistant Superintendent
Terry Heath, Assistant Superintendent--Operations



Record photo by AMELITA MANES

Oak View School kindergartners drop everything to greet Superintendent/Principal Bill Chiechi

STOCKTON
RECORDED 3/1/92

Oak View School a little bit country

Residents fear Liberty Hills development may ruin its small-town charm

By Richard Hanner
The Stockton Record

At Oak View School, the janitors call students by name, the trustees aren't above doing mop duty and a big event is when a sheep that has escaped from the nearby pasture trots across the playground.

There are few drug problems at Oak View, and no gang problems. The school includes kindergarten through eighth grade, with no more than 25 students in most classes.

Oak View is small, country and wholesome — but some area residents are worried that could change.

A new city known as Liberty Hills is proposed for land that includes portions of Oak View as well as Lodi Unified School District. As proposed, Liberty Hills would include more than 8,000 homes and 25,000 people.

"Frankly, Liberty Hills scares the daylight out of me," said Jeanne Pearson, an Oak View trustee. "How can we maintain the qualities we have here?"

The small classes, the one-on-one attention, the sense of community?"

It's that which sets Oak View apart from many schools, big or small.

Oak View sits between Galt and Lockeford, nestled among dairies, pastures and cornfields. (One of the school's few drawbacks: a pungent bovine aroma frequently visits the campus.)

...the town ... city ... and ... If ... SCHOOL LL-4

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OAK VIEW SCHOOL DISTRICT
PROBLEMS ASSOCIATED WITH LIBERTY DEVELOPMENT

January 30, 1992

1. The facilities planned for elementary and junior high schools are completely inadequate for the number of students indicated. The Oak View School District has an historical policy of keeping classes small and its campus intimate. This has been a conscious and deliberate policy embedded in the values of the community. Oak View School District has operated for many years with an average class size of between 24 and 25. Its campus has approximately 300 students in kindergarten through eighth grade and is currently at or near capacity. The proposed campuses sized at over 1000 students for elementary and 1200 for junior high would violate the traditional and historical values of Oak View in several ways:

A. A campus with 1000 students would lose the traditional intimacy and accountability demanded by the Oak View community and Board of Trustees. Children would not be known by the total staff and parents would lose sight of the school as a community resource.

B. It is the belief of the Oak View District that kindergarten through eighth grade schools better serve junior high aged children, providing an atmosphere of caring, intimacy, and accountability lacking in junior high schools.

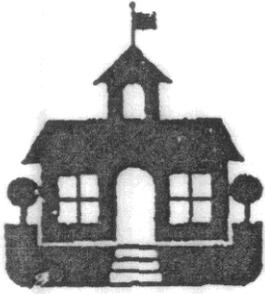
C. Eight acres (even allowing for an adjacent five acre park) is far too small for this many students. Research clearly shows that at least double that space would be required for this many students to minimize playground problems and allow for an adequate physical education program.

It is our belief that the new schools should be built at a maximum of 500 students on a minimum of 15 acres.

2. The capacity of Oak View School to accept new students generated by Liberty during the interim while new schools are constructed is severely limited. We are presently at our historical limits of student/teacher ratio and all classrooms are being used. Even if class sizes were allowed to rise to State limits, creating many grade combination classes of maximum size, the campus could accommodate fewer than 40 additional students. It is expected that the ongoing growth within the District will exceed this within two years. Moreover, the campus is close to build out. The

maximum capacity of the present campus to accommodate new buildings is three additional classrooms.

3. The Oak View School District, as ^{we} all districts, is governed by a local board of trustees. however. in Oak View the board is extraordinarily close to the community. The atmosphere of meetings is one of complete openness with a clear will inness and desire on the part of the board for ^{the} full and constant participation of the community. with the build out of Liberty would come a clear necessity to conduct meetings in a much more formal, stilted manner (due to the greatly increased numbers of constituents) thereby losing much of the intimacy the community and board now enjoys.



Galt Joint Union School District

January 29, 1992

Board of Education
JIM T. PRICHARD,
President
TINA M. SKINNER,
Vice President
ALFRED J. DENIER, Clerk
DONNA L. FLUTY,
Board Representative
DONALD F. NOTTOLI, Member

District Superintendent
ROBERT L. McCAFFREY, Ed.D.

Assistant Superintendent
JEFF JENNINGS

Sari Joaquin County Planning Commission
1810 Hazelton Avenue
Stockton, CA 95205

Re: Liberty Hills - Ranpac Corporation

Dear Commission Members:

It has recently come to our attention that San Joaquin County is considering the approval of a proposed 8,000 acre town called Liberty Hills. It has also come to our attention that the individuals involved in this proposed new town have indicated to the Planning Commission that they have contacted our school district and have also stated that we have agreed to contract with them to provide public school services. Even though our District boundaries do not encompass this proposed town, until such time as they can be fully self-sufficient in providing their own school services.

Our District is not in a position to provide this type of service, and we do not anticipate to be in a position to provide educational service for this proposed town, at anytime in the near future. As you may well know, Galt is experiencing rapid growth, and our school district is diligently working to provide adequate housing and educational services for the additional students entering our District due to Galt's growth.

Please do not hesitate to contact our office should you require additional information.

Very truly yours,

Robert L. McCaffrey, Ed.D.
District Superintendent

District Office
21 C Street
Galt, CA 95632
(209) 745-2911
Fax Number
(209) 745-9887

Schools
FAIRSITE ELEMENTARY
Jerry Keon, Principal
VERNON E. GREER MIDDLE SCHOOL
June Bliss, Principal
VALLEY OAKS ELEMENTARY

th
cc. Clements Community Cares Committee

Criteria Used by **the** State Board of Education
in Considering Hatters Relating to School District Organization

Education Code (Section 35753)	California Administrative Code Title 5, Section 18573						
<p>35753. (a) The State Board of Education may approve proposals for the reorganization of districts, if the board has determined, with respect to the proposal and the resulting districts, that all of the following conditions are substantially met:</p> <p>(1) That the new districts will be adequate in terms of number of pupils enrolled.</p>	<p>18573. Criteria for Reorganization of School Districts. (a) The analysis of the proposal or petition by the Department of Education shall state findings of fact and recommendations as to whether each district affected by the proposed reorganization substantially meets the following criteria and standards.:</p> <p>(1) It is the intent of the State Board that direct service districts not be created which will become more dependent upon county offices of education and state support unless unusual circumstances exist. Therefore, each district affected must be adequate in terms of numbers of pupils, in that:</p> <p>(A) Each such district should have the following projected enrollment on the data that the proposal becomes effective or any new district becomes effective for all purposes:</p> <table style="margin-left: 20px; border: none;"> <tr> <td>Elementary District.....</td> <td style="text-align: right;">901</td> </tr> <tr> <td>High School District.....</td> <td style="text-align: right;">301</td> </tr> <tr> <td>Unified School District.....</td> <td style="text-align: right;">1,501</td> </tr> </table> <p>(B) The analysis shall state whether the projected enrollment of each affected district will increase or decline and the extent thereof.</p>	Elementary District.....	901	High School District.....	301	Unified School District.....	1,501
Elementary District.....	901						
High School District.....	301						
Unified School District.....	1,501						

cannot start over district without 1501 students just



Dec. 10 1932
Letters from Schools + Hospital

975 South Fairmont Avenue
P.O. Box 3004
Lodi, California 95241-1908
(209) 334-3411
FAX (209) 368-3745

January 28, 1932

San Joaquin County Planning Department
1810 Hazelton
Stockton, CA 95205

RE: Liberty Hills Proposed Township

On behalf of Lodi Memorial Hospital, the closest acute care facility to the proposed community, I would like to summarize a few of the hospital's concerns regarding the Liberty Hills proposed community.

San Joaquin County, especially in the outlying areas, is critically short of primary care physicians. The hospital emergency department was recently expanded and is already extremely busy because newcomers to our area have difficulty securing a primary care physician.

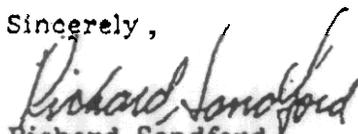
A community of this size would require several physicians to meet the basic healthcare needs or the basic needs could be met by an urgent care center or some type of clinic arrangement.

The hospital itself has begun planning processes as the reported addition of two new large communities in the north end of San Joaquin County would have a significant impact upon hospital facilities. This would require a major financing for expansion of beds, ancillary services, and outpatient diagnostic treatment facilities.

We would urge that the Planning Commission consider all elements of new cities in the north end of the county, which will impact all services including healthcare. We would not want to see healthcare services excessively impacted by excessive now growth too quickly.

Thank you for your consideration of these comments.

Sincerely,


Richard Sandford
Chief Executive Officer

RS:lw
pd:adm11
cc: Clements Community Cores

DON'T TAKE OUR WORD FOR IT DON'T TAKE RANPAC'S WORD FOR IT CHECK THE FACTS FOR YOURSELF

In light of the Ranpac charges of "MISINFORMATION" by local citizen's groups, pertaining to the proposed Liberty Hills development, we are offering to the public FULL ACCESS TO OUR SOURCES OF INFORMATION. If you are in confusion or doubt about any of the accuracy of C.C.C. Information, we invite you to check with the same public and county agencies that we did and verify for yourself the accuracy of the information. Don't take our word for it, and don't take Ranpac's. Check the facts personally and YOU DECIDE. We have faith in the public's intelligence and ability to see the truth beneath high-powered, corporate advertising.

ISSUES OF DISPUTE

TRAFFIC

Sources:
CalTrans, Transportation Planning: 948-7924
Council of Government, Gary Dixon 468-3913
San Joaquin County Planning: Eric Parfrey
468-3153, Harry Islas, 468-3120, Lorie Islas
468-3070.

Contact date:
February 24, 1992.

Question:
Liberty Road. What is the expected increase of traffic and how is that determined?

Answer:
ADT (average daily trips) in and out of Liberty Hills at full build-out, based on CalTrans formula of 10 trips per household, and project description of 8,000 homes will be 80,000, a figure described as "on the low side" by Ranpac project manager Rick Scott at public meeting 1/31/92 at Clements Firehouse.

Documentation:
• "gross traffic generation per dwelling unit would be 10 trips per day" CalTrans, Transportation & Planning
• "10 trips per household is the standard figure, the commonly used formula. That figure is reasonable" Gary Dixon C.O.G.

• "we use 10.1 trips per day per single family residence" San Joaquin County Planning, Lorie Islas

Question:
Liberty Road. What improvements will be needed, who pays, and how much will it cost?

Answer:
Liberty Rd. would be widened to a 4-lane, divided highway. An example from CalTrans Transportation Planning Dept. of a present highway widening project (Hwy. 132 in Modesto) was initially estimated at \$40 million. Partial completion has cost the state \$120 million, and completion is expected to exceed \$400 million. This example was used by C.C.C. to demonstrate rapidly escalating road costs in today's uncertain economy. According to CalTrans this is a viable use of those statistics:

Documentation:
• "Costs escalate so rapidly when you figure cost of land acquisition that whatever costs you start out with aren't the ones you end up with. No matter what the cost, it escalates." CalTrans 2/24/92

• "Where are the figures for the widening of Liberty Road in the E.I.R., and who is responsible for the work?" C.C.C. question to S.J. County Planning Dept. on 2/26/92

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"Ranpac understood Liberty Road would need to be 4 lanes and they assumed responsibility for all costs. It is an ASSUMPTION that Ranpac would pay for Liberty Road improvement, but there are no guarantees" Harry Islas S.J. Co. Planning 2/26/92

• "What will be your responsibility in the road improvements? C.C.C. questions to Ranpac 1/31/92. Answer: "We will participate" "How much?" Answer: "We don't know."

Question:
Lockeford/Clements by-pass. Is it scheduled, who pays and what will it cost?

Answer and Documentation:
"CalTrans has no plans for a by-pass."
"CalTrans has no money for a by-pass"
• "IF IT GETS BUILT, IT WILL BE BY THE COUNTY AND THE DEVELOPER."
CalTrans Transportation Planning 2/24/92

• "No way can we fund this today" "THE DEVELOPER HAS TO BE THE PRIMARY SOURCE." Council of Governments 2/24/94

• "Just a rough feasibility study for Lockeford (NOT CLEMENTS) estimates the by-pass at \$48 million and that was with no in-depth research." CalTrans Transportation Planning 2/24/92

Question:
What happens if mitigations are not in place and the project gets approved?

Answer:
• Recent Calaveras Co. Court decision in favor of Friends of Calaveras County held the county accountable for proceeding without proper mitigation or financing. Calaveras County Court.

WATER

Sources:
Sacramento County Planning Dept.: Rob Burness 919 440-6400, Anne Baker 916 440-6170, Amador Water Agency John Enloe 267-0226 Jackson Valley Irrig. Dist. Henry Wilby 274-2037 P.G.&E., E.B.M.U.D., Gross Well Drilling Co. 745-2227 Sacramento Co. Public Works, J. Coppola 916 440-6581 Douglas Fraleigh 916 440-6581 Contact dates: 1/30/92, 2/13/92, 1/27/92

Question:
Will there be adequate groundwater for the project?

Answer:
• P.G.&E. and E.B.M.U.D. chart statistics showing a 20-30 foot drop of the water aquifer beneath the project in the last 20 years. The area is already suffering from a chronic overdrafting.

• "I've drilled most of the wells on the Borden Ranch. The closer you get to Highway 88, the less water you find and there just isn't much in the Liberty Road Highway 88 area." Jeff Gross, Gross Well Drilling, Galt.

• Seven of the nine wells on the project are in Sacramento County. A Sacramento County ordinance prohibits water transport across county lines without a permit. A permit cannot be granted if "change of use" violates Sacramento County General Plan such as change from agricultural to urban use.

• "It has come to my attention that the proposed source of water for the subject development is groundwater and that, furthermore, up to seven existing wells located in Sacramento County will be used to develop this groundwater supply. Section 15.08.095 of the Sacramento County Code explicitly prohibits the transportation of ground or surface water from Sacramento County except pursuant to a permit issued by the Director for each and every source." Douglas Fraleigh, Sac. Co. Pub. Works

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• "I have referred the issue of water supply for the proposed Liberty Hills development to the Public Works Director for separate comment. It is a violation of Section 15.08.095 of the Sacramento County Code to transport surface water or groundwater from the County unless a permit has been issued by the Director." John Coppola, Sac. Co. Pub. Works

• If project "will not extract ground water in excess of existing conditions" then why was contact made with Jackson Valley Irrigation Dist. and Amador County Irrigation Dist. to discuss purchase of additional surface water by Ranpac?

"Ranpac representatives have met with the (JV) district several times, probably more than six, and have expressed a desire to find some surface water project that they could become involved with for a share of the water." "Any housing project of the size anticipated for your area, will have an impact." Jackson Valley Irrigation District.

"The general conclusion was that a joint project would be extremely difficult to put together with the various parties involved" John Enloe, Amador Water Agency.

EDUCATION

Sources:
Lodi Unified School District, Facility Planning, Karen Manning 331-7217
Galt Joint Union, Dr. McCaffrey 745-2911
Galt High School, Jim Arwood, 745-3061
Oak View School District, Bill Chiecht, 368-0636
State Educational Code (Section 35753)
California Administrative Code, Title 5, Sec. 18573

Contact Dates: 1/30/92, 1/29/92, 2/12/92

Question:
School facilities. How will the project provide housing for the students?

Ranpac Answers:
"We will contract with LUSD" 11/91
"We will contract with Oak View or Galt" 1/17/92
"We will build our own school, K-12, have it completely staffed and waiting when the first house is completed." 1/31/92

• However, according to State Educational Code #35753, in order to form a new district, student population of 1501 must FIRST be in place.

• Until then the Liberty Hills students will be forced to use the other districts; yet Lodi, Oak View, and Galt have all indicated in letter form to the Planning Commission or C.C.C. that they CANNOT ACCOMODATE ADDITIONAL STUDENT POPULATION AT THIS TIME. NEVERTHELESS, IF THE PROJECT GOES THROUGH, STUDENTS WILL HAVE TO USE THE EXISTING DISTRICTS UNTIL STUDENT POPULATION GROWTH ALLOWS FORMATION OF A NEW DISTRICT.

AIR QUALITY

Source:
San Joaquin County Air Pollution Control, 468-3470, Mr. Greywall

Contact date: 1/30/92

Question:
How will air quality be affected:

Answer:
"S.J. County is presently out-of-compliance with Clean Air Plan and PM-10 Plan." How can developer add 24,000 people and 80,000 car trips per day and not exaggerate existing conditions already in violation with State law?

Ranpac answer:
No comment.

HOSPITAL SERVICES

Source:
Richard Sanford, Chief Administrator, Lodi Hospital, 334-3411

Contact date: 1/28/92

Question: **How will the project affect healthcare?**

Answer:
"The reported addition of two new large communities (Thornton and Liberty Hills) in the north end of San Joaquin County would have a significant impact upon hospital facilities. This would require major financing for expansion of beds, ancillary services, and outpatient diagnostic treatment facilities... We would not want to see healthcare services excessively impacted by excessive new growth too quickly."

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EMERGENCY SERVICES

Source:
Ranpac Project Manager Rick Scott & S.J. Co. Draft E.I.R. General Plan 2010

Contact dates: 1/17/92, 1/31/92, 2/3/92

Question:
Who would provide fire and police protection?

Answer:
Plans to contract with already understaffed S.J. County Sheriff's Dept. and volunteer Clements fire department for services.

BIOTICS

Source:
Ranpac and California Dept. of Fish & Game

Contact dates: 1/17/92, 1/31/92

Question:
How does Ranpac propose to protect the 2600 Vernal pools and the 20 threatened or endangered species of plant and animal life listed in the E.I.R.?

Answer: We will be building hiking and equestrian trails through the open space area." Rick Scott, Ranpac, 1/17/92

IT IS IMPOSSIBLE TO PROTECT THE ECOLOGICALLY VERNAL POOL AREA WITH 24,000 PEOPLE IN CLOSE PROXIMITY.

• "Vernal pools cannot exist surrounded by urban pollution of water, air and noise." Dept. of Fish and Game.

HISTORY OF RANPAC IN OTHER COUNTIES:

Sources: Sacramento County Planning Dept., Anne Baker, 916 440-6170, Rob Burness, 916 440-6400, Sacramento Co. Pub. Works, J. Coppola 916 440-6581
Mike McCarthy in "Developer Pushes for Creation of New City", the Business Journal Serving Greater Sacramento, July 30, 1990.
Ranpac Director of Land Development, Dave Dillon, in same article.

Contact dates: 7/30/90, 2/28/92

Question: **Has Ranpac ever been denied at any stage of the Planning process in any other counties?**

Answer:
• Ranpac claims in its L/C News ad of 2/26/92 that it was never denied in other counties yet Dave Dillon, Ranpac's own Land Development Director, is quoted "We have met with Sacramento County staff and made our presentation of the new town planning concept. Staff came out in opposition." vol. 7, issue n18, pg. 1. Bus. Journal

• "The Sacramento County Planning Department has received a preapplication for a general plan amendment. Given the clearly significant growth inducing and environmental impacts of the project and its inconsistency with the focus of our plan update efforts, we see no justification for its approval." "The Planning Director informed the proponents (Ranpac) that she would deny a request to accept the General Plan amendment application, but that they could appeal to the Board."

Letter from Sac. Co. Principal Planner Gary Stonehouse to S.J. Co. Planning Director Chet Davison, dated Nov. 8 1989

• Amador County planner are even less receptive to Ranpac's idea: "It's crazy. You might as well take the whole valley and make it urban and kiss off ag."

Amador County Planning Director Gary Clark
Business Journal Serving Greater Sacramento

• "During preliminary discussions, the project was turned away because the land is in the Williamson Act and cannot be developed for ten years."
Amador County Planning Director Gary Clark

RANPAC'S UNMENTIONED "AWARDS"

May 10, 1991
MUNICIPAL COURT RIVERSIDE COUNTY CASE #02184

July 1, 1991
SUPERIOR COURT RIVERSIDE COUNTY "PEOPLE VS. RANPAC SOILS, INC." CASE #212611

Feb. 24, 1992
CASE # CR42219 RANPAC GEOLOGIST CHARGED WITH FIVE FELONY COUNTS, HEARING SCHEDULED MAY, 1992

SETTLEMENT:
\$1.2 MILLION FOR CRIMINAL AND CIVIL SUITE CHARGES: 1 FELONY AND 1 MISDEMEANOR FOR UNLAWFUL DISPOSAL AND UNLAWFUL TRANSPORTATION OF CONTAMINATED SOIL.
PLEA TO CRIMINAL CHARGE: GUILTY

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CRIMINAL CHARGES AND FINES: \$147,000
RANPAC "AWARDED" 18 MONTHS PROBATION.
CIVIL SUIT CHARGES OF "UNFAIR BUSINESS PRACTICES"

SOURCE OF INFORMATION: RIVERSIDE MUNICIPAL AND SUPERIOR COURT PUBLIC RECORDS
RIVERSIDE SUPERIOR COURT
CRIMINAL CASE DIVISION, 714 275 1433
CIVIL CASE DIVISION, 714 274-1960

Ranpac quote "I feel it is not fair to characterize us as untrustworthy" Rick Scott, Lodi News Sentinel, March 6, 1992

THE INFORMATION ON ARRESTS, CHARGES, AND CONVICTIONS REGARDING ILLEGAL TRANSPORT AND DISPOSAL OF CONTAMINATED SOIL STANDS BY ITSELF. PEOPLE CAN MAKE UP THEIR OWN MINDS WHAT KIND OF COMPANY THIS IS. WHETHER THE SOIL WAS LATER RECLASSIFIED IS IRRELEVANT. AT THE TIME OF THE ACTION, IT WAS CLEARLY ILLEGAL BEHAVIOR, BEYOND THE LAW.

FINAL QUESTION: ARE THESE THE ETHICS OF A COMPANY THAT IS GOING TO "GUARANTEE AND LIVE UP TO ITS COMMITMENTS"?

YOU DECIDE!

LIBERTY HILLS: SUMMARY OF PROBLEMS

Traffic and Roads: Eased on today's figures. necessary toad widenings would cost \$124 million PLUS land acquisition costs for approximately 48 miles of roads and 2 interchanges. County facing possibility of a \$3.5 million deficit by end of June. with a roads shortfall of \$1,156,000 by 2010. Neither Cal Trans nor County can pay. Developer will only "participate".

Schools: Galt and Oak View refuse to accept Liberty Hills students and will file lawsuits if necessary. Lodi Unified "is currently overcrowded and has instituted a school facilities mitigation fee." The public will rebel if student overcrowding and schools costs become worse in Lodi, which they will with 6-8,000 more students from Liberty Hills.

Agricultural Use: Liberty Hills will remove ,over 7,000 acres of farmland, the county's major industry; this includes 660 acres of row crop land. This is prime land for vineyards and dryland cattle grazing. The county's leading crop is dairy. Beef cattle is the 6th and is valued at \$42,342,000, plus \$1.6 additional dollars in related goods/services. The county is losing 12,525 acres/year in grazing land.

Even if Liberty Hills is built, development will continue on other prime farm land in the county; much of this has already been allotted to "paper" lots and parcels.

The Environment: By law the wildlife population and native plants must be maintained at the pre-project level with no net loss of habitat. The land harbors 21 endangered/threatened species and 2000 natural ponds; both are protected by various laws and organism's, including CEQA (California Environmental Quality Act).

This land CANNOT be protected from the 25,000 people who will trample land adjacent to housing. "Maintenance of the status on portions of a development while other portions are developed will NOT offset impacts to wildlife." "Projects which have the potential to destroy wetlands shall not be permitted."

Water: The County is currently overdrafting 270,000 acre feet a year. Public Works says, "...county residents...are pumping the groundwater supply dry...it is a long-term economic problem." The developer cannot meet the county-mandated maximum water usage based on historical use of 660 agricultural acres when he adds a town of 25,000, two golf courses, and public areas. "Any General Plan amendment shall not result in increased demand upon the water." (Board of Supervisors, 1991)

Air: The county exceeds and violates the Clean Air Act NOW. Our county has the potential to exceed the disastrous air quality levels of Los Angeles because our air doesn't empty out until 5,000 feet whereas L.A. air empties at 1,500 feet. California already has 7 of 18 urban areas that violate federal smog standards.

Land Use: There are presently about 55,000 lots and 8,000 vacant

homes in the county. In addition, -there are countless acreage parcels; 43+ subdivisions on the books in Galt; two in the Amador/San Joaquin county line area; five in the Calaveras/San Joaquin county line area; and others in the Stanislaus area. "New towns" will only cause overbuilding, supplying 121% more homes than needed for the highest population projection.

Liberty Hills is lacking in low-income and moderate-income housing.--The EIR recommends that "approval of these new... communities should be deferred until such time that the need for additional growth areas can be determined."

Services: The north county now has one (1) sheriff's deputy patrolling from Linden on north. Hospital services in Lodi are at capacity. All fire departments are volunteer. There is no way to provide for interim services during the 10-20 years it will take to develop in-community services. And then, will the developer still be here to provide services? Or will he go bankrupt or simply pick up and leave as so many do? Is the county willing to pick up the huge bill?

Population: California's population has slowed down and is more and more low income. The big need in this county for low-income housing will not be met by expensive homes in Liberty Hills.

Financial Impact: The county has an increasingly large budget deficit which will not be aided by increased demands for Liberty Hills infrastructure. The development will be basically a bedroom community with little industrial base. Subdivisions cost \$1.10-\$1.40 for every \$1 of income vs. \$.30 for every \$1 for agricultural land. Added risk comes from this developer who has a reputation for leaving counties to pay the bill.

DEVELOPER'S REPUTATION RANPAC had criminal charges levied against it recently, pled guilty, was fined \$1,200,000, and is serving an 18 month probation. It has a history of using unethical tactics to gain favor in counties. It was included in a lawsuit in the Temecula/Marietta area. There is a permanent injunction against the company in Riverside Co.

RANPAC used Temecula as an example of its credibility. Time magazine (11/18/91) listed Temecula as a prime example of what's wrong with California.

Much of RANPAC's (now called Trans-World) money comes from off-shore sources. Note that Japanese investors recently withdrew money from Greg Lukensbill, who is almost bankrupt and has had to leave developments in the lurch. The county picks up the bill.

Court Cases: Four recent court cases have insisted on adherence to CEQA law by stating that 100% of problems must be solved before a development can be added to the General Plan.

Litigation Potential: The County opens itself to a lengthy and expensive lawsuit or a ballot initiative (see Sutter County) if it persists in forcing this "new town" on county taxpayers.

THE FACTS:

WHY



LIBERTY
HILLS



IS A

BAD IDEA...

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● TRAFFIC AND ROADS:

1

SIGNIFICANT AND UNAVOIDABLE IMPACT: "Increased traffic congestion on freeways and arterials... resulting in increased vehicle hours of delay and numerous roads operating at deficient levels." (Draft Environmental Impact Report)

County fiscal consultant: "TRANSPORTATION COSTS WILL BE MONUMENTAL." Based on today's figures, necessary road widenings would cost \$124 million. What will they cost by 2010?

By 2010, vehicle trips would increase by 189%. New projects could almost double traffic in the county.

One source says Liberty Hills would generate 58,000 one-way trips or 116,000 two-way trips a day. CalTrans says 80,000 average daily trips for Liberty Hills alone, in addition to other nearby projects.

Who will pay for projected road widening, land acquisition costs, and road maintenance? CalTrans does not have the money: California's roadbuilding has fallen far behind its growth. Urban centers like L.A. and San Francisco have priority on future monies.

San Joaquin County projects a roads shortfall of \$1,156,000 by 2010. The County Council of Governments says, "The developer has to be the primary source." But, RANPAC says it will only 'participate' in costs!

CalTrans does not have any plans on its books to build a bypass around Lockeford. "If it gets built, it will be by the county and the developer." CalTrans is backlogged with highway projects and doesn't have the money for new projects. Currently it is over budget on the 18 miles of Highway 132 near Modesto where costs could reach \$400 million.

A developer representative proposes that massive development will force CalTrans to put in a Lockdford bypass--and that citizens should THEN LOBBY CalTrans for the bypass! In the last 40 years, only 5 by-passes have been built in California! Good Tuck!

Traffic would be even worst than projected by the county because of the subdivisions that have already been approved in the north county area: One near Elliott and Liberty (450 acres) and five in the

Lockeford/ Clements area. In addition, there are hundreds of single parcels set aside for housing. And finally, several thousand people will drive on these same potentially impacted roads from nearby new building at Lake Camanche, the proposed Lake Camanche Greens (514 acres), and Galt's subdivisions.

The roads that would be severely impacted by Liberty Hills would be: Highway 88 from Highway 99 in Stockton into Amador County; Highway 99 north and south; Mackville, Liberty, Elliott, Jahant, N. Cherokee, Peltier, and Jack Tone Roads, and Highway 12 between Lodi and Lockeford. Note that Highway 88 is already at the lowest service level (LOS F) in certain areas.

Private land along the roads above, especially Highway 88, Highway 12, Liberty, Mackville, and parts of Elliott, would have to be condemned. This condemnation would challenge the Historic Site designation of two cemeteries (including Indian graves). It would absorb hundreds of homes, businesses, and farming facilities that are presently close to the impacted roads.

No allowance has been made for the terrific financial burden of having to condemn and buy lands that border the roads and highways listed above...much less the human misery caused by such condemnation.

A recent court decision regarding Calaveras County roads says financing MUST be in place before development is planned or begun. Is it?

If Liberty Road is widened from 99 to 88, the following will be destroyed because they are 0-100 feet from the property line: 49 houses, 8 shops and miscellaneous buildings, 8 barns, 4 businesses, 2 dairies, 12 wells, 4 ponds. Some of these are only 20-50 feet from the property line; a 4-lane highway uses about 140'. There are also over 200 oak trees 6" or larger plus countless smaller oaks.

● SCHOOLS:

The developer has backed away from building schools and is now talking about dedicating land within the project to an outside school district. The question is: Who will furnish, and guarantee, the money?

Both Galt and Oak View School Districts have resolved not to take Liberty Hills students. Galt proposes to up the developer in court if the new town is accepted. Galt is bursting at the seams with its 43+ new developments.

Lodi "is currently overcrowded and has instituted a school facilities mitigation fee", , , "indicative of the crises nature of our school facilities."

RANPAC argues that there will be many retirement people in the community **so** school impact will not be high. Do they have a crystal ball?

● AGRICULTURAL USE:

UNAVOIDABLE IMPACT: Irrevocable removal of over 7,000 acres of farmland.

Agriculture is still the state's major industry despite our efforts to pave over our land.

The proposed "new town" is presently zoned GA-80. Several smaller parcels are used for intensive agriculture. Most of the acreage is used for pasture. Grazing land is a major factor in the state's agricultural industry.

This is productive land. The dairy industry is Sdn Joaquin County's major crop. The beef industry ranks sixth among the county's leading crops. It is valued at \$42,342,000 PLUS \$1.6 additional dollars in related goods and services. Thus, the cattle industry has a potential value to this county of \$110,000,000. Cattle raising is a profitable business on these acres.

We are losing 12,525 acres of grazing land a year. Thus, in 14 years grazing land our sixth most valuable crop could disappear. This disappearing crop accounts for thousands of jobs.

The soil in proposed Liberty Hills not only maintains a strong, healthy cattle crop, but has proved to be excellent for vineyards. This is profitable land.

Agriculture is the main-stay of this part of the county. People live here because of the jobs and

atmosphere generated by agriculture. This is a rural area, and **98%** of the area people want it to remain this way.

The land in this part of the county is primarily used for agricultural purposes: grapes, walnuts, dairy, poultry, asparagus, tomatoes, alfalfa, beef, horses, and sheep. This is a rural, not an urban, area with scattered housing or scattered pockets of housing. This is a life style that people have chosen and have worked hard to maintain.

Some current agricultural uses would be harmed by a nearby development: a land-locked ostrich farmer would lose his business because ostriches require absolute isolation; a turkey farmer would lose his business because of dust in the air caused by the development and road work; a poultry farm will offend urban homeowners because of the smell and flies: vineyard spraying will cause problems with urban homeowners.

Farming land costs counties 30 cents for every \$1 in revenue; residential use costs an average of \$1.14 per \$1 revenue.

RANPAC proposes keeping some acres in agriculture, but will not have the water to support this agriculture because the new town domestic usage already exceeds the legal "historical water usage" measurement.

The developer proposes leaving some land in a general or limited agriculture designation, but what is to prevent him (and the county) from changing this in the future? It has been done many times before---and is being done right now with the General Plan revisions. RANPAC says, "The proposed...development will gradually replace...farmland."

Developers in the county have promoted and will still promote developments on prime farm land as well as Tower quality soils (i.e., Spanos and North Natomas).

● THE ENVIRONMENT:

8 Biotics

By law the wildlife population must be maintained at the pre-project level with no net loss of habitat.

This is prime habitat far from urban areas. In addition to common plants and animals, it harbors 21 endangered or threatened species.

CEQA (Calif. Environmental Quality Act) forbids any impact on a population or critical habitat of a special status plant or animal.

By law land may not be developed if it is within the Swainson's hawk forage area (15,000 acres/pair).

The new towns propose converting 37,000 acres of existing habitat to urban use. The Dept. of the Interior, Fish and Wildlife Services, recommends "No Project" for the new towns.

"Wetlands in the Central Valley have been reduced by over 91%." There are 2603 vernal pools and three streams which are protected under the Clean Water Act, Sec. 404. "The tremendous number of pools...makes the site a highly valuable reserve of a dwindling resource that should be protected from development." Urban runoff will pollute these pools.

Setting aside open spaces and conservation areas does not solve the problem. 25,000 people will still trample wildlife habitat through hiking, dirt-biking, golf, playing, etc. Roads and trails passing through the open areas will add to the destruction.

Breaking up these spaces into pockets, as the developer plans, only makes urban influence a greater possibility. "Maintenance of the status quo on PORTIONS of a development while other portions are developed will NOT offset impacts to wildlife..." In fact, the county's Policy 6, 7, and 10 encourages waterways (supposedly protected wetlands) be used for recreation and trails.

County Policy 3 & 4 says "projects which have the potential to destroy wetlands shall not be permitted" and there shall be "no net loss of riparian or wetland habitat."

(See the National environmental Policy Act, Clean Air Act, Endangered Species Act, the Fish and Wildlife Coordination Act, and the Feb. 13 report from Fish and Wildlife.)

■ Water

San Joaquin County is currently overdrafting 70,000, acre feet a year. The demand for 2010 would increase by as much as 130,000 acre feet.

Public Works says: "San Joaquin residents and farmers are pumping the groundwater supply dry." "This is not a drought problem; it is a long-term economic problem." "The best way to let Mother Nature recharge is to turn off the pump."

Water levels in wells drops 1-2 feet a year. Sacramento County reports "a serious cone of depression" in the aquifer under Liberty Hills due to overdraft.

A town of 25,000 people with two golf courses will use more water than has seasonally been used on the 660 agricultural acres. This violates county law. ("Any General Plan Amendment shall not result in increased demand upon the water...")

Experts say that a it is very uncertain that a development of this size can make do without some alternate source of water. This does not exist.

■ Air

SIGNIFICANT AND UNAVOIDABLE IMPACT: "Degraded air quality due to increased emissions from increased traffic." (Draft EIR)

San Joaquin County exceeds and violates the Clean Air Act NOW in ozone, CO₂, and the PM-10 Plan.

The San Joaquin Valley is only a few years behind the Los Angeles Basin in reaching disastrous levels of poor air quality. Our area has the potential to have poorer air quality than L.A. because air in the L.A. area empties out at 1,500 feet while air in the Valley empties out at 5,000 feet.

California has 7 of the 18 urban areas that violated federal smog and carbon monoxide standards.

Damage to the lungs of people in areas of poor air quality is grossly underestimated; the public health costs of air pollution could be catastrophic.

Of the 1,000,000 new cases of cancer each year. 50,000 cases are due to pollutants in the environment or the work place.

● LAND USE:

7

Conservatively, we have approximately 55,000 lots in the area waiting to be built on, plus 7,900 vacant homes. (Total = 63,000). In addition, there are countless buildable parcels in rural areas.

The county says there will be 10,000 developable acres within cities. These, combined with the new towns, will give us room for 1.29 million people, 121% more than the highest projected increase in population. The April 7 county report recommends deferring approval because of acreage already available for development. WE DON'T NEED NEW TOWNS.

Galt will absorb much of the population increase in its 43+ new subdivisions because people can easily use Highway 99 to commute to Stockton and Sacramento.

The county's planning consultant said that "Development should occur on vacant lots within existing communities as 'infill' before extending beyond the current development areas of a community."

The Liberty Hills plan is woefully lacking in affordable and low-income housing. The least expensive housing may be too costly for low- and moderate-income people. Only 8% of SJC residents can now afford our existing housing. It will get worse.

The County Farm Bureau urges the county to stop its trend of allowing project proponents to change the rules to fit their development.

The draft EIR recommends that "approval of these new...communities should be deferred until such time that the need for additional growth areas can be determined." (P. A.1-3)

The Growth Forecast says new communities could attract developments from outside the county. Also, they encourage development of nearby land. RANPAC has already promised adjacent landowners GUARANTEED division of their land into 5- and 10-acre parcels!

● ARCHAEOLOGICAL AND HISTORICAL SITE:

The Galt Historical Society and the State have identified numerous Indian sites along Dry Creek and probably in the Goose Creek area. Additionally,

there are two old cemeteries PROTECTED AS STATE HISTORIC SITES along Liberty Road, in the area of road widening.

● SERVICES (FIRE, POLICE, HOSPITAL) :-

There is no way to provide for interim services during the 10-20 years it will take to develop in+ community services. Therefore, adjacent services will be overloaded beyond even emergency capacity.

Lodi Memorial is at capacity. The town will need a hospital. "No town half this size reached that population without an established hospital." "San Joaquin County is critically short of primary care physicians" and its emergency services are overloaded.

Present fire departments are overextended and are strictly volunteer. The new town cannot contract with volunteer services.

Additional population will increase the demand for police services, which is now inadequate. The north county (from Stockton and Linden north) has one deputy sheriff now with a 45-minute average response time.

The newly incorporated Lathrop with about 6,000 people needs approximately \$1 million for law enforcement. Liberty Hills would need approximately \$4 million for law enforcement. This would have to come out of local taxes.

Adequate eventual services ASSUMES THAT THE DEVELOPER CAN AND WILL STAY to develop these services.

@ POPULATION:

California's population is not growing as fast as in the 80's. About 23% of companies are thinking of leaving. The large middle class is decreasing. "We have a serious problem."

From November 1990 to November 1991 573,000 people moved in to California, 510,000 left California. In Jan.-Feb. 1992, more people left California than came in. (Sacramento Bee)

The county's projected 2010 population of 840,000 is disputed by experts. It will more likely be about 709,000.

Half of newcomers to California are foreigners; some have good job skills, but many don't. "We've got ill-educated, unskilled laborers coming in; they have a raft of social needs."

San Joaquin County will continue to attract lower income people. There will be little demand for the more expensive housing planned for Liberty Hills.

The county's consultant says that "health, social services, and justice services account for the increased costs" in the county. Because San Joaquin County attracts, and will continue to attract, lower income people, the above can only get worse.

Homes will be more expensive than proposed by RANPAC because of inflation, very high assessment fees, and higher prices due to low-density parcels.

25,000 people at Liberty Hills will help overcrowd county waterways, parks, and access to cities.

● FINANCIAL IMPACT:

"If a development is to be financially beneficial, it must be at least 40% commercial/industrial." This project falls far short. _____

The county already has a large budget deficit.

The developer can ask the county, or the county can decide on its own, to institute a CSA (county service area), an assessment district, that includes property owners outside the development. People in the north county can be taxed for services they don't receive. This includes interior roads, garbage collection, lighting, road maintenance, sewer pond maintenance, etc., that are in Liberty Hills and do not benefit people outside the development.

However, according to the Government Code, all monies collected from this tax district do NOT have to go back into that district. So, the county could leave the proposed Liberty Hills short of money. (Note the Lathrop law enforcement dilemma.)

● FINANCIAL RISKS:

County consultant: "The cost burdens of new communities are high... even by our standard measures..

We would be banking on developer solvency. RANPAC's money comes from many sources, including off-shore. If the off-shore money is withdrawn (as was done in Gait), we could be left with an unfinished project full of homes--one more L.A.-style huge development that would impact the services and roads of the county.

This is HUGE development with HUGE potential financial risks. There is no mention of escalation of costs between time of study and time of construction (i.e., Highway 132: Costs grew from \$14 to \$400 million.)

The county has used developers' figures to estimate costs of the development. The community has not participated in evaluation of fiscal responsibility.

Developers' figures don't include massive costs of improving county roads and transit areas.

The developer talks about funding with Hello-Roos bonds. What if the people vote against these bonds, as happened in Tracy?

The county is looking at the new towns as a potential source of profit by 2010. Is this the basis for accepting them and ignoring all unsolvable problems?

If the federal and state governments cannot predict, much less control, their budgets from year to year, why does the county think it can predict and control costs to 2010?

● JOBS:

Taking all new towns into consideration, there are more homes projected than are needed for expected employment.

Developers claim many Liberty Hills jobs will be within the community, but statistics show (including information from the Sacramento County Planning Commission) that most jobs will be off-site, making this one more bedroom community.

No figure the developer gives regarding jobs can be trusted. The words "industrial" or "research" area can be drawn on any developer map. Anything can be put on paper. Making it happen is another thing.

SJC has many basic, lower-income service jobs. This percentage will increase, according to demographic predictions. Liberty Hills will be no exception.

● SOLID WASTE DISPOSAL:

There is no planned dump at Liberty Hills. Waste from 25,000 people would add 14% to the county's solid waste and hazardous waste problems. RANPAC's simplistic solution of having people recycle newspapers and aluminum cans will make only a small dent in this problem.

● PUBLIC SENTIMENT:

In this Lockeford/Clements/Acampo community area, only about 15 people have openly sided with the "new town" development. More than 1600--so far--have signed petitions against it.

Property owners along proposed road-widening areas (including homes, businesses, farm facilities, and income-producing trees/vines) are adamantly opposed to having some of their property turned into public roads. Hundreds of peoples' property would be sacrificed to satisfy one developer. Condemnation proceedings are stressful and costly.

At one time businessmen, farmers, and other citizens had a say in county government. Today it is the developers and big money who lobby intensely. The average guy is ignored; he has no clout. RANPAC's attorney told a citizens' group that they really have no say in approving the new town!

WHY ARE WE THINKING ABOUT SUBJECTING THE COUNTY'S RESIDENTS TO MAJOR TRAFFIC, SCHOOLS, AND ENVIRONMENTAL IMPACTS?



● DEVELOPER'S REPUTATION:

RANPAC was charged with dumping **227** loads of toxic soil. These are criminal charges. RANPAC was fined \$1,200,000. Is this an ethical developer?

The developer has no history of developing a "new town." The company has only participated or advised or built smaller developments. It refused to give the names of most developments it has worked on.

The county says it does not check into a developer's track record! Do you buy a major service or product without checking into the reputation of the seller?

The developer lied about number of schools needed and about water usage.

The developer has used unethical tactics to gain favor in this county: large contributions by many different company people to some Supervisors; lack of notification to, and concern for, property owners surrounded by RANPAC land; guarantees to adjacent private owners of county-approved subdivision of their land if they support the new town.

● OTHER FAILED DEVELOPMENTS:

- Murietta near RANPAC's Temecula: Grown 10-fold in 4 years. The schools are functionally bankrupt, has grown from 500 to 6,000 students, half the number of school buses needed, out of money, LACK OF DEVELOPER FEES.
- ** Red Hawk Development, Temecula. RANPAC was primary developer; graded 1200 acres, then filed bankruptcy
- Lake Camanche Shores: Developer went bankrupt.
- Galt: The Lukenbill development was financed mainly by Japanese money; they have pulled out: the development is incomplete. Problems were not solved before construction began.
- Lincoln/Roseville development
- Black Hawk: Developer left the development without schools: all the Black Hawk traffic dumps out on to a two-lane road.

- ** RANPAC used Temecula as a measure of its credibility and track record. TIME magazine, 11/18/91, stated Temecula is a prime example of what's wrong with California.

CALIFORNIA COURT CASES HAVING TO DO WITH CEQA LAW
THAT SAYS THAT 100% OF MITIGATIONS BE IN PLACE BY
DEVELOPERS BEFORE ANY GENERAL PLAN APPROVAL:
 (RANPAC included in one of these suits)

- Friends of Calaveras County
- Hira Decision
- Philip S. Hart Decision
- Murietta Decision

A PERSONAL ACCOUNT

"...Leap Frog development...is taking place in rural Riverside County right now. Large developers in a search for cheaper land and lower developer fees have been buying large parcels of agricultural land and creating new cities such as the one proposed for Liberty Hills.

"What they have NOT built is the highways...to handle the traffic...systems needed to help ease the traffic congestion. At present time the taxpayers of Riverside County are paying an extra .50 percent sales tax to help improve these...highways.. ., and all California is paying for ongoing improvements to I-215 through Prop. III funds.

"Developers...paid fees that went to local schools; however, those fees have been inadequate to build and staff quality schools. (As the population exploded) there were over 3600 students at Perris High which was originally built for about 1200 students...The entire campus was fenced with 8 foot high chain link topped with barbed wire. There were roving security guards.. .to help control the gang activity and the drug deals. (My daughter) walked out of class one morning and watched a student pull a gun and shoot another student.

'Air quality in Riverside County has grown steadily worse...until it ranks as the worst in the United States most of the summer months.

"(When) I sold a business that had been in our family since 1949 and moved to San Joaquin County...I horrified to find out that Ranpac, an all too familiar group from Riverside County! had beat me here and was already trying to urbanize rural San Joaquin County."

Dale HC Donald, Acampo

**NEW
INFORMATION**



CITY OF STOCKTON

COMMUNITY DEVELOPMENT DEPARTMENT
CITY HALL
425 N. EL DORADO STREET
STOCKTON, CA 95202-1907
944-8266

February 13, 1992

Chat Davisson, Director
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

ENVIRONMENTAL IMPACT REPORT NO. ER-91-3, SAN JOAQUIN COUNTY DRAFT
COMPREHENSIVE PLANNING PROGRAM

Thank you for this opportunity to comment on the EIR for the County's Revised General Plan. Our comments revolve around the broad overall implications and potential impacts the five new towns will have on Stockton's future growth and development rather than specifics contained in the EIR. Although none of these proposed communities are adjacent to Stockton, a program which would add 25 square miles of urbanized land to an area within this community's vicinity is cause for concern and their impacts in the long term could be substantial. The Community Development Department's concerns with the EIR are as follows:

1. It is difficult to understand the need for these communities when there is sufficient land in the County's existing cities to accommodate its growth needs well into the next century. For example, Stockton is in the process of amending its General Plan and infrastructure master plans to support a protected build-out population of 620,000. It is estimated that build-out of this expanded area will obviously not be achieved in the near term. *We know that more than 55,000 homes are available in the County right now.*
2. The EIR projects that almost 100,000 more persons will live in San Joaquin County by 2010 than the population estimates provided by the State Department of Finance (DOF). This additional population appears to be based on the assumption that the addition of the five communities will cause a stimulation of growth above that of the estimates made by DOF. A more likely scenario is that the economy of the region will support a population figure identified by W F regardless of whether the new communities are developed by 2010. The new communities will only serve to redirect new development and economic opportunities away from the cities which are designed

Chet Davisson, Director
February 13, 1992
Page 2

to accommodate this urbanization. The impacts of this seemingly negative economic impact on the existing cities must be thoroughly analyzed, both individually and cumulatively, as part of the EIR process. The EIR is virtually silent on this subject. We should also point out that this economic impact is all the more unfortunate and untimely considering that the City and County are working together on an Enterprise Zone for a large area in south Stockton. Competition between the new proposed communities and existing cities for scarce commercial/industrial job creating enterprises is not in the best interest for San Joaquin County.

3. It is our understanding that the cost of the expensive new infrastructure systems will be borne by the homeowners in the new communities. The price of homes will therefore be higher, in some cases substantially higher, than a comparable unit in an existing city. This raises the question of whether or not the new communities will be able to provide their fair share of affordable housing or will the existing cities in the County have the sole responsibility for providing affordable housing.

This summarizes the Community Development Department's concerns with San Joaquin County's General Plan EIR. With the proposed inclusion of five new towns, the potential impacts are tremendous and we hope that these impacts will be carefully monitored to determine the effects on not only the unincorporated portions of San Joaquin County but also on the existing cities as well.

Should you have any questions or need further information, please feel free to contact Senior Planner Lee Hemminger of the Community Development Department, Planning Division, at 944-8266.

John Carlson

JOHN CARLSON, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

JC:rcw

cc: City Manager
Community Development Directors (list attached)

LETTERS\EIR91-3.LEE

CITY OF STOCKTON

COMMUNITY DEVELOPMENT DEPARTMENT
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February 13, 1992

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John Carlson

JOHN CARLSON, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

JC:rcw

cc: City Manager
Community Development Directors (list attached)

LETTERS\EIR91-3.LEE

Johnston wants F&G report to be considered

By Lynn Paquin
News-Sentinel staff writer

State Sen. Pat Johnston, D-Stockton, has formally requested the county include a California Department of Fish and Game report on the county's Draft Environmental Impact Report in their decision on a final EIR.

The Fish and Game report was sent to the county planning office about three weeks after the deadline, according to Chet Davison, county community development director. Under the Guidelines for the Implementation of California Environmental Quality Act, the planning department is not required to respond to the report.

"We really don't know yet what we'll do," Davison said. "We'll just have to think the thing through."

Davison is afraid that including this late report will open the door for others to insist late letters and documents be included in the draft EIR, resulting in significant delays.

The Fish and Game Report looked at the county as a whole as well as evaluating the effect of approving the proposed five new towns of Liberty Hills, Forest Oaks, Mountain House, New Jerusalem and Riverbrook. If all are approved, an additional 111,787 people will move into San Joaquin County, while 17,864 acres of agricultural and grassland will disappear.

The county planning department sends documents to the state clearinghouse which forwards them to the responsible state agencies. The state agency then mails completed reports back to the clearinghouse, which assembles them and forwards them back to the county planning department. Somewhere in this process, the report got waylaid and missed the response deadline.

Fish and Game found the county's draft EIR lacking policies for habitat restoration, upgraded ecosystems, creation of habitat reservations and directing urban development to minimize fish and wildlife conflicts.

In his letter dated March 20, Johnston urged county planners to include as much information as possible when making their final decisions.

"To ignore information from this expert body would not only be a disservice to current residents, but also to future residents of San Joaquin County," he wrote.

Johnston also included the following quotes from the report: "The Draft EIR sets the stage for further erosion of the environment through its emphasis on growth accommodation with no parallel planning for fish and wildlife."

Fish and Game found the low-density projects would result in higher rates of habitat loss.

The report also came out in favor of limiting urban development to the fringes of existing urban centers in order to minimize the impact of urban development.

Areas of concern include a potentially negative impact on vernal pools, the California tiger salamander and the Swainson's hawk at Liberty Hills.

**We are a true
cross cut of the
communities of:**

**CLEMENTS
LOCKEFORD
OAKVIEW
ACAMPO
LODI
AND
GALT**

WE INCLUDE:
Teachers Bankers
Realtors Police
Developers
Lawyers Doctors
Working people
Housewives
Farmers Students
Nurses Ranchers
Senior Citizens



**Clements - Lockeford
Chamber Of Commerce**

P.O. Box 524
Lockeford, CA. 95237

March 11, 1992

Supervisor George Barber
Chairman, Board of Supervisors,
County of San Joaquin
222 E. Weber Avenue
Stockton, California 95237

Dear Supervisor Barber: . Re: LIBERTY HILLS

This letter is to officially advise the Board of Supervisors that the Board of Directors of the Clements-Lockeford Chamber of Commerce is **OPPOSED TO THE** New Town Concept: specifically - LIBERTY HILLS.

We oppose this project and the negative impact on our community and Rural Center for the following reasons:

1. Traffic - the impact of traffic on Hwy 88 and surrounding roads will impact the Rating, which is already a "C" rating - Caltrans and the County state there is no money or priority listing of projects for such roads
2. Air quality - already out of compliance with State law, this influx of cars and people would only add to the problem.
3. Water - There is not enough information on water use to lead us to believe there is adequate water for this project, and we are concerned about the impact of a development of this size on the water available to the surrounding area.
4. Schools - Lodi, Gait and Oakview are not in a position to add any more students even if the developer provides the money. There is no room. Ranpac stated they would build their own school on the property. However, State law mandates that at least 1501 students would be required to even start a new school district.

5. Emergency Services - The Fire Department at present is completely volunteer. The Sheriff's Department is understaffed and inadequate even under existing conditions and Health care is in the same position.

Our decision to oppose this development was reached after careful review and consideration of all facts and information provided both by Ranpac and concerned citizens.

We know that change and growth are inevitable and we would not be opposed to gradual implementation of structured growth projects. However, the proposed LIBERTY HILLS project would not meet that criteria.

It is our opinion that the accumulation of the negative factors listed above would seriously deteriorate the quality of life for the residents of this area.

We therefore respectfully request the Board of Supervisors to deny approval of this concept/project.

If you have any questions, please call Debbie Miller, President of the Clements-Lockeford Chamber of Commerce at (209) 727-3707 or Preston Ledbetter, Vice President at (209) 759-3407.

Sincerely,

Debbie Miller
Debbie Miller, President

Preston Ledbetter, Vice President

Frank [unclear]
Director

[unclear]
Director

[unclear]
Director

Doug [unclear]
Director

Marilyn [unclear]
Director

[unclear]
Director

Mary Ledbetter
Director

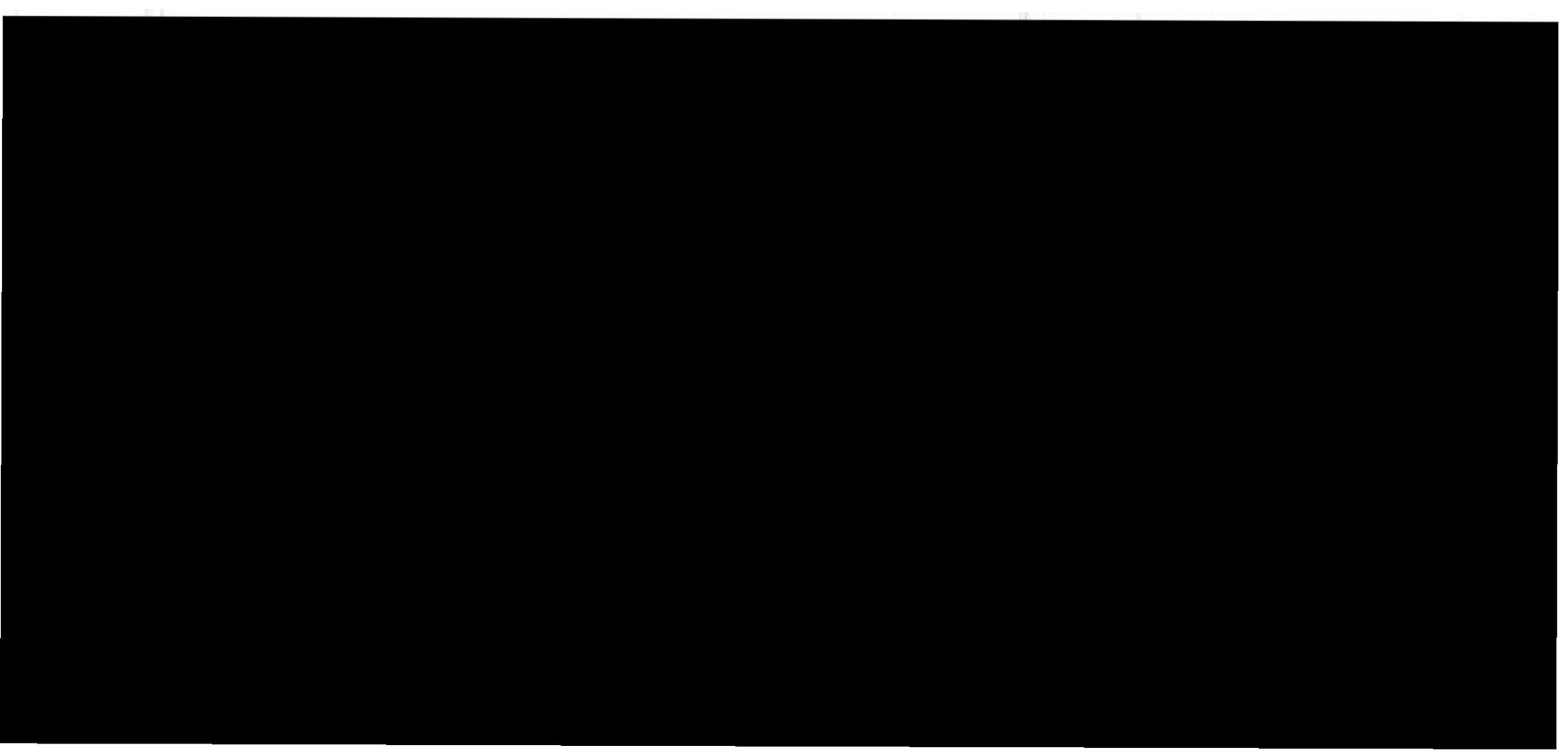
Director

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Director

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Director





Lockeford-Clements News

PUBLISHED EVERY WEDNESDAY

VOLUME XXIII - NUMBER 11 WEDNESDAY, MAR. 11, 1992

25 PER COPY

Senator Johnston meets with CCC Group at Liberty Hills



State Senator Johnston and the CCC group at Liberty Hills.

CLEMENTS—Seven area residents viewed the proposed Liberty Hills "new town" site on Mackville Rd. in Clements last week in a two-hour information gathering session with Senator Patrick Johnston.

The Senator listened as the locals expressed their concerns over the possible impacts of the massive project with an expected population of 24,000 on the small Rural Center of Clements, which has a population of 242.

The group expressed their belief that the new town, with a population roughly equal to that of the entire neighboring County of Amador, would not only swallow up the historic little town of Clements, but also adversely affect the quality of life for residents of Lockeford, Oak View school district, Liberty Road area and indeed for all residents in the San Joaquin County from Amador, Calaveras and Sacramento counties, who have to use Hwy. 89, Liberty Rd., Hwy. 99, and the surrounding arteries.

Even though the Liberty Hills project is touted as a "self-contained" community, members of the group known as CCC foresaw numerous obvious ways in which the project could burden the already overtaxed systems such as roadways, water, sewerage, schools, hospitals, and emergency services.

Armed with statistics and facts obtained from various agencies and districts such as CalTrans, County Council of Governments, Air Quality District, State Dept. of Education, Air Commission, and the State Dept. of Planning Dept. and many other credit for sources, the group posed the problem inherent in proposing the site, keeping in mind the present and future needs of the area.

posing an urban center the size of Liberty Hills on top of the only Rural Center of Clements, thereby obliterating its status and distinction as a County designated Rural Center. Their knowledgeability prompted the Senator to comment, "Clements Community Care is the most sophisticated, organized and well informed community group I have ever seen come out of San Joaquin County."

Discussion also centered on the unmitigatable aspect of the roadway conditions should the project pass. Due to the absence of funds at both county and state levels, there are no plans to construct the

necessary by-pass of Lockeford & Clements that would be mandatory for the project. With no direct and specific commitment by the developer to shoulder the burden of road improvements, residents expressed their unease with the Liberty Hill plans.

The group presented problems of similar magnitude in the areas of water supply, recreational facilities, air quality, emergency services, land use conflicts, growth inducement, "leap-frog" development and loss of good cattle grazing land.

An aerial display was then
Continued on Page 11



CCC members and Senator Johnston watch "Badman"

VFW Breakfast Big Success

LOCKEFORD—The Lockeford-Clements VFW Post 9009 Build Your Own Omicron Breakfast was a huge success Sunday March 8, 1992. The VFW served over 400 breakfasts and the line was steady from 8:00 a.m. to 12:30 p.m.

The Veteran of Post 9009 turned in a great performance and it was a smooth operation from start to finish. The Post would like to thank John Bianchi who chaired the event, to all the members, their wives, their sons who volunteered their services and to all the people who attended.

A special thanks to the following for their donations to the Fund Raiser: Dawson, Su, Inc., Lodi, Lodi Locks on, Lodi, Ave. and Kettleman Lane, Rich Place Restaurant

Lockeford, Mr. and Mrs. Clarence Borges of Byron, Sharon Riccobuono of Avam, po., Lockeford, Durg. Continued on Page 4

Grand Opening at Better Bodys

LOCKEFORD—Nicky Speziale and Erion Beshara, new owners of Better Bodys (formerly Perfectly Fit) invite you to attend their Grand Opening on March 14. They are located at 14009 Hwy 89 in Lockeford.

Better Bodys offers Body Building, Power Lifting, Toning, Aerobic, and more. Staff: Chimpers, Marlene, and Personal Training.

There will be a special show for the first 100 customers. The winners will be...

County found guilty of unfair labor practices

LOCKEFORD—San Joaquin County was found guilty of unfair labor practices by a Superior Court Judge, Michael Garrigan, on March 4, 1992.

Judge Garrigan ruled that San Joaquin County owes deputy sheriffs about seven months back pay because county officials violated state labor law in January 1991.

On Wednesday, March 4, in superior court, Judge Garrigan ruled that by declaring an impasse in December 1990 after making a final contract offer, the county failed to bargain in good faith. Garrigan ruled that the county didn't give DSA negotiators an opportunity to negotiate over the terms of that offer.

After the impasse was declared, county supervisors imposed a final contract on deputies in January 1991 and granted them a 2.5 percent pay raise, effective that month.

The DSA then sued the county, arguing that the pay raise should have been retroactive to June 1990, when the county made what DSA officials understood was a final offer.

Garrigan agreed, writing that the county's December 1990 offer "was presented to the DSA as a 'take it or leave it' proposition and, in fact, the negotiator refused to take back a counterproposal made by the DSA to the Board of Supervisors."

According to DSA officials they estimate that the county owes a total of about \$150,000 to deputies.

According to DSA President Randy Beintema the decision "proves a point we've been contending for some time—that we've been treated unfairly and discriminated against by the county." He also states, "the money issue is secondary, the primary issue, for DSA was concerned with ways that a third party, after listening to a three-day testimony, found that our contract and management of affairs and discrimination were illegal."

County officials said they will appeal the ruling.

Johnston

put on for Senator Johnston by "Stormin' Norman Schwartzkopf" the Peregrine Falcon, handled by expert Clements bird trainer, Joe Atkinson. Norman displayed his skill at diving and swooping for prey, illustrating the maneuvers typically used if he were free as the other members of his species are to forage in the Liberty hills. During his flight, and equally endangered Prairie Falcon appeared on the scene to see if Norman had turned up anything interesting in his forage swoops. The second endangered species spontaneous arrival demonstrated for the group precisely what speaker Atkinson was pointing out at the time: that despite the land's rather barren appearance, it is actually teeming with all kinds of plant and animal life, some of it not readily seen by the untrained eye. Atkinson noted that there are 20 species of threatened or endangered plants and animals on the site and added that a pair of relatively rare bald Eagles had been spotted several days earlier at the corner of the project. Atkinson also introduced the Senator and the local residents to "Sar" a young Swainson's hawk for a real close up of the much publicized endangered bird native to the Clements area. Mr. Atkinson also pointed out that the unusually high number of vernal pools also classifies the project site as an ecologically fragile wetland.

The Senator listened intently to environmental and planning problems and then commented: "My concern is dictated at making sure that the state responsibilities are met in accounting for new towns. That includes the effect on state highways, air quality, fisheries, and schools."

Residents expressed their fears that students from the new town would be bused to already overloaded local districts, such as LUSD which includes 1100 of the projects 8000 acres in its district, or Oak View, a tiny rural district that wishes to stay that way. Even Galt is concerned about the students' population increase possibility. Yet, if the students aren't bused, what will happen to their educational future, wondered group members Diana Stawson and Glenda Hesselstine. "According to State Educational Code, the developer will not be able to start his own district until he has 1501 students in place. In the meanwhile, where will they go?"

Senator Johnston completed the session by noting that "local planning only works when there is full disclosure publicly of the long-term effects of proposed developments. Liberty Hills should be considered slowly and thoroughly because the effects of such a development will change the environment dramatically and permanently."

\NEWS\LYNNP\JOHNSTON.LP

Liberty News Sentinel 2:20 PM Thursday March 5, 1992 v6.6.7b 23 OCT 90

Quotes from Sen. Pat Johnston
at CCC tour Monday night

"My concern is dictated at making sure that the state responsibilities are met in accounting for the new towns. That includes the effect on state highways, air quality, fisheries and schools."

"Local planning only works when there is full disclosure publicly of the long-term effects of proposed developments," he said. "Liberty Hills should be considered slowly and thoroughly because the effects of such a development will change the environment dramatically and permanently."

"Clements Community Cares is one of the most sophisticated and organized community groups I have seen."



C.C.C
CLEMENTS COMMUNITY CARES
UPDATE ON LIBERTY HILLS PROPOSED PROJECT
3/17/92

C.C.C. STATEMENT OF PURPOSE:

WE ARE A GROUP OF CONCERNED COMMUNITY RESIDENTS WHO STAND FOR REASONABLE, RESPONSIBLE, CONTROLLED GROWTH. WE BELIEVE THAT PROPERTY OWNERS HAVE THE RIGHT TO DO WHAT THEY WISH WITH THEIR PROPERTY AS LONG AS IT IS CONSISTENT WITH THE CURRENT ZONING. IF THAT ZONING IS TO BE CHANGED, IT NEEDS TO BE WITH THE HIGHEST GOOD OF THE WHOLE COMMUNITY IN MIND, NOT JUST TO BENEFIT THE INDIVIDUAL.

WE DO NOT BELIEVE THAT DEVELOPERS, PARTICULARLY FROM OUT OF THE AREA, HAVE THE RIGHT TO COME INTO OUR AREA AND CHANGE THE ZONING SIMPLY TO MAKE MONEY AND ACCOMMODATE MASSIVE PROJECTS THAT ARE NOT PLANNED IN THE BEST INTERESTS OF OUR AREA. WE DO SUPPORT THOSE PROJECTS THAT ARE CONSISTENT WITH OUR ZONING, SENSITIVE TO THE DEMANDS THAT SUCH DEVELOPMENT WILL PUT ON OUR COMMUNITY, AND THAT ARE PROPERLY MITIGATED, WITH SPECIFIC GUARANTEES IN PLACE TO TAKE CARE OF THE COMMUNITY BEFORE APPROVAL OF THE PROJECT AND BEFORE COMMENCEMENT OF THE DEVELOPMENT.

WE DO NOT SUPPORT PROJECTS THAT ARE DESIGNED WITH SOLELY THE PROFIT OF THE DEVELOPER FOREMOST IN MIND AND WITH THE WELL-BEING OF THE COMMUNITY AS SECOND PRIORITY. WE ARE NOT AGAINST GROWTH; WE JUST KNOW IT MUST BE APPROPRIATE TO THE SYSTEMS IT WILL IMPACT. IT MUST NOT BE RAMPANT GROWTH THAT WILL LEAVE US WITH THE KINDS OF PROBLEMS THAT GALT AND OTHER AREAS WHICH GREW TOO FAST ARE NOW EXPERIENCING.

A PERSON HAS THE RIGHT TO DO WITH HIS PROPERTY WHAT HE OR SHE WISHES. HE/SHE DOES NOT HAVE THE RIGHT TO CHANGE THE ZONING SIMPLY IN HIS OWN INTERESTS, ESPECIALLY IF IT IS NOT IN THE BEST INTERESTS OF THE COMMUNITY AS A WHOLE, OR IF IT IS AT THE EXPENSE OF A LOWERED QUALITY OF LIFE FOR THAT COMMUNITY.

WE FEEL THAT LIBERTY HILLS, AS CURRENTLY PROPOSED, IS SUCH A PROJECT THAT WILL NEGATIVELY IMPACT AND LOWER THE QUALITY OF LIFE IN OUR COMMUNITY FOR THE FOLLOWING REASONS:

DO YOU KNOW THAT

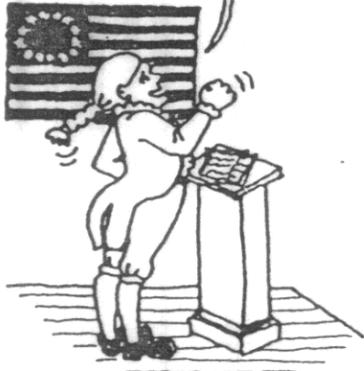
TRAFFIC

60,000 TO 80,000 MORE TRIPS WILL BE GENERATED DAILY
HWY. 89 WILL HAVE TO BE WIDENED.

**WHOLE
TOWN
AND
SURROUNDING
AREA
IS
AGAINST
THE
PROJECT**

PATRICK HENRY'S SPEECH
IN MARCH, 1775...

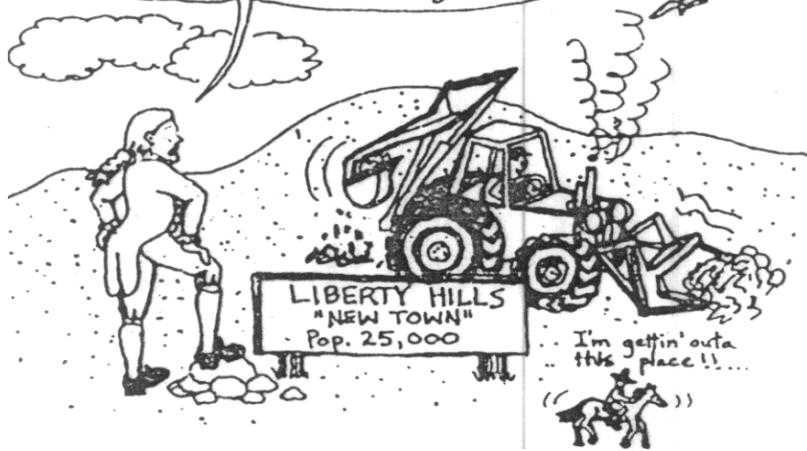
*Give me liberty or
give me death!!*



© 92

PATRICK HENRY'S SPEECH
IN MARCH, 1992...

*I think I'd rather have death
than this "Liberty"...*



*I'm gettin' outa
this place!!...*

4/8/92 Stockton Record
LETTERS

No new towns, these writers say

This is a sampling of letters we have received on the subject of the five new towns proposed for San Joaquin County.

San Joaquin County is going to grow. Natural growth, propelled by people wanting to come and live and work in San Joaquin county, is actually good if the planning is done correctly. The trouble is the last few years of growth have been developer-driven. Developments are up for auction, developers have filed for bankruptcy, and, traffic problems have magnified. There are thousands of newly built but unsold homes and many tens of thousands more lots already approved for subdivision development, so these difficulties can only get worse. It just doesn't seem wise to be considering changing the General Plan to allow for the building of new towns in the county.

ROBYN WILLSON
Lathrop

I am opposed to the proposed amending of the county General Plan to allow the building of new towns in any part of the county. We have more than enough new housing and lots available for development now. Part of why I like living in San Joaquin County is that I can enjoy a quiet drive through the country and still be just a few minutes from my home in the city. We would lose that part of our lifestyle with the building of these towns.

WILLETTE LANE
Stockton

Farming and agriculture are part of the heritage of this county. Just recently in The Record, there was an article on the dairy farmers moving from Riverside County into Stanislaus, Calaveras and San Joaquin counties because of the impact of developers on agricultural activities there. Now here we are, proposing to build towns in the middle of our agricultural lands. There isn't enough water, there aren't enough roads, and there isn't enough farmland to keep this up. Don't pave the bread basket; save it. Tell your representative on the Planning Commission and the Board of Supervisors to vote against amending the General Plan.

DARYL WILKINS
Linden

I am writing in opposition to the "new towns" concept currently being considered as an amendment to the General Plan. San Joaquin County's growth should be naturally driven and should consist of filling in those areas already zoned and planned for housing development. Our countryside should not be destroyed for the benefit of new landowners and developers.

ELAINE VALENTINE
Stockton

I do not understand why the Board of Supervisors or the Planning Commission are considering the addition of five new towns to the General Plan. Each of these towns is basically planning on using groundwater to supply these new developments, which also include new golf courses. Having spent the past several years under some form of water rationing, it just doesn't make sense to make plans to double our population.

DON MCKEE
Manteca

Clements laments proposed growth

By Lynn Paquin
News-Sentinel staff writer

Joe Atkinson watched his peregrine falcon Norman dive and swoop for food Monday evening in an open field east of Clements.

While Norman has a home, Atkinson and fellow members of Clements Community Cares are concerned that the proposed Liberty Hills new town planned for the northeast corner of the county will push other endangered species and migratory birds out of the area.

But Rick Scott, project manager for developer Ranpac, said the plan allows for approximately 4,000 acres of open space throughout the 8,000-acre self-contained community.

The Clements area has become the mitigation area for the county,

this is the last bit of territory they have," said Diana Stawson, CCC member.

Ten CCC members escorted Sen. Patrick Johnston on a tour of the area to discuss the impact of the development on their rural lifestyles.

Liberty Hills is now in the process of General Plan evaluation before San Joaquin County Planning Commission passes its recommendation on to the Board of Supervisors late next month.

Ranpac has proposed 8,000 residential units, a 100-acre business park, 50-acre retail center, sports park, two golf courses and a sewer/water reclamation plant.

There is also a question of schools for the new families — since there is a minimum number of students required by the state to form a new school district — and

the number of automobiles using two-lane Liberty Road. Depending upon the formula used, Cal-Trans has estimated there could be 50,000 to 80,000 vehicle trips per day in the area.

"Liberty Hills is a beautiful plan, the problem is it doesn't stop here," Atkinson said, expressing concern that other subdivisions would begin to spring up.

"I think there's a much bigger issue that the county has to address in planning for a 20-year period," Scott said. "The question really becomes where is the best way to grow."

Scott explained that the community's infrastructure, including the waste water treatment plant and water supply — limits the size to the planned 8,000 units. He also noted that Liberty Hills would be

built on grazing land, not prime agricultural land.

But Stawson feels that the wildlife and ecosystems found in vernal pools — small ponds of water which collect in depressions — are just as important as preserving agricultural land.

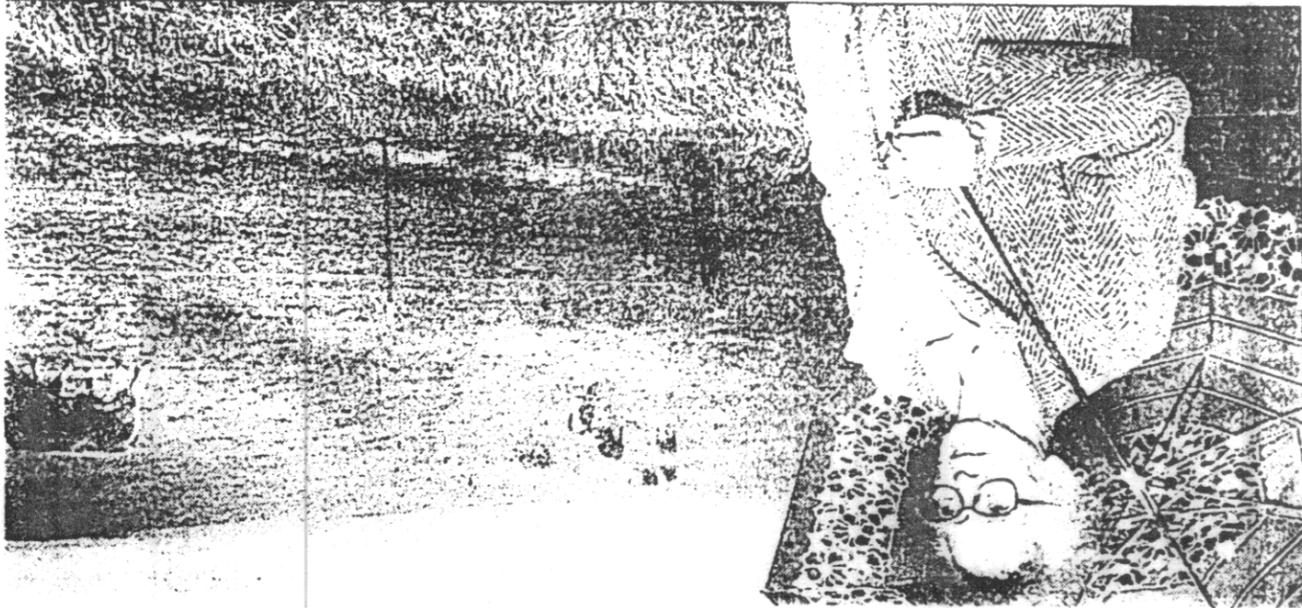
"This is why we take such exception when they say it's not prime land," she said.

Johnston promised to look into the matter and complimented the group on its involvement.

"Local planning only works when there is full disclosure publicly of the long-term effects of proposed developments," he said.

"Liberty Hills should be considered slowly and thoroughly because the effects of such a development will change the environment dramatically and permanently."

tour w/ Patrick Johnston



SHE BELONGS TO THE LAND: Elva Gibson looks out over the land where she was born in rural Clements.

Head photo by BEVERLY SHULTZ

Clements residents fight new city

By Christopher Woodward
The Stockton Record

County, attempts to build a 7,960-acre, self-contained city called Liberty Hills.

Elva Gibson, 79, was born in Clements. Her family has lived here since the 1850s, and she likes the way it is.

Plans for a new city of nearly 25,000 people next door have Gibson and hundreds of other area residents banding together like never before to protect their rural way of life.

The citizens have formed an opposition group called the CCC. Short for the "Clements Community Cares." And in little over a week, they've collected the names of 500 residents opposed to the new city.

"There's just a feeling this is our town, and we'd like to keep it friendly," said the scrappy Gibson. Clements promises to be a bal-

lconized in the coming months as Ranpac Communities Inc., a consulting firm based in Riverside

and projects like Liberty Hills

New community

The new town of Liberty Hills would be built in phases over the next 20 to 25 years. Here's a look at the town.

Developer: Ranpac Communities Inc.

Acreage: 7,960

Housing units: 8,104

Commercial/Industrial land: 155 acres

Population: 24,773

Recent map by JEFF QUAN



Clements resident Joe Atkinson brought an endangered Peregrine falcon to a county Planning Commission meeting Thursday night as an example of an animal whose habitat may be endangered by the proposed Liberty Hills new town.

New towns draw protesters

By Tom Geiger
San Joaquin News Service

STOCKTON — Dressed in red sweaters, sweatshirts and jackets, worried Clements residents tried Thursday night to persuade San Joaquin County planning commissioners that building a new town of 25,000 people near their town is a bad idea.

About 30 residents chose red as a symbol of their intent to stop the proposed Liberty Hills project, planned for 7,900 acres north of Clements, in the northeast corner of San Joaquin County.

One longtime resident, Joe Atkinson, brought another symbol to the meeting: an endangered Peregrine falcon.

With the falcon, named "Stormin' Norman," perched on his arm, Atkinson said the project would destroy habitat where the bird has been spotted and would destroy Clements' small-town lifestyle.

"Clements is a way of life. We live there because we like it, because it's open," Atkinson said. "I did not buy my property so I could go to McDonald's more easily."

Another Clements resident, Diana Slawson, spent more than 30 minutes detailing how she and other Clements residents believe the project would destroy valuable grazing land, deplete the area's groundwater supply and boost traffic levels.

Planning commissioners heard the comments during a public hearing on a draft environmental study of five new towns proposed for San Joaquin County.

The five towns — Liberty Hills, Forest Oaks near Thornton, Mountain House and New Jerusalem near Tracy, and Riverbrook near

Clements residents like quiet life

By Tamara Adamek
News-Sentinel staff writer

Residents in Clements like not having neighbors.

"According to one resident, people in the small rural town bought property there to raise cattle, keep horses, send their kids to small country schools and breathe clean air. 'We enjoy the isolation,'" said Joe Atkinson, a 9-year Clements resident.

But plans by developers to build a new town northeast of Clements threaten to end the country life Atkinson and his neighbors have gotten used to.

The proposed new town — called Liberty Hills — is expected to bring an additional 8,000 homes and 25,000 residents to the area.

"It's going to totally destroy our way of life," said Atkinson. "The community of Clements is in total shock."

Diana Slawson, who belongs with Atkinson to a group of concerned residents called Clements Community Cares, said she and her neighbors are not a "bunch of kooks" speaking out against development. "We're not opposed to growth," she said. "We're not against developing the area in and

around Clements if (the county) keeps with the agricultural orientation — that's why people move into the country."

Slawson said she and other CCC members are opposed to developer-driven growth that they say will have a major negative impact on the area. "That project will bring 80,000 vehicle car trips per day into the area," she said. "They'll have to widen Liberty Road to a four-lane divided highway and build a bypass on Highway 88."

CCC members are afraid the state and county's lack of funding for infrastructure for the new town will leave them with a mess — insufficient roads, lack of medical facilities and various safety services. Members are also concerned about the impact the new town will have on the area's ground water supply as well as indigenous wildlife.

"This is going to displace more than people, it will displace a lot of wildlife," said Atkinson, a rancher and exotic bird breeder.

Atkinson said he has spotted bald eagles, ospreys and even rare peregrine falcons on the land where Liberty Hill is to be built. "But the environmental impact report doesn't mention them," he said.

"I'm afraid it's going to be like a cancer out here — once it starts, it will just spread," Atkinson said.

Excelsior — could add 111,000 people to the county by the year 2010. Commissioners took no formal action Thursday.

Slawson said the Liberty Hills proposal conflicts with county planning principles that encourage growth to spread from existing urban areas.

"We stand for growth that is slow and natural. Not developer-driven growth that is artificially stimulated," Slawson said. "Liberty Hills is exactly that — leapfrog development of the worst kind."

Rick Scott, the Liberty Hills project manager for RANPAC, the

Southern California development company proposing the town, said the Thursday night meeting was the first he had heard many of the residents' specific concerns.

Scott said RANPAC officials are willing to sit down and discuss those concerns with area residents. RANPAC officials have scheduled a meeting Friday night at the Clements Fire District fire station and another meeting next week at the Lockeford-Clements Chamber of Commerce building, he said.

"We hope to announce a lot of other meetings," Scott said. Planning commissioners also

heard from Tracy-area residents and officials.

Hobbie Landers, who lives west of Tracy in land that would be included in the Mountain House project, said the draft report is misleading because it labels the five proposals as "new towns."

"What we're talking about is five new cities," Landers said.

The county Community Development Department will accept written comments on the draft EIR until Feb. 13. Planning commissioners are scheduled to take final action on the entire proposed General Plan 2010 April 30.



Record photo by CLIFF OF
MAKING A POINT: Clements resident Joe Atkinson brought his pet peregrine falcon to testify at a planning commission hearing Thursday.
STOCKTON RECORD JAN 31 1982 FFLDM

City plan puts Clements on red alert

By Christopher Woodard
and Gene Turner
The Stockton Record

Clements residents were not only seeing red, they were wearing it Thursday night when they came in masse to the San Joaquin County Planning Commission to protest an 8,000-acre new city planned for next door.

More than 30 Clements residents, most decked out in red shirts and sweaters in protest, said the proposed new city, called Liberty, would overburden local high-

ways, add to school overcrowding and worsen air quality in the area.

Diana Slawson, a spokeswoman for the group, called Liberty "leapfrog development of the worst kind" and urged the planners to take a harder look at the new city in a county-wide environmental study being prepared.

Liberty, one of five new towns being proposed for San Joaquin County, would add an estimated 24,773 people to northern San Joaquin County, just five miles north of the rural town of Clem-

ents.

The development is being proposed by the Ranpac Corp. It along with other proposed developments would nearly double the county's population to 864,000 people by the year 2010.

The planners met Thursday night to solicit public comment on the draft environmental study for the new General Plan, a blueprint for growth into the year 2010.

Chairman Stan Morri repeatedly warned the Clements residents that the purpose of the meeting

was to consider the thoroughness of the environmental study, the overall merit of individual projects.

But Christopher Lee, an attorney for the Clements towns, told Mom. "You've got to do these things at the beginning cause once they pick up steam there's no stopping them."

To underscore his concern for the environment, Clements resident Joe Atkinson brought his peregrine falcon, Norm

... See CLEMENTS, Back p.

He said, "It takes time, effort and there is certain level of comfort

See CHICAGO on Page 8

Dale Gillette of Bennett

GALT HERALD THILLS APRIL 2

Clements fights Liberty Hills

By Mary Drayton
Editor

A group that fought hard years ago to get San Joaquin County to designate their area as rural is fighting again to keep the same designation, only this time the contest is bigger, the stakes higher. The fight is about a developer, Ranpac of Stockton, an engineering corporation, that is trying to build a nearly 8,000 acre "new town" of Liberty Hills along Liberty Road and Highway 88. The group, Clements Community Cares, is attempting to block the

company's efforts before it gets any further along.

The group, made up of no single leader but a group of active concerned citizens including Glenda Hesseltine, Diana Slawson and Joe Atkinson, all of Clements, say the fight to keep Ranpac from building a town is not one of simple issues.

It is not a simple case of NIMBY (Not In My Backyard), nor is it just a case of being environmentally concerned (everybody should be responsible stewards of the land, they say), nor is it that they may lose their rural lifestyles on their Ag-80 zoning (one residence per 80 acres).

"We've been painted as a group of NIMBYS," Hesseltine said. "That's not the issue. People are not listening to us. We're talking about a town that will generate 80,000 car trips a day (at build-out)."

The issues go still deeper and affect both San Joaquin and southern Sacramento County — Galt — they say.

The biggest concern among the Clements group may be that the proposed new town of Liberty Hills added to the other four proposed towns in San Joaquin County may be the project that destroys forever

the quality of life that they and other San Joaquin County residents have known.

Liberty Hills, as the new town will be called, is a proposed community of nearly 8,000 acres east of Galt north of Liberty Road and Highway 88. It is expected to house 24,000 people at build out in nearly 20 years.

The "new town" concept, according to Ranpac, is seen as a way to reduce problems of traditional, piecemeal tract type developments by creating a community that is self-sufficient, providing work, shopping and play areas all within the town to cut down on commuting and offer an enhanced quality of life for residents.

The developers of the five new towns estimate that the new towns may house 111,000 people by the year 2010. Presently the county is considering an amendment to the County's General Plan 2010 to include the new towns, according to Hesseltine.

The four new towns to be built, besides Liberty Hills, are: Forest Oaks in the Northwestern corner of the county that will surround the tiny town of Thornton and which in 20 years is expected to house 13,000 people on 1,377 acres; Mountain House in

Southern San Joaquin County; New Jerusalem and Riverbrook.

Closer to home, the group says the Liberty Hills project — about six miles away from Clements — will overload the schools, roads, water table and the sheriff's and fire departments.

The CCC members say Ranpac plans to create their own school district, but that the company cannot create a district until they have fully 1,500 students and until then they will need to send their youngsters to Lodi schools, New Hope in Acampo, and Galt schools. But those districts already are at or near capacity, according to CCC members. Moreover, school districts are confused about whether they can require developers to mitigate for school districts up-front, Hesseltine said. "We're not going to give blank approval to a development without proper mitigation."

The main road to be severely impacted, say members of CCC, will be Liberty Road that will need to be widened to four lanes to accommodate 80,000 car trips per day (figure on 10 trips per household for the 80,000 houses expected to be built according to CalTrans.)

See LIBERTY on Page 4

Inside

Dolly Parton's new movie, "Straight Talk" See Page A8

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High school board to consider school site options

By Mary Drayton
Editor

The Galt High School District Board agreed to hold over for another 30 days the decision to approve the site utilization plan for the new high school until the board has had an opportunity pursue other options.

In a special meeting last Wednesday evening the board agreed to table the issue of the site utilization plan after a new element was introduced in the on-going discussion of which school site to choose for the new high school.

Discussion has so far centered on two sites: a 40-acre site on the Marengo Ranch Property east of Marengo Road and the 31-acre site west of Marengo Road directly across from each other. The site utilization plans — the way the administration and building are laid out — are mirror images of each other.

The 40-acre site — the more desirable because of its size — being offered as a gift by owner Bennett & Compton under condition that the city annex Marengo Ranch property. However, that condition is in the district's control.

The 31-acre site, also owned in part by the developers, is reserved to the high school district to be sold to the district at a price of \$400,000, a cost lower than it is worth.

But Wednesday night board, still unsure of which to pursue and under pressure to choose a site, talked of a right purchase of the 40-acre site. "We need to know in three months which site to choose," architect Tom said.

Joseph Shilts, of Shilts & Associates, suggested it might be cost effective for the district

See SCHOOL on

ALL SALES FINAL SUBJECT TO PRIOR SALES NO ADJUSTMENT ON PRIOR PURCHASES DISCOUNTS MAY VARY BY

Liberty

Continued from Page 1

Also to be impacted will be Highway 88, which is already congested near Lockeford. The developer plans to build a bypass around Lockeford, but CCC asks where Ranpac will get the money to do both. They say CalTrans does not have the money for the bypass and there is doubt the state will be responsible for widening Liberty Road.

The community will be 'developer-driven' said Atkinson, who manages a 2,700-acre hone ranch and raises exotic birds. He said the homes are not needed and will attract tremendous growth that normally would not be there. There are already 55,000 jobs for sale in San Joaquin County, he said.

Addressing the NIMBY issue, the three said they are not lighting the project only because they do not want to give up their 80 acres. The Ag-80 designation does not mean residents are out there communing with nature. The area supports horse ranches, turkey farms, grazing land, walnut orchards, small farms of row crops and other agricultural enterprises.

"This is a viable eco-system," Slawson added. The guy who owns the hone ranch will put out of business."

On the issue of water, the aquifer beneath the proposed project is steadily dropping from chronic overdraft, according to



Photo by [unreadable]

Three members of Clements Community Care meet at The Galt Herald to discuss the Liberty

chart. by East Bay Municipal Utility District and P.C. and E.

The CCC members also point out that seven of the nine wells on the project are in Sacramento County. But Sacramento prohibits water transport across county lines because it will violate Sacramento County's General Plan.

Finally, Ranpac is a company without integrity, they say. Ac-

ording to newspaper accounts from, the Riverside Enterprise which CCC uncovered. Ranpac soils owned by Ranpac, Inc., the Liberty Hills developer, is under probation for dumping lead-tainted soil in 1990 on the Soboba Indian Reservation in Riverside County. And Ranpac soils geologist faces criminal charges for allegedly trying to hide the lead content by mixing the tainted soil

with lime and fresh d. Members of CCC w the San Joaquin Cow Commission Tuesday, p.m. at the Farm Ag A the UC Extension South Wilson Way. The original meeting be at the Planning chambers. A large anticipated crowd force of location."

Runners

Man unaware of plan for his land

By Lynn Paquin
News-Sentinel staff writer

Ernie Mercado was surprised to learn that his 316-acre ranch off Mackville Road had been included in the San Joaquin County Planning department's map of Liberty Hills.

The ostrich breeder was approached by a broker representing the developer, RANPAC, two years ago about selling his property. But Mercado said he rejected the offer and didn't give it a second thought.

That is, until he saw that his property and his neighbors' 164-acre spread were divided into 119 housing units, a high school and open space at the Planning Commission's hearing last Tuesday. Furthermore, the 480-acre parcel is completely surrounded by the proposed town of 25,000.

"We don't want to sell," Mercado said. "I like it here."

The map also includes 3,582

acres on Forster Ranch planned for housing, business, community center, research park and a golf course; 316 acres on the Ray Steele property for housing, open space and commercial; 640 acres on the Doug Golding property for housing, commercial, parks and open space, and approximately 40 acres of smaller lots with multiple owners.

We asked that RANPAC expand its (planning) boundaries to land they do not own or control to avoid agricultural pockets," said Harry Islas, county senior planner. "The county can't make anyone do anything with their land, but if we don't plan it now it's going to be much harder to integrate."

If any of the property owners decide against selling or developing their land, alternative sites would be found for facilities in the master plan stage, according to Islas.

Islas, who said the other large property owners had been involved in varying degrees with the plan-

ning process, was surprised that Mercado did not express concern about the development until recently. He said the county planning department had advertised meetings through legal notices in local newspapers.

"This project has been around for years, and maps have shown urban proposals for the Mercado/Hartland," Islas said.

Stockton Attorney Michael Hakeem, representing RANPAC, said that the other property owners had been approached for the project.

However, it's premature to be talking about relationships, since the (San Joaquin County) supervisors haven't approved the project yet," he said.

The Planning Commission is scheduled to forward its recommendation on the five new towns to the Board of Supervisors May 28. Supervisors are expected to approve or deny the projects in July.

Lodi 4-14-92

**DEVELOPER HAS
UNSAVORY
HISTORY**

No accountability

**Questionable
integrity**

Poor track record

Company to pay \$1.2 million in toxic dumping

By Gary Polakovic
The Press-Enterprise

RIVERSIDE

A Temecula construction firm that dumped toxic waste at an Indian reservation near San Jacinto and at a county landfill last year pleaded guilty yesterday to two counts of illegal waste disposal and agreed to pay \$1.2 million in a settlement.

It is the largest amount ever collected in Riverside County for an environmental crime. And it is one of the first instances in California where a local government prosecuted someone for hazardous waste violations that occurred on sovereign Indian land.

"It demonstrates that this office and the D.A. himself is taking a very aggressive and firm stance against hazardous waste violations in this county. . . . We are prepared to prosecute cases involving non-Native American and Native American lands when those activities have adverse effects on state citizens," said Deputy District Attorney Richard Nixon, Riverside County's toxics prosecutor.

RANPAC Soils Inc. agreed to pay \$1.05 million to settle a civil case in which the district attorney's office charged illicit dumping gave the company an unfair business advantage.

The company will also pay \$147,000 to resolve two criminal charges filed earlier this year. The company was accused of illegal transportation and disposal of hazardous wastes.

RANPAC Soils, the engineering arm of its parent development company RANPAC Inc., admitted it illegally hauled 220 truckloads of dirt laced with lead to a riverbed dump site at the Soboba Indian Reservation in mid-May 1990. The reservation is not a licensed waste disposal site.

Tainted soils at the reservation will be covered with asphalt during construction of a rodeo parking lot, a RANPAC spokesman said.

The company also acknowledged it illegally dumped 1,147 truckloads of wastes at the Mead Valley county landfill in June 1990. Only household trash is permitted at the landfill.

Wastes dumped at the landfill

must be removed and will likely be used as dirt foundations for new roads.

In both instances, the tainted soil came from the former Rainbow Canyon landfill, which ceased operating as a county dump in 1971. RANPAC owns the property and removed 18,000 tons of dirt during an apartment construction project.

In connection with resolution of the criminal charges, the company agreed to pay \$50,000 in penalties and reimburse state and local investigators \$97,000 for their work on the case. RANPAC Soils was placed on felony probation for 18 months and must submit to searches for any future violations of state hazardous waste laws.

In connection with the civil action, the company agreed to pay \$953,000 to settle the matter. The district attorney's office accused RANPAC Soils of engaging in unfair business practices because illegal dumping saved the company costly disposal fees.

"It gave RANPAC an unfair business advantage when it transported and disposed this soil. It was much cheaper to do it in this manner than had RANPAC complied with the law. It's a practice of unfair competition," Nixon said.

RANPAC must also contribute at least \$100,000 to a non-profit educational organization yet to be named to promote environmental studies as part of the settlement of the civil case.

Riverside Superior Court Judge J. Thompson Hanks approved the terms of the agreement in court yesterday.

Dumping on Indian lands has grown increasingly common as corporations seek to escape burdensome legal controls and costly waste disposal fees. Many state and local environmental laws do not apply to reservations, which function as sovereign enclaves.

Dave Dillon, spokesman for RANPAC, said the wastes RANPAC produced did not constitute a health hazard, a view generally shared by health officials.

The dirt contained concentrations of lead at or near health-based limits. RANPAC has said the concentrations were so low the dirt did not qualify as hazardous waste.



Press-Enterprise photo. San Jacinto is holding

11 - 1990
ENVIRONMENT - BUSINESS & INDUSTRY - DEVELOPERS - RANPAC

(DATE NOT KNOWN)

ghting cancer

Heading # 1

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Company Fined \$1 Million in Lead-Polluted Soil Case

Los Angeles Times (LT) - THURSDAY July 4, 1991
 By: LARRY B. STAMMER: TIMES ENVIRONMENTAL WRITER
 Edition: Home Edition Page: 3 Pt. A Col. 5
 Word Count: 414

TEXT:

A Tenecula-based corporation pleaded guilty Wednesday to illegally disposing of lead-contaminated soil in Riverside County and agreed to pay more than \$1 million in civil and criminal penalties.

The settlement with *Ranpac* Soils Inc. was announced by Riverside County Dist. Atty. Grover C. Trask II. The fine is the largest involving lead-contaminated soil in the state, said Deputy Dist. Atty. Richard T. Nixon.

Under terms of the settlement, Ranpac will be placed on 10 months' probation, pay a \$50,000 criminal fine, a 5953,000 civil penalty, 597,000 in investigative costs, and contribute at least \$100,000 to a nonprofit educational institution involved in environmental studies.

Nixon said the lead-laden dirt could have been blown by wind onto nearby crops and inhaled by people and dairy cattle. Eventually it could have contaminated the local water table.

"You could imagine how that could enter the food chain," Nixon said.

Lead poisoning is especially hazardous to children. It can impair their intelligence and learning potential.

Ranpac spokesman David Dillon said Wednesday that based on its own tests, the company believed that the soil was not hazardous and that the firm was in compliance with the law.

But, he added, "Continuing this thing was not in the best interest of the company and we settled (by pleading guilty). It was a difficult decision."

In a separate but related action, Nixon on Wednesday charged Warren Sherling, the former manager of Ranpac, with five felony counts of illegally transporting, disposing and treating hazardous waste. *

The contaminated soil was excavated in May, 1990, from Rainbow Canyon property owned by developer Won Yoo, who also owns Ranpac soils. The site is a former county dump.

Nixon said at least 220 truck loads of contaminated soil were dumped at the Soboba Indian reservation in the San Jacinto Valley. After the county found the soil to be hazardous, Nixon said the firm assured officials that

*NOTE: CURRENT CHARGES ALSO AGAINST SHERLING, RANPAC GEOLOGIST
 AS RECENT AS FEB 24 1992. TRIAL SET FOR MAY 1992

the remaining soil to be dumped was not hazardous.

The rest of the soil was taken to Riverside County's Heade Valley landfill. But later testing by the county found that it exceeded the state lead concentration standard of 5 parts per million by as much as five times.

Actual levels may have been far higher, Nixon said. Concentrations of lime were found in the soil disposed at Heade Valley.

The dirt remains in the Heade Valley landfill and will be used by the county as a base for asphalt roads, Nixon said. The dirt at the Indian reservation will be paved over.

DESCRIPTORS: HAZARDOUS MATERIALS--DISPOSAL; LEAD; SOIL; FINES; *RANPAC* SOILS INC

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Heading # 2

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California IN BRIEF
RIVERSIDE
Conservancy Buys Developer's Land

Los Angeles Times (LT) - WEDNESDAY April 17, 1991
By: From Times Staff and Wire Reports
Edition: Home Edition Section: Metro Page: 8 Pt. B Col. 1 Story Type: Brief
Word Count: 138

TEXT:
A wildlife habitat--where 2,400 homes, a golf course and a commercial center had been planned--has been sold to the Nature Conservancy, a nonprofit environmental organization. In a complex financial deal, the group bought 3,825 acres of the Santa Rosa Plateau in Riverside County from developer *RANPAC* Inc. for more than \$35 million, officials said. The organization already owns 3,100 acres of the plateau, home for such endangered species as the golden eagle, mountain lion and burrowing owl.

On April 21, 1990, Earth Day, *RANPAC* agreed to negotiate with the conservancy and other agencies after its proposal to develop the property became the center of controversy. The purchase price includes \$15.4 million from the Hetroopolitan Water District, \$5 million in state bond money, \$300,000 in land and other costs from the Conservancy and \$15 million from Riverside County.

DESCRIPTORS: NATURE CONSERVANCY: WILDLIFE: *RANPAC* INC;
RIVERSIDE
COUNTY--DEVELOPMENT AND REDEVELOPMENT: PROPERTY SALES: SANTA ROSA PLATEAU

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Citizens question developer's past

By Lynn Paquin
News-Sentinel staff writer

RANPAC Soils, owned by RANPAC, Inc. — parent company for RANPAC Communities, the Liberty Hills developer — is currently on probation for dumping lead-tainted soil in a Riverside County Indian reservation and public landfill in the spring of 1990.

But, Department of Health Services and Regional Water Quality Control Board tested the soil later that year after RANPAC hired a former Department of Health Services regulator and classified the material as non-hazardous waste.

The charges were brought to light by Clements Community Cares, a citizen group opposed to Liberty Hills because of the negative impact on the environment and rural lifestyle they fear the town of 25,000 will have in the northeastern corner of the county.

"They could be the most wonderful company in the world, but this is still not a good plan," said Diana Slawson of CCC. "It's still in the wrong place at the wrong time."

Slawson said she was hesitant at first about disseminating the information, but thought it was important for people to see.

"It speaks directly to the credibility of this corporation which is in the process of suggesting major changes for this county," she said.

Rick Scott, Liberty Hills project manager for RANPAC Communities, said that RANPAC Soils is a separate entity and the only one investigated in this matter.

"I feel it is not fair to characterize us as untrustworthy," he said. "When the mistake was made, we openly tried to rectify the situation."

Last July RANPAC Soils agreed to a \$1.2 million settlement to civil and criminal charges filed by River-

side County Deputy District Attorney Richard Nixon.

RANPAC paid a \$953,000 fine in the civil suit charging them with unfair business practices. Because they did not use an expensive process to remove the hazardous material from the soil, the D.A. maintained that other developers had to pay more money for their projects, putting them at a financial disadvantage.

The company also paid \$97,000 in penalties and investigation cost and was placed on probation for 18 months in connection with one count each of illegally transporting the soil to the Indian Reservation and dumping it in the landfill. As a result of the new classification, RANPAC was allowed to leave the soil in place.

According to the Department of Health Services, the problems began in May 1990 when RANPAC was developing an apartment project at Rainbow Canyon — a former landfill operated by Riverside County from 1951 to 1971. When the soil was tested by the company, they found it contained more lead than state standards allow, but below the 50 parts per million set by the federal government.

So RANPAC Soils struck an agreement with the Soboba Indian Reservation leadership to dispose of the soil there.

According to a Riverside Press Enterprise story, 220 truckloads of soil were dumped at the reservation before the district attorney halted the practice.

Even though the soil was eventually classified non-hazardous waste material, the district attorney went ahead with prosecution since the soil did not meet standards at the time of the disposal.

"We were not aware of the classification process early on," Scott said.



Terry Ertz

class at Lakewood Elementary School.

required nizations every Friday, 1-4 p.m.

Stockton Health Center, 1601 E. Hazelton, every Tuesday 1-4 p.m., Wednesdays 8-11 a.m., and Thursday 8-11 a.m. and 1-4 p.m.

Medical and personal belief exemptions will be validated at the school site. Immigrants should bring an I-94 form or green card.

Children do not need to accompany their parents at registration. A "get acquainted day" will be set up by kindergarten teachers just prior to the start of school.

For more information, call 331-7020 or 953-8020.

be diverted

The latest level is about a foot higher than the level in mid-February.

Members of the oversight committee plan to convene if the water level in the pit reaches 250 feet

ROCK SOLID REBATES

BUY NOW & ENJOY THE REBATES!!



HOT OFF THE PRESS!

STOCKTON RECORD 3/5/92

New town developer on probation

By Christopher Woodard
The Stockton Record

An arm of the development company planning a new town near Clements is still on probation for dumping toxic waste at a Riverside County Indian reservation and a public landfill in 1990.

But Michael Hakeem, an attorney for the developers, denied that the soil was contaminated, noting that the state has since reclassified it as non-hazardous.

"I'm saying it flat wasn't hazardous," Hakeem said.

Nonetheless, Clements residents, who made the discovery about the convictions, say they raise serious questions about the company's integrity and its willingness to follow through on its promises.

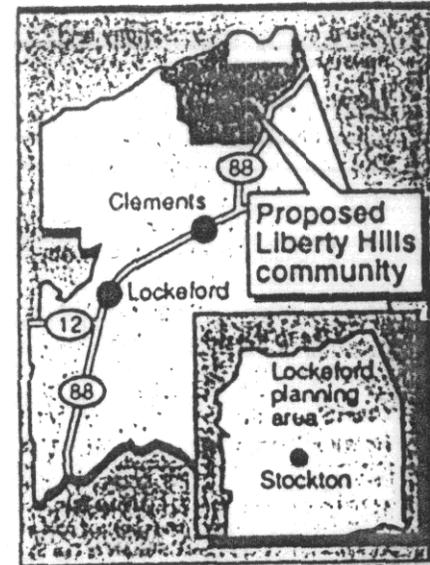
"We're being asked to trust

someone who's going to impact us for the next 25 to 50 years, and we're talking about a group that has a felony conviction," said Glenda Hesselstine, a Clements-area resident opposed to the project.

Hakeem charged that residents are bringing up the 1990 incident in an effort to scuttle Liberty Hills, a town of 24,773 people planned to be built on grazing land near Clements.

Last July, RANPAC Soils Inc., a geology arm of RANPAC Communities, Inc., pleaded guilty to one felony count of illegally transporting lead-tainted soil to the reservation and one felony count of dumping hazardous waste at a county landfill.

RANPAC Soils agreed to pay 51.2 million in civil and criminal fines, and the company was placed



Record map by JEFF QUAN

on 18 months probation.

A former RANPAC Soils geologist, meanwhile, still faces criminal See RANPAC. Back page

STOCKTON RECORD . . . CALL 948-1702

rental properties, an elderly couple has agreed to get out of the land-lord business in San Joaquin.

TEMECULA
BUS. & INDUSTRY
DEVELOPERS
RANPAC

after they got charged + convicted, Ranpac then billed the county
for moving the soil!!

FEB 1991

THE DAILY

Builder bills county for waste removal

The Press-Enterprise

RIVERSIDE

An attorney for developer Won Yoo, owner of Temecula-based RANPAC Inc., wants Riverside County to repay his client for costs spent removing hazardous waste from a former county landfill.

The company was building apartments on 4.5 acres in Temecula in 1989 when bulldozers unearthed garbage and lead-contaminated soil. State water quality officials

ordered the wastes removed.

In a claim filed against the county Dec. 21, Yoo's attorney said his client spent more than 110,000 to test, remove and dispose of the wastes. The county should pay for those costs because it once owned and operated the Rainbow Canyon Landfill where the wastes were buried, the claim alleges.

Yoo and his company achieved some notoriety when he announced plans to build hotels,

houses and a golf course on the Santa Rosa Plateau, a pristine wild area near Murrieta coveted by conservationists. Since the plans to proceed with the controversial development have been suspended.

Last year, RANPAC offices were raided by the Riverside County District Attorney's Office because tons of tainted dirt removed from the landfill were taken to the Soboba Indian Reservation and

dumped.

State and county officials maintain the lead-laced soil may pose a health risk, although officials for RANPAC, the tribal council and the U.S. Environmental Protection Agency dispute that.

The county bar until Monday to act on the claim. Robert Rose, an attorney for the San Diego law firm of Lorenz, Alhadeff, Lundin and Ogden, filed the claim.

Dump . . .

(From Page B-1)

the dumping was completed showed that soil at the landfill and at Rainbow Canyon were as much as double the standard.

Those tests were ordered after hazardous material personnel pointed out to Fanning that no one from the county had witnessed RANPAC taking the samples for the June test, according to Vince Sternjacob, supervisor of hazardous materials for the environmental health division.

James Sappington, a hazardous materials specialist, was supposed to observe the extracting of the soil, Sternjacob said. However, RANPAC took the samples without Sappington's supervision, but Sternjacob said it was not known whether Fanning knew that when he authorized the disposal.

Health director Gallagher said Fanning told him about plans to dispose of the soil but did not remember commenting on them.

"John (Fanning) has been a very responsible manager. I had confidence in what John did and still do," Gallagher said.

"I think John was anxious to get it resolved," said Sternjacob, who made the trip with Sappington and William Prinz, another health department employee.

RANPAC spokesman Dave Dillon said the offer was made so that the developer and the county could work to resolve a problem. The company did not expect to be reimbursed, he said.

Gallagher said it was not known whether the county would decide later to seek reclassification of the material. In fact, it was unclear whether the soil belonged to the county or to RANPAC.

In the meantime, Sternjacob said more test samples would be taken today to ensure that tests so far give an accurate picture of the

County changes exemption plans on tainted soil

CLOUTIER

By BOB LaBARRE
The Press-Enterprise

Riverside County has put on hold plans to seek an exemption from safeguards for lead contaminated soil dumped at a landfill west of Perris last month, while the district attorney conducts an investigation of the disposal.

The decision followed a meeting between representatives of the county health department and the district attorney's office.

Richard Nixon, the deputy district attorney handling the investigation of the disposal of the soil at the landfill and the Soboba Indian Reservation, asked for the delay until the investigation is completed.

The health department has planned to apply for reclassification of the soil disposed of at the county's Mead Valley landfill so that it could be used as fill dirt.

In fact, it came to light yesterday that in the hurry to get the soil reclassified, health department representatives flew to Sacramento July 23 in an airplane provided by the Temecula area developer responsible for dumping the soil.

Dr. Edward Gallagher, county health director, said in an interview yesterday that he was collecting information about the decision to accept 18,000 tons of the soil, which has tested above the health standard for lead.

John Fanning, the deputy health director who authorized the disposal, has been on vacation and is not due back until Monday. Despite the county's decision,

RANPAC Inc., the developer that hauled the soil from a Rainbow Canyon site near Temecula, announced it would continue its efforts to have the soil treated as non-hazardous material.

The state Department of Health Services can classify hazardous materials as non-hazardous if it finds that the material presents no threat to public health.

As a hazardous material, the soil must be disposed of at a landfill approved for such waste. Disposal of the material at a site not approved for hazardous waste can be a violation of criminal law. As a non-hazardous material, the soil could stay at the landfill.

RANPAC has hired a Laguna Hills company to prepare an application showing the soil is not hazardous or, if it is, poses no health risk. Originally, the plan was for the county to pay the consultant's and application fees for the Mead Valley site and for RANPAC to pay the fees for the Rainbow Canyon site.

During the first week of July, about 1,100 truckloads of the soil were hauled to the landfill and were spread out in piles several feet deep over an area the size of several football fields. The soil came from a small portion of the site approved for an apartment complex and formerly operated until 1971 as a county dump. Fanning authorized the disposal June 28 after a June 27 report showed that the lead in the soil was below the health standard. Tests after

(See DUMP, Page B-5)

Letters To The Editor

Dear Editor

Editors Note: It is now and always has been the policy of this newspaper to print "Letters to the Editor" in their entirety regardless of our feelings. While we may not always agree with the writer, we feel he or she has the right to be heard.

The article entitled "Further Inquiries About Ranpac Activities In Southern California" in your issue of 3/11/92, attempted to portray Ranpac, the developer of the proposed Liberty Hills project, as an innocent victim of bureaucracy. In fact, project manager Rick Scott went so far as to blame the Lockeford-Clements locals for Ranpac's current lack of credibility in the community, claiming that "our (Ranpac's) integrity is

being trashed by project opponents." Clearly, Ranpac's reputation was "trashed" long before they reached Clements, as articles from the Riverside Press Enterprise indicate and, who did the "trashing" was Ranpac itself. They earned their reputation as convicted felons when they disregarded the law, not once, but twice, in Riverside County. A company that pleads guilty to felony charges, pays \$1.2 million in

civil and criminal fines, faces a civil suit for "unfair business practices", has a permanent injunction placed against them, is currently on 18 month probation, and who's geologist is still facing charges, scarcely has to look to someone else to "trash" their integrity—they've done a good enough job of that all by themselves. The fact that the soil was later reclassified is irrelevant. At the time of the action, the

behavior was clearly illegal. The information on the charges, arrests, and convictions stands by itself. People can make up their own minds what kind of company this is. The fact that the soil was later reclassified also does not attest to Ranpac's innocence. If anything it attests to their power, influence, and affluence. The average citizen does not enjoy the same privilege of changing the law when he or she violates one. Nor does he have the luxury of claiming ignorance of the law as did the writer of the article in excuse of Ranpac's actions. All of us who have ever received so much as a traffic violation know that ignorance of the law is no excuse. We are still responsible for our behavior. In holding Ranpac responsible for their behavior, it is important to know the difference between telling the truth (which we will continue to do) and "trashing". The intention of telling the truth about this company is simply to hold the corporation accountable for its actions. If this were all in the past, perhaps the community could overlook the unsavoriness of the corporate history. Unfortunately, for both Ranpac and the community that is not the case. Charges were brought against the Ranpac geologist as recently as February 24, 1992. The issue of questionable integrity is very current and one which this community cannot afford to overlook as we will be living with the consequences for a very long time.

Sincerely
Marilyn

LOCKEFORD OFFICE
OPEN HOUSE
APRIL 1ST

GOOD TIMES! FUN!

- BRING IN AN OLD HAT AND WE'LL EXCHANGE IT FOR A BANK OF LODI CAP. (LIMIT FIRST 200)
- DRAWING — GRAND PRIZE: A TRIP FOR 2 TO THE CLARION HOTEL IN NAPA.
- 5 ADDITIONAL DRAWINGS FOR TICKETS TO CLEMENTS STAMPEDE.

Refreshments: HOT DOGS, CHIPS, etc.

**HOUSING
DEVELOPMENTS
COST
COUNTIES
MONEY**

**We can't spend
our way to
fiscal balance**

FACT SHEET

Summary of Ratios from Cost of Community Services Studies (In Dollars)

	Residential	Commer/Indust.	Farm & Open
Connecticut:			
Hebron	1 : 1.06	1 : .42	1 : .36
Massachusetts:			
Agawam	1 : 1.05	1 : .41	1 : .30
Deerfield	1 : 1.16	1 : .37	1 : .29
Gill	1 : 1.15	1 : .34	1 : .29
New York			
Beekman	1 : 1.12	1 : .18	1 : .48
North East	1 : 1.36	1 : .29	1 : .21
Median Ratios	1 : 1.14	1 : .36	1 : .30

NATIONWIDE, for every \$1.00 generated in tax revenue by housing projects, an average of \$1.14 is spent for services back to that residential development. STATISTICALLY AND HISTORICALLY, NEW TOWNS + RESIDENTIAL DEVELOPMENTS COST COUNTIES MONEY RATHER THAN EARN IT.

SAN JOAQUIN COUNTY FINANCIAL STUDY OF NEW TOWN CONCEPT

SUMMARY OF PHONE CONVERSATION WITH PLANNING
DIRECTOR CHET DAVIDSON. SAN JOAQUIN COUNTY PLANNING DIRECTOR

1/31/92

BOTTOM LINE: " IF THERE IS APPROPRIATE FISCAL MANAGEMENT,
THEN THE "NEW TOWN" CONCEPT IS PROBABLY
DO-ABLE. HOWEVER. THERE ARE LOTS OF
CAVEATS, I.E. COMPONENTS THAT ARE DIFFICULT
TO QUANTIFY AND ASSESS AT THIS TIME. FOR
EXAMPLE, THE SUCCESS OF THE PROJECT COULD
DEPEND ON MANY VARIABLES: 1. THE DEBT
BURDEN OF THE DEVELOPER. 2. THE STABILITY
OF OUR ECONOMY. 3. THE TAX STRUCTURE,
I.E., THE SPLIT BETWEEN THE CITIES AND
COUNTIES. 4. THE AMOUNT OF COMMERCIAL
BUILD-OUT THAT TAKES PLACE IN SAN JOAQUIN
COUNTY...IF ITS LESS THAN 40% WE ARE IN
MORE TROUBLE. 5. THE LEVEL OF TAX BURDEN
THE DEVELOPER INTENDS TO PLACE ON THE
COMMUNITY.... IF IT IS MORE THAN 22 IT
PROBABLY WOULDN'T WORK. IF 1% IS FOR
PROPERTY AND 1% IS FOR SCHOOLS, THAT DOESN'T
LEAVE ANYTHING FOR THE SPECIAL TAXES
NECESSARY TO COVER THE OTHER EXPENSES SUCH AS
ROADS, HOSPITAL SERVICES ETC.

ALSO HAVE TO TAKE INTO ACCOUNT WHAT THE "LIEBS-TO-VALUE"
RATIO IS. 3 TO 1, 4 TO 1, OR 8 TO 1. IF IT IS 8-1, THEN ONLY
1/8 OF THE VALUE CAN BE GOTTEB OUT OF THE LAND.

CHET'S FIBAL VORDS: "THERE ARE MANY VARIABLES IN THE
NEW TOWN CONEPT THAT ARE
UNPREDICTDALBE. DONE RIGHT, THEY
MIGHT VORK."

16 15/10/92

1/24/92 LODI SENTINEL

The 10 southside schools will all have interview and selection committees made up of equal numbers of parents and teachers who will choose teachers and administrators to be hired by their schools.

Deferred maintenance. A guarantee that deferred maintenance funds will be provided for the upkeep of the selected schools.

Expanded magnet schools. The magnet school program will be intensified with most of the sites on the south side.

"It's hoped some students from other parts of town will choose to attend those magnets," Carol said. However, the primary goal of this element is to provide quality education.

Funding for the improvements will come from the \$4 million SUSD gets annually from the slate for desegregation. If this funding is significantly reduced or runs out, the agreement can be canceled.

Stockton school trustees could vote on the agreement as early as Tuesday. It would then be forwarded to San Joaquin County Superior Court for a judge's approval.

well sites have made us look at the Hutchins Street area for another well," said Assistant Water/Waste Water Superintendent Frank Beeler. The well is also an investment in Lodi's water supply as the city's population and need for water increase.

Lindseth said the new well, built at Hutchins Street Square; will not have an impact on the appearance of the multi-million-dollar city facility. They are kind of ugly because they're just mechanical equipment," he said, "but they can be hidden."

John Phillips: ... Callahan will be sworn in \$99,297-a-year judgeship Thu at 4 p.m. in Dept. 1 of Su Court.

A graduate of Stanford University, where she majored in Engineering and of the University of the

New town could have financial risk

By Tom Gelger
San Joaquin News Service

STOCKTON — Mountain House, the new town proposed for land west of Tracy, can be a fiscal plus for San Joaquin County as long as the project is well-managed.

Even so, county officials need to keep a close eye on the town to make sure that the county and county taxpayers don't lose money on the huge project.

Those were some of the conclusions Thursday night of a financial consultant hired by the county to analyze the fiscal and financial impacts Mountain House would have.

"This project, according to our analysis, ... has the opportunity to produce a fiscal benefit to the county," said Walter Kieser, principal with Berkeley-based Economic and Planning Systems.

Estimates conclude the new town could be adding \$9.6 million annually, by the year 2010, to the county's budget.

Part of the cost of building an estimated \$688 million in roads, sew-

erage and other infrastructure by the town will likely be covered by special tax districts, as Mello-Roos districts, local the town, Kieser said.

Because special district Mountain House would pay much of the new infrastructure and because the county would be involved in the creation of districts, the county risks losing some money, Kieser said.

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County may face budget shortfall

By Tom Geiger
San Joaquin News Service

STOCKTON — Unless San Joaquin County officials take steps to avoid it, the county could have a budget shortfall of \$3.9 million by the end of the fiscal year in June.

County Administrator Mel Wingett is estimating that revenue from sales, motor vehicle and other taxes could run about \$1.7 million short of original estimates.

Even worse, revenue coming to the county through realignment, a program that shifted new spending responsibilities to counties from the state, is estimated to run about \$2.2 million less than originally anticipated.

To avoid a deficit by the end of the fiscal year, Wingett is recommending that county supervisors take steps to cut costs. Supervisors will review Wingett's recommendations at their Tuesday meeting.

Specifically, Wingett wants supervisors to:

- Require all county department heads to get Wingett's approval before filling vacant positions;
- Encourage county departments not to buy non-essential supplies;
- Encourage departments to "maximize and expedite revenue collection" by collecting fees, bills and other money owed the county as soon as possible and making sure the county gets its share of state and federal grants;
- Carefully scrutinize capital expenditures.

Taking these steps will balance the county's budget by the end of the year, Wingett says. A similar program saved \$1 million last year, Assistant County Administrator David Bakernid.

Baker said Friday that the \$3.9

million figure is a preliminary estimate. County officials will have a better estimate by mid-February, when the county's mid-year budget review is completed.

"We don't have all the revenue information and all the expenditures analyzed," Baker said. "Depending on the analysis, the problem becomes larger or smaller" in February.

But Wingett and his staff developed the preliminary estimates so department heads will have a better picture of the county's financial condition and to begin carrying out Wingett's recommendations. Wingett met with all department heads Friday morning, Baker said.

Following the recommended steps, Wingett believes, will allow the county to afford a 4 percent salary increase for county employees later this year. County employees voted overwhelmingly this week to approve a contract, and supervisors are scheduled Tuesday to consider giving final approval to the contract.

In addition, Wingett says, taking these steps means the county will be better prepared to deal with Gov. Wilson's proposed 1992-93 budget.

In other action Tuesday, supervisors are scheduled to:

- Hear from Sheriff Baxter Dunn the first in a series of monthly updates the board had requested. Dunn is expected to outline a timetable for moving the Sheriff's Department into the new county jail facility in French Camp.
- Hold a public hearing on levying fees on new development in the Clements Rural Fire Protection District.

Supervisors meet at 10 a.m. Tuesday on the seventh floor of the county courthouse, 222 E. Weber Ave., Stockton.

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NEIGHBORHOOD PRESERVATION PHONE: (209) 468-3021

Comprehensive Planning Program

BOARD OF SUPERVISORS WORKSHOP #8

MARCH 26, 1992

FISCAL AND FINANCIAL ANALYSIS OF THE DRAFT SAN JOAQUIN COUNTY GENERAL PLAN

I. WORKSHOP INTRODUCTION/PURPOSE

PEGGY KERANEN,
DEPUTY DIRECTOR

II. FISCAL AND FINANCIAL ANALYSIS OF THE DRAFT PLAN

WALTER KIESER,
ECONOMIC & PLANNING
SYSTEMS

A. BASES FOR THE ANALYSES

B. FISCAL EFFECTS OF COUNTY GROWTH

C. NEW COMMUNITY FISCAL ANALYSIS

D. NEW COMMUNITY FINANCIAL ANALYSIS

E. RECOMMENDED COUNTY ACTIONS

Stats for this study were supplied by the developers!

(4)

FISCAL AND FINANCIAL ANALYSIS OF THE DRAFT GENERAL PLAN

REPORT EVALUATES THE FISCAL AND FINANCIAL IMPACTS OF FUTURE GROWTH IN SAN JOAQUIN COUNTY.

GROWTH SCENARIOS INCLUDE FIVE PROPOSED NEW COMMUNITIES.

THE IMPACTS OF GROWTH IN THE COUNTY MUST BE CONSIDERED IN LIGHT OF THE FOLLOWING KEY ISSUES FACING COUNTY GOVERNMENT:

- DIMINISHED STATE AND FEDERAL SUPPORT.
- INCREASING COUNTY COSTS FOR COUNTYWIDE SERVICES.
- INCREASING DEMANDS FOR MUNICIPAL SERVICES.
- GROWTH CONFLICTS WITH CITIES.
- STATUTORY REVENUE CONSTRAINTS.
- FUTURE FACILITY REQUIREMENTS.

THE FISCAL AND FINANCIAL ANALYSIS INCLUDES THREE ANALYTICAL MODELS:

- COUNTYWIDE FISCAL ANALYSIS
- NEW COMMUNITY FISCAL ANALYSIS
- NEW COMMUNITY FINANCIAL BURDEN ANALYSIS

5

BACKGROUND

FISCAL AND FINANCIAL ANALYSIS AN INTEGRAL PART OF THE GENERAL PLAN PROGRAM.

- INTRODUCTION AND POLICY OPTIONS ,JULY 1988
- FUNDING SOURCES AND FINANCING TECHNIQUES, JULY 1988
- FACING THE FUTURE: THE FISCAL IMPLICATIONS OF URBAN GROWTH IN SAN JOAQUIN COUNTY, JULY 1989
- COUNTY IMPACT FEE ORDINANCES, (TRANSPORTATION, FIRE FACILITIES), JULY 1990
- FISCAL AND FINANCIAL EVALUATION OF THE LAND USE DESIGNATIONS IN THE GENERAL PLAN, OCTOBER 1990

NEW COMMUNITIES WERE INCORPORATED INTO THE GENERAL PLAN PROGRAM IN OCTOBER 1990.

NEW COMMUNITIES REQUIRED SUBSTANTIAL ADDITIONAL ANALYSIS OF POTENTIAL FISCAL/FINANCIAL IMPLICATIONS.

COUNTY GROWTH FORECASTS WERE PREPARED TO SUPPORT GENERAL PLAN ANALYSIS:

- BASELINE FORECAST - 2010 POPULATION OF 750,000
- SUPPLY PULL FORECAST - 2010 POPULATION OF 830,000

(6)

FISCAL EFFECTS OF COUNTYWIDE GROWTH

THE FISCAL EFFECTS OF GROWTH COULD BE NEGATIVE UPON THE COUNTY.

(SUMMARY TABLE 1)

SIGNIFICANT PORTION OF COSTS ARE RELATED TO INCREASING HEALTH, SOCIAL SERVICE, AND CRIMINAL JUSTICE SYSTEM COSTS.

IN REALITY, SUCH DEFICITS WILL NOT OCCUR: THE COUNTY MUST BALANCE ~~ITS~~ BUDGET, WHICH IT DOES BY CONTROLLING COSTS OR RAISING REVENUE.

MANDATED SERVICES WILL DEMAND HIGHER AND HIGHER PORTIONS OF GENERAL PURPOSE REVENUE THUS REDUCING FUNDS AVAILABLE FOR URBAN-TYPE SERVICES AND OTHER DISCRETIONARY PROGRAMS.

LITTLE OR NO ADDITIONAL FINANCIAL ASSISTANCE CAN BE EXPECTED FROM THE STATE OF! FEDERAL GOVERNMENT-

NEW DEVELOPMENT, IN CITIES OR IN UNINCORPORATED AREAS MUST BE MANAGED TO HELP ALLEVIATE FISCAL TRENDS.

* *Unincorporated "new towns" will only bring a projected 2-4 million revenue by build-out at 2010 IF they are impeccably managed and nothing goes wrong. At best they would be a drop in the bucket against the projected \$55 million deficit projected for 2010 for S. Joaquin Co. At worst they could COST S.J. Co. \$1.30 for every \$1.00 ... build up a fiscal crisis.*

NEW COMMUNITY FINANCIAL ANALYSIS

(8)

✓ THE MAJOR CHALLENGE FOR THE NEW COMMUNITIES WILL BE FINANCING INFRASTRUCTURE AND COMMUNITY FACILITIES. *yes!*

✓ THE NEED FOR DEVELOPMENT TO "PAY ITS OWN WAY" PLACES FINANCIAL DEMANDS UPON NEW COMMUNITIES THAT MAY AFFECT THEIR FINANCIAL FEASIBILITY.

A "COST BURDEN ANALYSIS" WAS PREPARED TO DETERMINE WHETHER THE COSTS OF NEEDED PUBLIC IMPROVEMENTS CAN BE FINANCED GIVEN THE MARKET CHARACTERISTICS OF THE DEVELOPMENT PROJECT, AVAILABLE FINANCING MECHANISMS, AND FINANCING PRINCIPLES AND CONSTRAINTS.

- CAN THE NECESSARY INFRASTRUCTURE COSTS BE FINANCED BY THE PROPOSED NEW COMMUNITIES?
- DO ANY OF THE PROPOSED NEW COMMUNITIES ALLOCATE A PROPORTION OF INFRASTRUCTURE FUNDING TO FINANCING DISTRICTS WHICH MAY BE INFEASIBLE FROM A FINANCIAL OR MARKET STANDPOINT?

X THE TOTAL ESTIMATED BACKBONE INFRASTRUCTURE COSTS FOR THE NEW COMMUNITIES WILL EXCEED \$1.13 BILLION ← *this is conservative*

(SUMMARY TABLE 3)

supplied by the developers. Not an unbiased estimate of actual costs.

X ACTUAL COSTS, FOLLOWING MORE DETAILED REVIEW AND ANALYSIS MAY BE HIGHER:

- MORE DETAILED ANALYSIS OF BACKBONE INFRASTRUCTURE
 - COUNTYWIDE ROADS, HIGHWAYS, AND TRANSIT
- OTHER REGIONAL IMPROVEMENTS AS HEALTH, JUSTICE AND WELFARE

X THE COST BURDENS UPON THE NEW DEVELOPMENT WITHIN EACH OF THE NEW COMMUNITIES ARE HIGH RELATIVE TO INDUSTRY STANDARDS.

(SUMMARY TABLE 3)

THE NEW COMMUNITIES PROPOSALS ALLOCATED A SUBSTANTIAL PORTION OF THE INFRASTRUCTURE COSTS TO PUBLIC FINANCING MECHANISMS.

*Not to the developer ←
2.7*

NEW COMMUNITY FISCAL ANALYSIS

7
- too risky!

THE NEW COMMUNITIES COULD HAVE A POSITIVE FISCAL EFFECT UPON THE COUNTY.

if impeccably managed.

(SUMMARY TABLE 2)

if tax structure is correct

if debt burden of developer is not too high

THE NET POSITIVE FISCAL BALANCE IS SHOWN TO RANGE FROM \$2.3 MILLION TO ABOUT \$4.0 MILLION AS THEY NEAR BUILDOUT.

how does that help the 55 million deficit - not worth the risk for 2-4 million to plunge Co. further into debt.

INTERIM FISCAL AFFECTS CAN REMAIN POSITIVE ASSUMING A BALANCE BETWEEN THE RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL DEVELOPMENT AND IMPLEMENTATION OF FISCAL MITIGATION MEASURES.

* REDUCED BUILDOUT OF THE COMMERCIAL AND INDUSTRIAL COMPONENTS OF THE NEW COMMUNITIES WOULD RESULT IN POORER FISCAL PERFORMANCE.

not at 40% right now - companies moving out.

FISCAL MITIGATION MEASURES WILL BE NECESSARY TO ASSURE FISCAL BALANCE.

who will guarantee the mitigation
Certainly not the developer

" " " County
has to be the average citizen
again

I submit that is too big of a job for us.

County cannot "spend its way out" of this problem

9

COUNTY ACTION IS REQUIRED

THE FISCAL AND FINANCIAL ANALYSIS MADE NUMEROUS ASSUMPTIONS REGARDING TIMING AND MIX OF DEVELOPMENT IN THE COUNTY AS WELL AS THE IMPLEMENTATION OF FISCAL MITIGATION MEASURES.

Can we afford to base important decisions on assumptions?

MANAGING GROWTH WILL REQUIRE A CONCERTED EFFORT ON THE PART OF THE COUNN. KEY ELEMENTS OF THIS EFFORT MUST INCLUDE *WHO ON THE WEEKDAYS?*

- ADDITIONAL MARKET RESEARCH AND ABSORPTION STUDIES
- ECONOMIC DEVELOPMENT STRATEGIES TO HELP ASSURE A POSITIVE JOBS/HOUSING BALANCE. *NO GUARANTEES*
- DETAILED REVIEW AND ANALYSIS OF THE NEW COMMUNITIES' INFRASTRUCTURE COST ESTIMATES
- REVIEW OF THE SERVICE STANDARDS PROPOSED IN THE DRAFT GENERAL PLAN AND THEIR IMPACT UPON THE COUNTY BUDGET.
- ESTABLISHMENT ~~OF~~ A "FINANCIAL ANALYSIS GROUP".
- ESTABLISHMENT OF DEFINITIVE POLICIES REGARDING LOCAL FINANCING DISTRICTS AND THEIR APPROPRIATE ROLE IN PROVIDING SERVICES AND INFRASTRUCTURE FINANCING.
- FURTHER ANALYSIS OF THE FUTURE NEED FOR COUNTYWIDE FACILITIES AND HOW THESE FACILITIES CAN BE FINANCED.
- FURTHER ANALYSIS OF REGIONAL TRANSPORTATION SYSTEM (INCLUDING TRANSIT).

Summary Table 1
Projected Revenue and Net County Costs - 1991 through 2010
County of San Joaquin
Baseline Projections (constant 1991 dollars)

Budget Item	1991-1992	1995-1996	2000-2001	2005-2006	2010-2011	Annualized Change
General Purpose Discretionary Revenue	\$125,240,800	\$141,679,900	\$162,216,700	\$187,003,100	\$217,136,300	2.8%
Fund Balance	\$5,906,000	\$0	\$0	\$0	\$0	
Net County Costs	\$131,146,800	\$156,568,200	\$189,698,000	\$227,871,600	\$271,730,600	3.7%
Surplus (Deficit)	\$0	(\$14,888,300)	(\$27,481,300)	(\$40,868,500)	(\$54,594,300)	11.8%

Source: San Joaquin County Administrator; Economic and Planning Systems, Inc.

Deficit

10

Summary Table 2
 Summary of General Purpose Fund Balance
 All Alternatives and New Communities

Scenario/New Community	Fiscal Year Ending 2010				
	Total Revenues	Countywide Services Costs	Urban Services Costs	Total County Expenditures	Net Balance Surplus/(Deficit)
Proposed Project					
Foresl Oaks	\$3,360,878	\$2,757,632	\$1,212,406	\$3,970,038	(\$609,161)
Mounlaln House	\$18,152,904	\$9,754,529	\$5,060,707	\$14,815,237	\$3,337,668
Liberty	\$8,669,455	\$5,291,164	\$2,140,727	\$7,439,891	\$1,229,563
New Jerusalem	\$6,745,616	\$4,746,392	\$2,424,033	\$7,170,425	(\$424,809)
Riverbrook	\$2,835,590	\$1,623,621	\$730,157	\$2,353,778	\$481,812
Total Proposed Project	\$39,784,442	\$24,173,338	\$11,576,031	\$35,749,369	\$4,015,073
Supply-Pull					
Foresl Oaks	\$1,646,099	\$1,351,240	\$618,449	\$1,969,689	(\$323,590)
Mounlaln House	\$11,968,413	\$6,437,989	\$3,383,946	\$9,821,935	\$2,146,478
Liberty	\$3,204,484	\$1,957,731	\$825,818	\$2,783,549	\$420,935
New Jerusalem	\$3,372,817	\$2,373,196	\$1,240,732	\$3,613,928	(\$241,111)
Riverbrook	\$1,680,761	\$957,936	\$449,455	\$1,407,391	\$273,370
Total Supply-Pull	\$21,872,574	\$13,078,092	\$6,518,401	\$19,596,492	\$2,276,082

Sources: County of San Joaquin; Economic and Planning Systems, Inc.

Summary Table 3
Financial Burden Summary

(12)

Item	Total Estimated cost
Forest Oaks	
Total Cost Allocation	\$100,223,774
Allocated Costs as Percent of Market Value	17.63%
Costs Funded By CFD or AD [4]	\$52,501,051
Annual Burden as % of Market Value	1.33%
Liberty	
Total Cost Allocation	\$155,646,066
Allocated Costs as Percent of Market Value	9.90%
Costs Funded By CFD or AD [4]	\$141,769,266
Annual Burden as % of Market Value	1.30%
Mountain House	
Total Cost Allocation	\$506,462,000
Allocated Costs as Percent of Market Value	18.45%
Costs Funded By CFD or AD [4]	\$333,040,000
Annual Burden as % of Market Value	1.75%
New Jerusalem	
Total Cost Allocation	\$335,651,000
Allocated Costs as Percent of Market Value	33.04%
Costs Funded By CFD or AD [4]	\$90,784,000
Annual Burden as % of Market Value	1.29%
Riverbrook	
Total Cost Allocation	\$35,675,216
Allocated Costs as Percent of Market Value	7.83%
Costs Funded By CFD or AD [4]	\$23,611,293
Annual Burden as % of Market Value	0.75%

*In addition
to the
property for
1.33% have
more*

*decided
Riverbrook
has income
assessments*

*Stansbury
has suit
against
S.T. Co
2/1/14*

Liberty Hills: A boost or boondoggle for county?

By Lynn Paquin
News-Sentinel staff writer

With the county estimating a population increase from 480,000 to 830,000 by the year 2010, growth, and how it should be managed, has become a central discussion in the San Joaquin County General Plan process.

In the northeastern corner of the county, the proposed town of Liberty Hills is a good example of the debate.

Rick Scott, project manager for developer RANPAC Communities, maintains plans for the self-contained community of 25,000 are designed to preserve portions of the hilly landscape while integrating living, working and recreation activities.

But members of Clements Community Care, a citizen group opposed to the project, fear the influx of people will disturb their rural lifestyle and destroy natural habitats.

"There's something bigger than the iso-

lated concerns of some people out there," Scott said. "What we're really dealing with here is people who don't want change so they want to kill the project."

But CCC member Diana Slavson feels the project, about six miles away from Clements, betrays the intent of the rural designation the area won three years ago after fighting off a proposed development on the edge of Clements that would have tripled the town's population.

"This is not the kind of growth we can survive — we will become part of Liberty Hills," she said. "We want growth with careful consideration of the long term."

Currently Liberty Hills, along with four other proposed towns in the county, are under consideration by the county Planning Commission. The commission is expected to decide on these projects by late April, sending their recommendations on to the Board of Supervisors for approval.

If the board does approve a project this July, the next step would be the Specific

Plan steps, a process requiring a Public Services and Facilities Plan, Public Financing Plan — which would detail how much the developer would pay for such things as road improvements and schools — and a Specific Plan, outlining development phases.

Scott expects it would take at least three years for development to begin, if the process went smoothly. The town would be built in phases over a 20 to 30 year span.

Liberty Hills, approximately 8,000 acres, would provide 8,000 units of housing from large five acre lots to condominium townhouses. Plans also call for two golf courses, commercial space, a waste water/reclamation station and eventually schools, a sheriff's department station and fire substations.

Scott said about 5,000 acres of combined agricultural land, open space and parks was planned into the community to

Turn to LIBERTY, Page 8

Classrooms would feel the pinch

By Toni Merlines-Mata
and Lynn Paquin
News-Sentinel staff writers

Liberty Hills, still a mirage on planners' horizons, is more than homes. The proposed new town northeast of Clements could add hundreds, perhaps thousands, of school children to Lodi Unified School District and Galt's school districts.

With overcrowded campuses and dry school construction coffers, local officials have their concerns, but say there are too many unknowns right now to know what will happen.

Karen Manning, facility planner for Lodi Unified School District, said her office has met with the developer only

once. She said it was difficult to estimate the impact the project would have on LUSD schools.

About 1,500 acres of the 8,000-acre development is within LUSD's boundaries, she said. Unless Liberty Hills creates its own school district, LUSD is responsible for finding seats in school rooms for the children who live within those 2,000 acres.

Overall, the project should result in 8,061 residential units on 8,000 acres. Construction is not expected to begin until 1995 if approved by the county and could take 20 to 30 years to complete.

Turn to SCHOOLS, Page 8

Continued from Page 1

preserve vernal pools and habitats. But CCC contends that the population and house pets will destroy the environment for the animals living there now. And CCC has expressed concern about the community such as water supply, traffic/road improvements, environment and community services.

"It's the vagueness of the developer's plans for the mitigation costs," said Glenda Hesselstine, CCC member. "We need to know up front if they're going to take care of this community."

According to the Draft Environmental Impact Report for the General Plan, the existing agricultural use of the land has consumed 8,600 acre feet of water per year. With the housing units, RANPAC has estimated a use of 6,600 acre feet per year — an amount which would be

a cap on water usage. The project relies solely on ground-water from wells in both San Joaquin and Sacramento counties.

Although Sacramento County requires a permit before allowing water to be transferred over county lines, Scott claims the inclusion of the Sacramento wells was fair to justify water availability in the EIR.

"We have established our rights to the water by ownership," Scott said. "We would drill new wells for municipal use, which is acceptable to county policy."

San Joaquin County Senior Planner Harry Islas concurred, explaining that county policy requires developers prove water demand will not exceed historical usage.

However, there is some concern about the level of groundwater, which the EIR states has declined

approximately 30 feet between 1966 and 1983 in the vicinity of Liberty Hills. The EIR goes on to state that continued extraction at rates similar to current use, level should decline in excess of one foot per year.

Road improvements are another major concern for CCC and residents of the area. The EIR estimates 68,000 daily vehicle trips generated by Liberty Hills, compared to a current figure of 6,100. But, CCC argues that the figure should be 60,000 vehicle trips based on a Cal-Trans formula of 10 trips per day, per household.

According to Islas, it is assumed RANPAC will pay the costs of widening Liberty Road from Highway 99 to Liberty Hills from two to four lanes, although the EIR states only that RANPAC should pay its fair share for widening Liberty and im-

proving the Highway 99 exit.

The EIR also recommends widening Highway 83 north of Clements to Liberty Hills from two to six lanes, at a cost of \$13.4 million and from Liberty Hills to Amador County to four lanes, costing \$1.5 million. Also needed, even without the additional Liberty Hills traffic, is a Lockeford-Clements bypass for Highway 88/12 at \$30 million. However there are no plans for the work or even a study yet and Islas stressed that all the figures were rough estimates in 1991 dollars, subject to change.

"The county would require a commitment for the developer to ensure necessary transportation improvements are in place before development begins," Islas said. "The idea is here that the improvements will be in place to meet the demand."

Schools

Continued from Page 1

Liberty Hills developer RANPAC Communities wants to take care of its own.

"Our plan is to establish our own district," said Rick Scott, project manager for Liberty Hills. "These new town proposals fully mitigate costs of services" after the school districts have pursued all other available funds.

At build out, the new town would require three elementary schools, a middle and a high school. RANPAC believes the impact on

schools would be lessened because many residential units planned are for buyers of retirement age.

But all that will take time. Scott said the local school districts, county board of education, state and RANPAC would be involved in deciding where children will be schooled until Liberty Hills creates its own district.

According to the California State Education Code, there must be 1,501 children and a school facility present before a new district can be created.

Currently the nearest schools are LUSD's Lockeford Elementary school — for second through sixth grades — and Clements Elementary School — for grades kindergarten and first. Bussing would have to be provided to high schools and middle schools. On the other side of the county line, students may end up attending Galt's elementary, middle and high schools, a dozen miles away.

The only school construction planned in the northeast corner of Lodi Unified is an expansion of

Lockeford School, Manning said.

If Liberty Hills formed its own school district and provided classrooms for kindergarten through eighth grade students, it may be able to contract out with other districts to provide high school education until it gets a chance to build a high school within its boundaries.

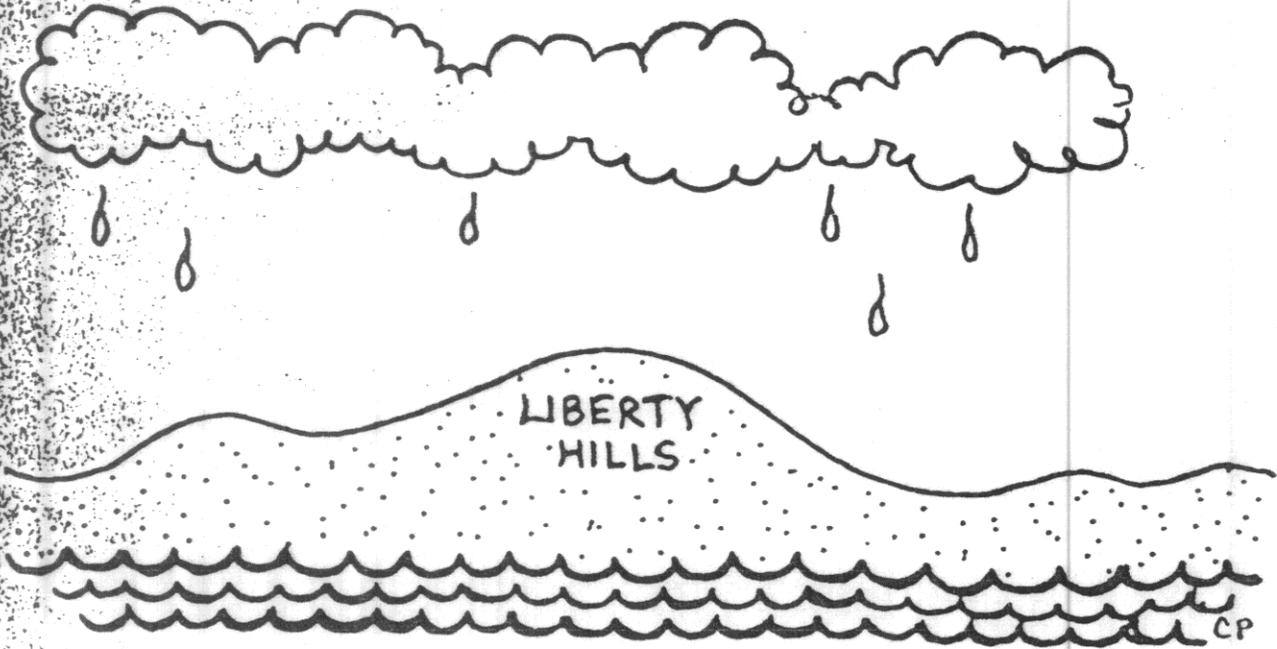
However, LUSD discourages such requests, Manning said, because of its overcrowded conditions.

Officials from Galt could not be reached for comment.

Lodi News Sentinel
3/10/92

**DOCUMENTATION
AND
ADDITIONAL
INFORMATION**

WATER



Do we want 390,000,000 gallons of water from our communal aquifer to be used to water 2 golf courses? There are already 2 existing golf courses in the area!

Our state and our county is drying up. Is this the best use of our water? Attend Planning Commission Meeting April 7th 7pm and defeat Liberty Hills project.

within San Joaquin County as well as an examination of already approved subdivisions in Amador and Sacramento Counties (i.e. Galt) which would severely impact and tax the infrastructure, flood control, and road carving capacities of existing San Joaquin County facilities. The mitigation discussion should compliment the existing San Joaquin County policy of limiting urban expansion to adjacent urban areas.

In short, the cumulative proposal increases population by 121% by the year 2010. The multi-county cumulative negative effect should be analyzed and discussed in detail.

4.2-1 Water

There appears to be insufficient data upon which water use projections were evaluated in the study. A physical examination of the proposed project within the San Joaquin County identifies that only two of the nine existing groundwater supplies are located within the county. The remaining seven wells which service the ranches are located in Sacramento County. As such, the water regulations of Sacramento County, see attached 'B', must be considered **and** evaluated. It appears that no water permit to service the proposed community will be **granted** if said urban use **is** inconsistent with Sacramento County's General Plan. Present info indicates that there are no General Plan changes suggested by Sacramento County for this rural area. Thus, the water use and availability projections appear to be in error and must be re-evaluated

The existing data used in the report are between seven and 12 years old. Accurate source data is available from PG&E which reflect a 20-year groundwater depletion ranging up to 30 feet. Consideration and analysis should be given to not only the groundwater depletion which would occur from the existence of the Liberty community but also as to the pre-approved subdivisions in Sacramento County to the west which will be naturally draining the same water aquifers

In addition, there is serious question that the existing water use for the proposed 8,000 homes, the golf courses, parks and recreation areas, and agricultural land is valid. The existing conflict between present groundwater draft use and proposed use is inconsistent and **needs to be**

discussed along the lines of the additional information contained in this letter.

The approval of the subdivision based upon this technically deficient information (information provided by the developer), grossly misstates the availability of water and needs to be addressed and corrected.

- 4.5-1 Schools
- 4.6-11 Fire Protection
- 4.6-2 Police Protection

SCHOOLS

It appears that in direct communications with Galt, Lodi and Oakview School Districts, the analysis of the EIR is correct in that there are no existing school facilities to service the proposed subdivision. Dollar cost mitigation and overflow impacts on existing districts should be analyzed and mitigated.

FIRE PROTECTION

There must be a dollar cost analysis to the county and adjacent landowners to the proposal as to the cost of fire protection. Adequacy of personnel, equipment and capital facilities and the cost thereof, must be discussed and mitigated.

POLICE PROTECTION

At the present time Sheriff Dunn, has stated that no additional monies are available to provide police protection to even an incremental population increase for the Clements area. The existence of additional population in the area will, as a matter of historical fact, result in increased crime, whether incrementally or as an urban base. Adequate discussion or mitigation must be set in advance so that Planning Commission and the Board of Supervisors can adequately evaluate this risk.

Excerpt from Sacramento County Code
[Section 15.08.095]

WATER REGULATIONS

Charges to all outside customers shall be one hundred fifty percent of the charges applicable if the customer were within the district. (Ord. 920 § 9, 1966).

15.08.095 GROUND AND SURFACE WATER EXPORT. Ground or surface water shall not be transported in any manner from Sacramento County to any point outside the county, except pursuant to a permit issued by the engineer for each and every source and/or location of water export in accordance with the following:

(1) Application. To obtain a permit the owner or authorized agent shall first file an application in writing stating the following:

(A) Name of applicant, owner of source, owner of place of use, consulting engineer who will plan and design the work;

(B) Description of proposed action, location of source(s) and point(s) of use;

(C) Justification for proposed action;

(D) Any other information deemed necessary by engineer.

(2) Engineer shall within thirty days of receipt of the application, or within thirty days of receipt of additional information, make such investigations as necessary to determine if the proposal is in conformance with county water planning policies adopted and revised from time to time by the county and the Sacramento County water agency, will impose liability on the county or the water agency, or cause adverse impacts on the source, the area of use, or the environment.

(3) After investigation engineer shall approve, approve conditionally, or disapprove the application for permit. Engineer shall not grant a permit if the permit will authorize work or activity which is inconsistent with the general plan of the county of Sacramento, the water plan of the Sacramento County water agency, or a specific plan of the county or water agency which may be affected by the work or activity.

Nothing in this section contained shall apply to those water purveyors providing water service in two or more counties within a defined service area. (SFC 410 § 2, 1980).

15.08.100 MEASUREMENT OF SERVICE. All users of district water shall pay for water service in accordance with the rates set forth in Sections 15.08.200, 15.08.210, 15.08.220, 15.08.230, 15.08.250, and 15.08.270. This shall be a flat rate per month charge based upon average consumption for the type of service except when the engineer determines that a user of district water exceeds, or will exceed, the average consumption for that type of service. For a user who the engineer determines exceeds, or will exceed, the average consumption for the type of service, the district shall meter the service and such user shall pay for

TEL :

Feb 13.92 10:35 No.006 P.01

DOUGLAS M. FRALEIGH, Director
W. H. HARADA, Deputy Director
F. I. HODGKINS, Deputy Director
TERRY T. TICE, Deputy Director



COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

827 - SEVENTH STREET • ROOM 301 • PHONE 440-6851
SACRAMENTO, CALIFORNIA 95814

WATER RESOURCES DIVISION . . . KEITH DEVORE, Chief

February 13, 1992

Ms. Diana Swanson
P. O. Box 441
Clements, CA 95227

RE: Proposed 'Liberty Hills' Development in San Joaquin County

Dear Ms. Swanson:

I have referred the issue of water supply for the proposed Liberty Hills development to the Public Works Director for separate comment. It is a violation of Section 15.08.095 of the Sacramento County Code to transport surface water or groundwater from the County unless a permit has been issued by the Director. Potential significant impacts would have to be addressed in making an application for such a permit including long term effects on groundwater elevation, quality, and potential subsidence.

cannot use water from 2 of the 9 wells in Sacto Co.

➔ It is recognized that in many areas ground water may not be a reliable long term source of water for urban development. Among the basin characteristics which need to be identified are the source and rate of recharge, quality variation with depth, and the location of any contaminated groundwater (e.g., from saltwater intrusion or agricultural chemical leaching) that could be pulled into a future pumping cone of depression. Sacramento County is seriously concerned about the issue of groundwater overdraft, particularly in the South County, and much time, effort, and money has been spent in addressing this problem. The recognized long term solution is implementation of a conjunctive use program of ground and surface water. The County is working with Federal, State, and local agencies to secure a surface water supply source toward this end.

More immediate methods of addressing this problem include demand reduction through conservation programs and the development of alternative sources of water. Sacramento County has adopted a Water Conserving Landscape Ordinance that defines water use limits for landscape irrigation. Since more than one-half typical urban water demand is from outside use, the potential for reduced demand is significant.

Post-it brand fax transmittal memo 7871		# of pages - 2
To: DIANA SWANSON	From: John Coppola	
Co:	Co: Sacto Co Water	
Dept:	Phone #: 916-440-6851	
Fax #: 209-339-0527	Fax #: 916-440-7166	

A Public Agency



Thomas R. Hoover, General Manager

12800 RIDGE ROAD, SUTTER CREEK, CA 95685

(209) 223-3018 (209) 267-0226
FAX: (209) 267-0281

February 12, 1992

Ms. Diana Slawson
P.O. Box 441
Clements, California 95227

Dear Ms. Slawson:

With respect to our telephone conversation on February 7 regarding the Water Agency's discussions with Ranpac, the following is offered for your information. Around April or May of 1990, Mr. Norm Thomas of Ranpac had a couple of general discussions with Water Agency staff members regarding potential water projects which could possibly provide water to a proposed development encompassing a portion of Amador and San Joaquin County. The discussions focused around alternative water projects off of the Cosumnes River, which the Agency was investigating at the time as potential water supplies to the City of Plymouth and the Shenandoah Valley area.

He discussed in very general terms the pros and cons of each alternative and the possibility of Ranpac participating in the development of a joint project. The general conclusion was that a joint project would be extremely difficult to put together with the various parties involved. To the best of my recollection, we have not had any discussions since.

I hope that this information addresses your concerns.

Sincerely,

A handwritten signature in dark ink, appearing to read "John P. Enloe", written in a cursive style.

John P. Enloe
Chief Engineer

JPE:cb

cc: Norm Thomas

BOARD OF DIRECTORS

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SPECIFIC WELLS

Doc. #4 pg. 9

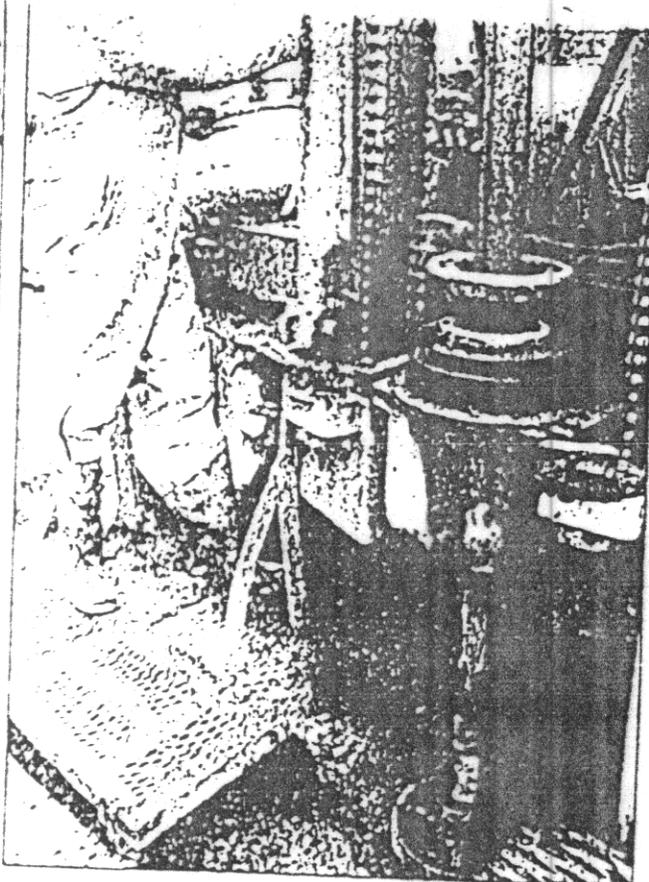
LOCAL WATER SURVEY

WELLS THAT HAVE DROPPED IN THE SURROUNDING AREA

DOZIER (LIBERTY RD.)
SVEARIUGEN (ACAMPO)
HESSELTINE (HWY. 88.....20 FEET IN PAST FIVE YEARS.)
OLSON (MACKVILLE RD.....2 FEET EVERY YEAR FOR PAST FIVE YRS.)
KAIL (LIBERTY RD.)
WEST (MEHRTEN RD.)
VAKEHAX (MEHRTEN RD.)
SKEEHAN (BRYANT RD.)
RABUALS (LIBERTY RD.)
MILLERICK (BRANDT RD.)
ABDRADE (VICTOR RD.)
HAVSE (HWY. 12)
SVEBSON (HWY. 12)
LINN (LINN RD.)
JERM (ATKINSON RD)
SIMS (BRANDT RD)
WATSON (CAL RD.)
ASBURY (JACKTOBE RD)
MAYS (HWY 88)
KOEPPPE (HWY 12.)

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for dairy, corn silag...
program. For more...
468-2085.



Kyle Haley, of Clark Well, Inc., drills a well at Hutchins Street Square.

City drills in search of liquid gold — water

By Tamma Adamek
News-Sentinel staff writer

The city is looking for several million gallons of good water.

Crews started the search at the northeast corner of Hutchins Street Square — near Hutchins and Oak streets — where they dug a 600-foot test well earlier this week.

The city is digging test wells in an attempt to find a suitable location for a replacement site for two abandoned wells that have been taken out of service.

"DDE and PCB (polybrominated diphenyl ether) contamination at other well sites have made us look in the Hutchins Street area for an other well," said Assistant Water/Waste Water Superintendent Frank Hecker. The wells are also an investment in local water supply as the city's population and need for water increase.

Associate Civil Engineer Mark Landseth said the city is looking at another potential well site at the square. Water samples from each of the potential sites will be tested for a variety of possible contaminants from dibromochloropropane to sulfate to determine which, if either, of the sites is preferable. "You can move 100 feet away and find different water," Landseth said.

Hecker said the sites at Hutchins Street Square were chosen because they're on city property. "That's why we aren't digging in the backyard across the street," he said.

"Lands to South side new well... at Hutchins Street Square... will not have an impact on the appearance of the main... 100-foot... They are sand... because they're... mechanical equipment... the..."

By Ken News-S

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SEVEN-UP 6 pk cans, 12 oz	1.99
PEPSI-COLA 6 pack cans, 12 oz	1.99
SODA	
OLYMPIA 12 pack cans	4.49
LACK LABEL 12 pack cans	4.29
FEISTERBRAU 12 pack cans	4.29
ICE COLD BEER	
MADEN 4 lit	8.49
RLO ROSSI 750 ml	5.69
J GALLO 750 ml	3.49
T. MONDAVI 750 ml	2.99
DINNER WINES	
ATORE 4.5 liter or 48 oz dry	3.69
CHAMPAGNES	
SARK 4.5 liter or 48 oz dry	3.49
ORT 4.5 liter or 48 oz dry	24.99
WALKER RED 4.5 liter or 48 oz dry	13.99
RS 4.5 liter or 48 oz dry	13.99
WALKER RED 4.5 liter or 48 oz dry	11.99
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INSTANT

Ground water in the county is drying up

By Tamma Adamek
News-Sentinel staff writer

San Joaquin County residents and farmers are pumping their ground water supply dry.

Cross-section illustrations from the last seven decades show the level of ground water steadily sinking lower and lower, and water experts say salt water is moving into the ground water basin that forms a giant pool under Stockton.

"We continue to pull the ground water down, and this is a long-term economic problem we have to face in this area," said San Joaquin County Water Resources Coordinator John Pulver. "This is not a drought problem."

County water experts have been watching the ground water being depleted for years, Pulver said. "We've been aware of the problem for a long time."

And they've been trying to come up with solutions. "We need surface water to relieve the ground water," Pulver said. It would take about 270,000 acre-feet of surface water a year to solve the problem, he estimated.

Lodi City Councilmembers, who invited Pulver to speak at their Tuesday morning session, asked what's being done to provide northern San Joaquin County with surface water.

What it boils down to, said Councilmember Randy Snider, is "we need to fill the hole," referring to the county's shriveling ground water basin.

That is not an impossibility, Pulver said. Water suppliers throughout the state are recharging their ground water — literally pumping water underground, which is an expensive venture because of both pumping costs and treatment necessary before putting the water back in the earth.

Recharging is also possible by using large gathering areas where the water can sit and eventually saturate the soil and flow back into the basin.

"The best way is to let mother nature recharge it," Pulver said. "You do that by turning off the pump."

The county is looking at several options. One would tap the New Melones Reservoir, carrying water in a tunnel to San Joaquin County and eventually to the Stockton East water treatment plant. "Once delivered, Stockton can stop pumping ground water," Pulver said.

Lodi would benefit from the plan because it gets its water from the same underground basin as Stockton.

Water

Continued from Page 1

"That still is not a long-term solution," Pulver said, "because development is still going on."

The New Melones plan, like many of the other proposed solutions, poses a different problem for cities like Lodi and Stockton. Unlike ground water, surface water must be treated before use, and treatment costs can be expensive.

Another plan would draw water from the proposed Auburn Dam, which would collect its supply from the American River. "San Joaquin County has always been pointed toward the American River as a water source," Pulver said.

The south Folsom Canal, which carries water south from Folsom Dam on the American River, could be used to move water to San Joaquin County, Pulver said. The canal stops at the closed-down Rancho Seco nuclear power plant in Sacramento County. The cost of extending the canal would be approximately \$150 million, and storage sites would have to be established along the canal route.

"We have an ace," Pulver said. "This ground water basin is also a place to store water during wet years" in an effort to avoid high

stake politics surrounding the Auburn Dam, San Joaquin County in 1989 petitioned the state for the rights to tap directly into the American River to create an off-stream reservoir. "We haven't heard from them yet," Pulver said, and the cost is somewhat prohibitive — an estimated \$400 million.

Pulver also suggested tapping into the Mokelumne River as a potential source of surface water. "There is undeveloped water in the Mokelumne," he said. However, watchdogs of the river argue that the Mokelumne's supply has been exhausted.

Or the Delta could be utilized, Pulver said. A conceptual plan calls for water to be pumped from a Delta slough in the Thornton area and moved by canal to the south Folsom Canal. The Folsom Canal would have to be extended to San Joaquin County.

None of these plans can single-handedly meet the county's water needs, Pulver said, but a combination might be possible. "We have enough water in this state to meet all of our needs," Pulver said. "We just haven't developed it, even in drought times."

State still drying up

Drought toll tops \$1 billion

The Associated Press

SACRAMENTO — California's lingering drought has caused at least \$1 billion worth of agricultural, environmental and energy losses, while forcing the lowest autumn run of chinook salmon in more than two decades, the state reported Friday.

California, well into its sixth year of drought, generally has experienced below- or near-normal rainfall this year, but through Dec. 31 water stored statewide in reservoirs was less than two-thirds of normal.

Despite the lowered levels, "reservoir storage has been stabilized because of drastic cuts in water deliveries," said David N. Kennedy, director of the state Department of Water Resources. Those cuts last year included reductions of two-thirds or more to municipal and industrial users and complete shutdowns to farmers, who were forced to rely on ground water or other sources.

A survey of drought effects released by Kennedy's office showed that California agriculture suffered more than \$500 million last year in crop and related losses.

In addition, low runoff from a skimpy snowpack reduced the amount of water available to generate hydroelectric power, forcing Californians to pay \$455 million more last year in drought-related energy costs.

The losses to the state's \$18 billion-a-year agriculture industry, which depends heavily on irrigation water transported from the mountains to the Central Valley, included the market value of crops that were not planted because there was insufficient water for ir-

rigation.

Last year was the driest year since the drought began in 1987, although much of the state received what were described as "March miracle" rains that eased the dry spell. A state water bank that was set up to market surplus or unused water from northern customers also provided some relief to southern growers, Kennedy said.

The environment, fish and wildlife continued to be most affected by the drought. The lack of water in the state's rivers and smaller streams meant particularly hard times for fish.

The fall run of chinook salmon was at the lowest point in 20 years in 1991, despite efforts to replenish them through use of fish hatcheries.

The count of striped bass in the Sacramento-San Joaquin River Delta, considered an indicator of the ecological health of the waterway, declined to an all-time low of 515,000 in 1990 and continued to drop in 1991.

However, the report said, the population of Delta smelt, a tiny fish that the U.S. Fish and Wildlife Service is considering listing as a threatened species, may actually be increasing. There is a dispute between environmentalists and water managers over how the smelt count has been conducted.

Thousands of trees in California were killed by the drought, the report said. The main culprit was the bark beetle, which attacked trees weakened by lack of water.

The Department of Water Resources estimated that 15 billion board feet of marketable timber, enough to build 1.8 million homes, has been destroyed by the beetle during the drought.

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Woznick said things are going pretty good improvement from his first day when I w
stuttering up a storm."

He's relied a lot on the school's other ki
dergarten teacher, Corinne Hazelet, to he
him with some of the finer points, like led
ing the words to kids' songs.

"She'll write them down for me and I'll
practice them while I'm coaching Pop Wa
football," he said.

A typical day will include activities th

Bay wars

The Associated Press

SANJOSE — The Hatfields and
McCoys had nothing on Snn Fran-
cisco and San Jose.

The battling burgs are at it
again, with their long-running feud
once more at fever pitch — this
time over San Jose's bid to lure the

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Good morning ...

COULD IT BE? Yes, there
is a chance of rain today to
wash away the fog. If this
docs happen the sun could
shine on Sunday. The high
will be in the 40s, the low in
the 30s. More weather, Page
2

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 with 24,000
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 to 1810
 E. HAZELTON

Ground water in Ventura regulated

By The Associated Press

VENTURA — Farmers often gripe about too much paperwork, but growers in Ventura County may have more to gripe about than most of their colleagues right now.

Ventura's farmers have to reduce ground-water pumping by 5 percent in 1992 and 25 percent by the year 2010 because the Oxford Plain is becoming badly depleted. A new requirement is aimed at balancing the amount of pumped water with the amount that seeps back into the underground reservoir so there won't be additional intrusion of sea water into the fresh water system.

Experts say that if ground-water pumping is reduced by 5 percent increments this year and every fifth year through 2010, pumping will reach a level of safe yield in which input and output are in balance.

But everyone is having a hard time figuring out exactly how much water individuals, farm mutual water companies and the cities of Ventura, Oxnard and Camarillo must use to meet the quotas.

So, they're digging through records that show each year's water use from 1985 through 1990 to get on historical average on which reduced allocations will be based.

David Vnnoni, a farmer who belongs to the 60-grower Del Norte Water Co., called the rules "a clerical nightmare" for those who share wells.

"We've had a lot of legal meetings to find an equitable way to divvy up the shares of water," he

said. Farmers who share wells will have the hardest time dividing up their reduced supplies fairly, but they have to try, said Rex Laird, executive director of the Ventura County Farm Bureau. He served on a group that helped draft the ordinance.

"We are forging ahead on uncharted waters," said Lowell Preston, coordinator of the Fox Canyon Ground Water Management Agency which enacted the ordinance. "Nobody likes additional restrictions. But I think there is a clear commitment out there to reach safe yield."

Some growers are responding to the conservation order resulting from a local ordinance by changing irrigation methods.

The Vanoni family is switching to more efficient drip irrigation and converting to crops that require less water, said David's mother, Lucy.

"We're planting a little more citrus each year," she said. "We're getting out of vegetables."



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Andrew Jordan Grant was fishing for clams Thursday morning in the Mokelumne River.

His pole was a broken-off cat tail that he sort of just held above the edge of the water.

He didn't have any bait or string.

But when you're 7 years old, standing in the bed of the Mokelumne fishing for clams, you don't need any bait or string.

You just stand there and your imagination works out and then you move on to the next adventure. I had been fished after if you ever catch any clams.

Four days morning, there were

a lot of adventures and a lot of imagination at work in the Lodi Lake Nature Area. Andrew's mom, Kathy Grant and another Nature Area docent named Dale Prohaska were leading a group of about 20 second graders on an educational tour through the wilderness area.

The class of 7- and 8-year-olds was divided into two — half went with Kathy and half with Dale. Andrew, his two brothers and his sister tagged along with their mom.

"Before the white people came there were Native (Americans) here," Dale told his curious little

wards. "They were called Miwok."

"Can we meet them?" asked 8-year-old Victoria Watts.

There weren't any Miwok Indians hanging out in the Nature Area Thursday morning, the moles were all hiding under ground and the deer were nowhere to be seen.

Peering into a thicket of young trees, 7-year-old Jeneca Nelson said, "My great grandpa used to have a deer, but he died — not the deer, but my great grandpa."

A little farther down the nature trail the group of little ones led by Dale stopped to admire

They wrapped their short, little arms around the tree and tried to squeeze it.

Like some of the plants and animals that live in the nature area, docent-guided tours of the 58 acres, such as the one Thursday morning, are being threatened by extinction.

Mac McCaughna, chair of the Lodi Lake Nature Area Docent Council, said the number of docents able to lead tours through the area has dwindled to a precious few.

According to park ranger Barbara Brown, there are only four. Turn to DOCENTS, Page 12.

tween Sacramento and Los Angeles.

High school

By Riccl R. Graham
McClatchy News Service

SACRAMENTO — In public high schools of the future, California students will select a major they do in college; teachers will work in teams, combining subjects to show the relevance of the courses; and job-related apprenticeships will be a graduation requirement.

Those are just a few of the

Good morning

SHOWERS? There is a chance of showers today and tonight. Highs should be in the upper 60s. The skies will be partly cloudy tonight. Lows should be in the mid-40s. More weather, Page 2.

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Drought could sap lifeblood of Valley

The Associated Press

FRESNO — Farming in the crop-rich San Joaquin Valley "will slowly be crushed" if drought-depleted irrigation water isn't eventually restored to normal, a study warned Thursday.

Irrigation water shortages caused by the fifth year of drought cost the valley's economy 9,000 jobs and \$545.8 million in farm-related revenue in 1991, the report estimated.

"If these shortages continue, the agricultural industry, which provides 50 percent of the valley's jobs, will slowly be crushed," the study added.

"Economists are already beginning to see the symptoms of an economic death spiral in which the number of farmers remaining in business decreases as water supplies dry up."

Lost revenue from farming totaled \$281.5 million last year, the report said. That represents 2.5 percent of the \$11.2 billion gross

Lodi area also feeling effects

By Ken Hanson
News-Sentinel staff writer

The impact of five dry years in northern San Joaquin County has been subtle compared to some parts of California. But the squeeze is starting to hurt.

"What was a very narrow (profit) margin is now a non-existent margin," said Bruce Blodgett, about farm profits in recent years because of the drought.

crop value reported for the eight-county region in 1990, the last year for which state statistics have been compiled.

Lost sales by businesses that deal with valley farmers accounted for the remaining \$264.3 million in farm-related revenue losses, said

The San Joaquin Farm Bureau natural resources program director said farmers' gross incomes have been going up, but net incomes have remained the same.

A study released this week indicates that the impact of the drought on agriculture has been greater than previously thought. The study concluded that farming in the San Joaquin Valley "will slowly be crushed" if irrigation water isn't restored.

the survey prepared by Northwest Economic Associates. It was released by California Farm Water Coalition, a group of water districts and agribusiness companies working toward long-range solutions to the state's water needs.

The survey also estimated that

This isn't a surprise to many farmers, Blodgett said. "Water is the lifeblood of agriculture. He also named costs from new environmental regulations as adding to farm costs.

In the Lodi area, most farmers have access to groundwater. But the impact of below average flows in the Mokelumne River, which is tapped by Woodbridge Irrigation District and in wet years by North San Joaquin Water Turn to DROUGHT, Page 12.

income losses totaled \$113.5 million on farms and \$85 million in related businesses.

Because of the drought, growers left 253,000 acres of land idle mostly cotton acreage, the study added. That is about 5 percent of the region's total farmland.

Post-It™ brand fax transmittal memo 7571		# of pages 2	
To: GLENDA HESSELTINE		From: JOHN PULVER	
Co.		Co.	
Dept. 259		Phone # 468-0089	
Fax # 209-0524		Fax #	

BEFORE THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN JOAQUIN STATE OF CALIFORNIA

R-91-973

WHEREAS, the Board of Supervisors shall establish minimum requirements for the approval of development projects.

NOW, THEREFORE, BE IT RESOLVED by this Board of Supervisors that it does hereby rescind Resolution R-91-258, and adopt the following policy statement regarding water supply for future developments:

"Any General Plan Amendment approved by the County shall not result in increased demand upon the water supply available to San Joaquin County as of April 2, 1991."

This policy shall apply to:

- (1) Any amendments to the County General Plan 1995; except applications submitted prior to September 19, 1989, for projects less than twenty acres.
- (2) Any changes to the Draft General Plan 2010, as it existed on February 1, 1991, and having Planning Commission motions of intent to recommend adoption by the Board of Supervisors; and
- (3) Any changes to the new General Plan 2010 after adoption by the Board of Supervisors.

Documentation adequate to enable the Department of Public works to determine conformance with this policy shall be provided as required.

BE IT FURTHER RESOLVED that the following Implementation Plan be adopted:

- 1. Documentation adequate to enable the Department of Public works to determine conformance with this policy shall be provided including, but not limited to, the following:
 - a. The proposed annual water demand for any land use included in a General Plan Amendment will be defined

shall not use more than 5.7 Co. use in 1991

-2-

in detail at the time of submittal or the proposed General Plan Amendment to the county for consideration.

- b. A connection to a water source for an emergency operation or redundant supply will not be considered as an increased demand on the water supplies available to the County.
- c. The source(s) of the proposed water supply to be used to meet the water demand of the proposed project will, be identified at the time of submittal of the proposal for a General Plan Amendment.
- d. If a proposed water supply for A General Plan Amendment is to be met by the retirement of a water demand for the water supply available to San Joaquin County as of April 2, 1991, documentation of the amount and purpose of use of the existing water demand proposed to be retired must be submitted. The amount of the existing water demand to be retired shall be documented by historic flow records or other Supportable information of the existing water demand to be retired as described below.
 - (1) The retirement of a non-agricultural water demand shall be documented by the historical average water use over the immediate preceding twenty years. Documentation may include actual water use records; information detailing the normal water uses for the processes involved; prorated share of service area water use; pumping records; or comparable recorded data for the same or similar demand.
 - (2) The retirement of an agricultural use shall be documented by the historical average water use over the immediate preceding twenty years. Documentation may include pumping records; district water service records; or an estimation of applied water based on the crops or combination of crops grown.

Record of crop shall include documentation such as pesticide permits, cannery records, Agricultural Stabilization and Conservation service Records or other supportable documentation.

- e. A water demand proposed to be retired shall be within the boundary of the proposed project
 - f. A recordable agreement with the entered into which evidences that the water demand will remain retired for the duration of the proposed project included in the General Plan Amendment.
2. For a General Plan Amendment (GPA) proposed for commercial or industrial land uses, the accompanying General Plan text, or other methods adopted concurrently with the GPA (such as a Development Agreement), shall specify the water use permitted. In lieu of this, the maximum water usage for the designation being sought will be assumed.

PASSED AND ADOPTED NOV 26 1991, by the following vote of the Board of Supervisors, to wit:

AYES: WILHOIT, COSTA, SOUSA, SIMAS, BARBER
 NOES: NONE
 ABSENT: NONE

..GEORGE L. BARBER

ATTEST: JORETTA J. HAYDE
 Clerk of the Board of Supervisors of the County of San Joaquin, state of California

GEORGE L. BARBER, Chairman of the Board of supervisors County of san Joaquin State of California

By CINDY DUBRUTZ
 Deputy Clerk



FACTS

IT TAKES 195 million gallons of water per year to water one golf course.....

LIBERTY HILLS HAS 2 GOLF COURSES PLUS A PARK !!

IT COSTS \$10 MILLION TO BUILD ONE HIGHWAY INTERCHANGE..... LIBERTY HILLS REPRESENTATIVES TALKED ABOUT "SEVERAL" INTERCHANGES OFF OF LIBERTY RD.

RESIDENTIAL DEVELOPMENTS DO NOT PAY OFF..... CALAVERAS COUNTY HAS HAD TO PAY \$2.10 IN SERVICES FOR EVERY ONE DOLLAR COLLECTED FROM LARGE SUBDIVISIONS.

California is 10 years behind in water contracted but not yet delivered. Where are they going to get the water except from ground water?

San Joaquin County is "out-of-compliance" right now in air quality control. How are they going to keep from adding to the pollution problem?

Only 8% of S.J. Co. residents today can afford to live in the homes being built.

**NO PROVEN
NEED FOR
NEW TOWNS**

**Existing Infill
possibilities will
be more than
adequate for
projected
growth**

■
 POSSIBILITIES FOR INFILL
 PAPER LOT STATISTICS AND
 VACANT HOMES AVAILABLE
 ■

	LOTS	
	EST.	ACTUAL
STOCKTON		
ANNEXED IN:		20,000
PROPOSED=	14,000	
MANTECA		
TOTAL FINAL:		1,729
TOTAL TENTATIVE=		2,749
APPROVED VACANT FINAL:		979
VACANT PENDING		
POINT RATING:		1,877
TRACY		
CSNNEXED IN:		1,000
COMING NEW SUBDIVISIONS, DENSITIES COULD VARY 4 TO 7 LOTS/ACRE:	3,375	
LODI		
12 NEW SUBDIVISIONS 430 LOTS/YEAR, 5 YEARS:		2,150
GALT		
43 NEW SUBDIVISIONS DENSITIES WILL VARY 5 TO 7 LOTS/ACRE:		6,200
LOCKEFORD ;		
ESCALON		
RIPON	1,000	
TOTAL ESTIMATE	18,375	
TOTAL ACTUAL		36,684
GRAND TOTAL		55,059
VACANT HOMES IN SAN JOAQUIN CO. AVAILABLE:		7,872
TOTAL INFILL POSSIBILITIES:		62,931 *

*This is a conservative figure and does not include 5, 10, & 20 acre buildable parcels in rural areas.

2/10/92

4/10/92

Editor
Lockefor/Clements Bews
Lockeford. California 95237

Dear Editor,

The main question at the Tuesday, April 7th Planning Commission meeting seemed to be "Why Liberty Hills/Why Not Liberty Hills?"

To most of us living in the area, it's simple. The answer is "NOT LIBERTY HILLS", and the reason is that THERE IS NO DEMONSTRATION OF NEED FOR A CITY IN THE LIBERTY ROAD AREA EXCEPT FOR THE DEVELOPER TO MAKE MONEY.

The criteria that just because the developer owns the land and wants to develop it should not be the sole determinant. An appreciation of his desire to profit must be balanced by an appreciation of the very real and pressing needs of the already existing community, the original residents of the area. We need our roads, water, schools, and clean air.

There is a heartfelt cry from a strong majority of the local community (1600 signatures on petition) to the Commissioners NOT TO JEOPARDIZE OUR NEEDS FOR THOSE OF THE DEVELOPER TO TURN A PROFIT...not to sacrifice the good of the many for the private interests of the few.

If the developer were simply to resell the property with its current zoning of AG-80 parcels, he stands to make at least \$9,600,000. Most of us would be happy indeed to recognize such a profit without so much as turning over a single spade of dirt.

There are already many places to put the expected population increase without building a whole new town at great expense to the taxpayer for the infrastructure and improvements. What about using the 62,931 buildable lots that already exist between Tracy, Stockton, Lodi and Galt? Or how about the 7,872 homes already built and standing vacant in San Joaquin County? Should we be approving more land for subdivision when we haven't even used what is already zoned? What about taking care of the people we have now, before we decide to entice an additional 25,000 to our area by building Liberty Hills. Good common sense says NO! to Liberty Hills. Write your Commissioners and Supervisors now and ask them to use their common sense in their decisions on April 30th and July 9th.

Sincerely,

Glenda Hesseltine
P.O.B. 157
Clements, Ca. 95227

San Joaquin County Planning Commission
1810 E. Hazelton Av.
Stockton. Ca.

Dear Planning Commission Members:

Out of last Tuesdays meeting. the question might be asked "What else can the developer do with the Liberty Hills property besides put a town on it. creating leapfrog development? An alternate land use in my opinion for the Borden Ranch owner, would be to divide the property into 80 acre parcels. which is the minimum size parcel within the existing zoning. The owner could double his money without having such a great impact on the area. The developer would save a lot of time and money if he would use the existing zoning to his advantage.

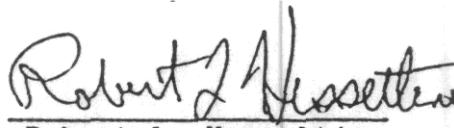
There is no need for a new town in this area. I see from the research that has been done that the new town would end up costing the county more than they would take in.

In regards to the non prime agriculture area, I know for a fact that the Forestryer Ranch, which was previously owned by my Uncle Loren Bamert, past president of the National Cattlemans Association, is one of the best cattle and sheep ranches in the area. Prime grazing land is necessary for the production of beef in the State of California. Both prime farmland and prime grazing land are a requirement for balanced meal at the dinner table.

Also, with the research I have done, there are enough existing lots and homes available to accommodate the projected population growth by for many years to come.

In closing. I would ask that you deny this new town concept and Liberty Hills as part of the general plan to be approved by the Board of Supervisors.

Sincerely.


Robert L. Hesselstine

c/c. Chet Davidson
Board of Supervisors

**PROJECT
DENIED
AT EARLIEST
STAGES IN
SACRAMENTO
AND
AMADOR
COUNTIES**



COUNTY OF SACRAMENTO

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
827 SEVENTH STREET, SACRAMENTO, CALIFORNIA 95814
(916) 440-8141
SUSAN R. ZIEGLER, DIRECTOR

November 8, 1989

Chet Davisson, Planning Director
San Joaquin County Planning and
Building Inspection Department
1810 East Hazelton Avenue
Stockton, CA 95205

Post-It™ brand fax transmittal memo 7671		# of pages	6
To	DIANA SLAWSON	From	ANN BAKER
Co.		Co.	SAC CO PLANNING
Dept.	- 339	Phone #	440-6170
Fax #	209-759-0529	Fax #	440-6400

Subject: GP-90-18 (PREAPPLICATION)

Dear Mr. Davisson:

The Sacramento County Planning Department has received a preapplication for 4 general plan amendment which was submitted to the San Joaquin County Planning Division. The preapplication requests to change the General Plan designation from agriculture to permit a master planned community called Borden Ranch. The project straddles the Sacramento-San Joaquin County line with 6,000 of the 9,000 acres located in the southeast portion of Sacramento County.

The attached map of the southeast portion of the Sacramento County General Plan shows the currently designated open space UMC for the project area. The project as proposed is inconsistent with the General Plan map and also inconsistent with the Plan's growth management strategies.

Borden Ranch will entail the development of a new town requiring the full array of urban services in a remote, rural portion of Sacramento County. Unless an employment base providing jobs for the new town's residents develops concomitantly with residential buildout (and this is highly unlikely) the development will become another bedroom community serving both Sacramento and Stockton, and will contribute significantly to traffic congestion and air quality problems. The project would have major growth inducing impacts on surrounding grazing, farming and other open space lands, foreshadowing escalating land costs and further proposals to expand urban uses which could threaten long-established land uses in the area.

Sacramento County is currently in the process of updating its General Plan, with adoption by the Board of Supervisors anticipated in 1991. The new General Plan will provide guidance for growth and development for a twenty year period, through the year 2010. A key objective of the plan is to promote development

CHET DAVISSON
Re: GP-90-18 (PREAPPLICATION)

Page 3

4. Water source availability, affect of development on aquifer recharge capacity;
5. Jobs and housing balance (including numbers and types);
6. Fiscal impacts (short-term and long-term) and facility financing planning issues;
7. Public parks and recreation facilities, including public schools;
8. Police and fire facilities and services;
9. Drainage facilities;
10. Air quality;
11. Natural areas, wetlands, vernal pool and riparian vegetation in particular;
12. Conversion of agricultural land;
13. Timing/phasing of development;
14. Public service coordination in a bi-county development;
15. Impact on potential or proposed reservoirs along Dry Creek;
16. Proximity to a nuclear power plant and potential health, safety problems if plant continues in operation.

Sincerely,

Gary Stonehouse

GARY STONEHOUSE
Principal Planner

RB:jb (gp151)

cc: Tom Hutchings
Al Freitas
Robert Sherry

PLANNING DEPARTMENT

LOCATION 217 REX AVENUE SUITE 10 • JACKSON, CALIF • PHONE (209) 223-6380
MAIL 108 COURT STREET • JACKSON, CA 95642



February 6, 1991

Lorre Islas, Senior Planner
San Joaquin Co. Community Development Dept
1810 East Hazelton Avenue
Stockton, CA 95205

Re: NOP for EIR No. 91-3

Dear Ms. Islas:

We have received your request for comments on the above-referenced document. We are greatly concerned about the environmental impacts to Amador County due to the proximity of the proposed City of Liberty for the following reasons:

1. Water. Amador County has several projects in the Camanche area which are served by wells for which the groundwater aquifer reliability is unknown. The County operates the water system for Lake Camanche Village which has the responsibility to provide water service to 1331 lots. That project was approved in the early 1970's and has less than 10% build out and the development has not progressed as expected as a result of the developer being overly optimistic for the Camanche area. We have communities in Amador County (e.g. Plymouth) which have been told by the State Dept. of Health Services they cannot expand utilizing wells. We note this project proposes using 19 wells. Unit 5 of Lake Camanche Village, which was never recorded, has returned as the Camanche Greens project consisting of 683 lots and a golf course and is now in the EIR stage.

Also, at this same elevation approximately 12 miles to the north in the Carbondale area we have projects which weren't able to find water. We also have areas which have organic materials (e.g. lignite) which render the water unfit for domestic use. The above leaves us to question the ability of this project to provide adequate water to a project with a population the size of Amador County (3100+). This would indicate the developer would, in the future, seek regional surface waters. We are also in serious competition with each other for water from the Mokelumne River watershed. Adding another player to this game would be foolhardy.

2. Traffic. During Early Consultation and the Notice of Preparation for the EIR for the Camanche Greens project, CalTrans was adamant about the inadequacy of the existing highway system in the area. They further stated the Highway 88 & 12 corridors need a bypass. Liberty Rd., although it has become a popular bypass for recreationists, commuters and those 'in the know', is substandard for the existing levels of traffic. RANPAC's proposal seems to indicate they are proposing very little to mitigate these impacts. We don't believe they can afford the improvements necessary to maintain a LOS of 'C' which we require in Amador County as part of our Circulation Element. We can't imagine your Circulation Element would allow scores below a level of 'C'.

3. Impact on Agricultural Lands. The RANPAC proposal indicates agricultural uses are not economically feasible due to the land's value for urban uses. This convoluted logic ignores the fact that areas where speculators have not pumped up the land values, land Owners have been able to maintain a viable cattle raising operation. Every dry-land pasture acre can't have a house on it. Their reasoning is questionable as Amador County which has at least as much growth pressure as San Joaquin County, on a percentage basis, has been able to maintain our agricultural/open space integrity through the promotion and protection of agricultural lands by not allowing incompatible land uses to encroach upon, and adversely impact, the agricultural lands.

The portion of the Forster Ranch lying within Amador County is under a California Land Conservation Act contract. We have told the principles in this project. Should they file a Notice of Non-Renewal we will meet with them in seven years to discuss the project. Our General Plan for the 1747± acres lying within our County is classified A-G, Agricultural-General (one family/forty acre density). Immediate cancellation of the contract are not possible due to the findings mandated by the California Land Conservation Act (Govt. Code Section 51280, et seq) and the Sierra Club vs. City of Hayward case (28 Cal. 3d 840 (1981)). The Act states "the existence of an opportunity for another use of the land involved shall not be sufficient reason for the cancellation of the contract. A potential alternative use of the land may be considered only if there is no proximate, noncontracted land suitable for the use to which it is proposed the contracted land be put." There is no doubt there are non-contracted lands in the area available for development. To put this kind of incompatible land use pressure on this area's agricultural uses would be contrary to the Amador County General Plan and State Williamson Act program.

A case could be made that urban centers do belong on this type of lower quality soils to preserve prime farmlands within the valleys of California. However, it seems developers are promoting and succeeding to obtain approval for projects on these prime farmlands as well (e.g. Spanos and North Natomas developments).

4. Aesthetics. At recent public hearings in Amador County regarding the Camanche Greens project, it was noted that 514 acre project has a total of 8 trees or 1 tree/64 acres. Compared to other properties in the area it is heavily vegetated. The view from Hwy. 88 is one of a broad expanse of plains-like features. The proposal is for an industrial park right on the County line. Mitigation of this visual impact will thus be very difficult if not impossible. Persons traveling Hwy. 88 will leave scenic Amador County and enter the urban San Joaquin Co. with little or no transition.

5. Cumulative Effects. Any environmental document prepared for this project needs to also discuss the Lake Camanche Village projects, both existing and proposed, with regard to the cumulative effects on the environment.

6. Growth Inducement. Although the proponent indicates a self-serving Urban Limits Boundary should be adopted around their project, the long-term growth inducing impacts on adjacent lands from a new community are obvious. Ranchers will start envisioning houses and dollars instead of cows like the current owner of this property. The proponent claims cattle raising is no longer economically feasible on this property. If it can't be done here on large acreage we fail to see where it can be done. *Ipsa facto*, all other landowners will come in for some type of project and eventually you will have another Stockton.

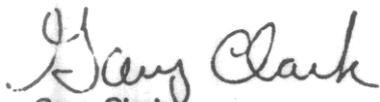
7. Alternatives: CEQA case law indicates an in depth discussion of alternatives to the project must be a major part of the EIR done for this project.

NOP for San Joaquin Co.
January 25, 1991

Thank you for an opportunity to comment. As you can see, **the Amador County Planning Department** feels very strongly about **the location of** such a massive, incompatible project adjacent to **our** border. You must remember, **this** proposal **is** the equivalent **of the** current Amador County population, but is being planned on only 10 square miles, versus **our** population which is dispersed over 568 square miles.

If any clarification **of our** comments is necessary, please contact Susan Trijalva at (209) 223-6380.

Sincerely yours,



Gary Clark,
Amador County Planning Director

GC:scg

Attachment

cc: Amador County Board of Supervisors
Amador County Technical Advisory Committee
CalTrans

3/9/9 (Item 7 from file: 648)
08864736 DIALOG File 648: TRADE & INDUSTRY ASAP
FULL TEXT RECORD

TITLE: Developer pushes for creation of a new city. (Ranpac Communities Inc. and other developers are buying land around Sacramento. California anticipating a population boom)

AUTHOR: McCarthy, Mike

JOURNAL: The Business Journal Serving Greater Sacramento

UOL: v7 ISSUE: n18 P6: p1(3)

PUB DATE: July 30, 1990

ISSN: 8756-5897

AVAILABILITY: FULL TEXT Online LINE COUNT: 00108 WORD COUNT: 1.523

SOURCE FILE: TI File 148

SUBFILE: RE6 Business. Regional

GEOGRAPHIC LOCATION: California

GEOGRAPHIC CODE: NNUSWCA

COMPANY: Ranpac Communities Inc.--Investments

SIC CODE: 6552 Subdividers and developers. not elsewhere classified

DESCRIPTORS: Real estate developers--Investments; Planned communities--economic aspects; California, Northern--growth

FULL TEXT:

Developer pushes for creation of a new city

A Southern California development firm that's angling to create a new city with 8.748 acres along the Sacramento-San Joaquin county line is negotiating to buy another 5.300 acres in San Joaquin and Amador counties.

With 14.048 acres, the prospective city would be three times the size of Davis.

The move by Ranpac Communities Inc. is a bold one, given probable resistance to the development of a new city on agricultural land near Galt.

But Ranpac is gambling that rapid growth in the region's population will force officials to revise county policies against developing farmland. Other developers have tied up huge landholdings in Yolo County, near Davis, Dunnigan and Winters, and near Chico and Rancho Murietta with the sane notion in mind.

Despite potential opposition to the prospective city, which would be larger than Sacramento's downtown, Land Park and East Sacramento communities combined, Temecula-based Ranpac is determined to press on. The firm invested more than \$11 million acquiring the 8.748-acre Borden Ranch earlier this year and will plow another \$10.6 million into the 5.300-acre Foerster Ranch if the deal goes through, estimated observers.

The Borden Ranch starts just south of Rancho Seco and stretches south almost to the town of Clements.

The Foerster property comprises 3.600 acres in San Joaquin County and 1.700 acres in Amador County, said Dave Dillon, Ranpac's director of land development.

The tract is contiguous with the larger Borden Ranch, which contains

The Foerster Ranch 'may complement the Borden Ranch property from a transportation standpoint,' noted Dillon. The Foerster land includes five miles of frontage on Highway 88 and 88's Interchange at Liberty Road. Giving the tract easy access to Stockton, the East Bay and the Sierra Nevada foothill communities.

Obviously, the extra acreage also would increase the project's size considerably.

Ranpac currently is conducting the research needed before drafting and submitting a development plan to the counties. Much of its investigation involves studying environmental impacts -- which during the past half-decade have become the major consideration in developing rural lands.

The company also is examining obstacles to winning tricounty approval of its project. 'There are three counties with different perspectives. From that standpoint, I guess it complicates it for us. But really, there are different opportunities in each county,' reflected Dillon.

Planners in both Sacramento and San Joaquin counties have taken a skeptical view of the project.

Sacramento County is updating its general plan. Planning department staff probably will insert a provision into the update that bans the development of new towns anywhere in the county and bans any major development in the far south county. said Gary Stonehouse, principal planner, in a recent interview.

'We have met with Sacramento County staff and made our presentation of the new-town planning concept. Staff came out in opposition. But we felt it would be wise (for the county) to keep the option open. Because what happens when you come to the edge of the urban limit line,' Dillon said.

County staffers are expected to recommend that much of the county's future development be "infill" -- within existing urban areas. Although Dillon said he supports infill development, he thinks the county should leave the new-town option open.

'I think the Board of Supervisors may have an open mind about it. Traditional, new-town planning is coming into favor. We're surprised staff didn't give this more study, but we're sympathetic to what they're trying to do,' he said.

Traditional town planning, better known locally as the 'pedestrian-pocket concept,' focuses on reducing dependence on automobile travel via walking paths and non-auto access to work centers. County planning staff currently is working with Peter Calthorpe, a pedestrian-pocket planner in San Francisco, on shaping policy for new development.

San Joaquin County's general plan prohibits the development of agricultural land until at least the year 2010. said Harry Islas, senior planner with the county's Planning and Building Inspection Department.

Earlier this year, Ranpac showed department head Chet Davlsson a tentative land-use concept that put most of the project's 20,000 homes in San Joaquin county. At the time, Davlsson said he expressed concern about the lack of work centers on San Joaquin's future employment base, as well

as on the jobs-housing balance.

But despite the general plan policy, San Joaquin's planners seem less resistant to the Ranpac idea than Sacramento's planners. In fact, planners are drafting a policy into the general plan's update that would allow new towns, said Peggy Keranen, senior planner.

The proposed new-town policy is based on the projection that San Joaquin's population will grow to 724,000 from the current 450,000 by the year 2010, she said. The policy, however, has some stringent provisions. For example, staff wants new-town developers to guarantee that other land designated for urban development would be redesignated for agricultural uses to replace acreage used by the new town.

Amador County planners are less receptive to Ranpac's idea. "It's crazy. You might as well take the whole valley and make it urban and kiss off all," said Gary Clark, the county's planning director.

He acknowledged, however, that regional population growth is a pressing matter. "I don't know what they're going to do with all the people though," he said.

Amador County's general plan would allow one home per 40 acres on the Foerster property. That land also is under a California Williamson Act contract prohibiting development, although the landowner can give notice of cancellation 10 years prior to development. Ranpac has stated that its development could be a long-term proposition.

Ranpac's project also may bring heat from environmentalists. "Generally, there's a suspicion about new towns, being that they could be a pretext for leapfrog development. But I'm not sure that the proposal will be automatically rejected," said Mike Eaton, a board member of the Environmental Council of Sacramento.

Eaton said he would like to see the proposal include an open-space buffer area around the city to ensure that it is a "discreet" community and not another chapter in Sacramento's burgeoning urban sprawl. He also will take a critical look at the provisions for mass transportation and jobs-housing balance, he said.

For its part, politically astute Ranpac already is talking in the new language created by jobs-housing-balance planners Peter Calthorpe and Andres Duany, one of the originators of the pedestrian-pocket concept. Dillon uses Duany's phrase "traditional town planning" frequently, although the firm has not hired either of the planners.

Ranpac already is considering making 1,500 acres of the Borden Ranch an agricultural preserve. That portion of the ranch is prime farmland, but the rest is not, said Dillon.

Dillon's firm is not a newcomer to land development. Ranpac Communities is one of five subsidiaries of 21-year-old Ranpac Inc., founded and run by Won Sang Yoo, a civil engineer and real estate broker.

The firm's primary subsidiary, Ranpac Engineering Corp., is a long-time land planner and has designed some major Southern California projects.

January 1, 1980 3:41am Page 4

Ranpac Communities currently is developing about 15,000 acres, not including the Borden-Foerster properties. The holdings include some 5,000 acres -- \$43 million worth -- in Riverside County, said Ollon.

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RECORD DATE: 910914

**RANPAC
CAN'T MITIGATE
HIGHWAY COST**

**They still have
NOT
finished
Highway 79
in Riverside**

FYI ANSWERS

to your questions

On Highway 88

QUESTION: What is the state plan for rerouting Highway 88 around Lockeford?

ANSWER: Terry Wicks, Lockeford Caltrans does not have any projects on its books to build a bypass or reroute Highway 88 around Lockeford, said Peter Jemerigbe, acting project engineer at Caltrans' Stockton office.

The Council of Governments, however, in the next 10 to 15 years plans to do a preliminary engineering and environmental analysis on moving Highway 88 around Clements and Lockeford. Money for the study will come from Measure K, the voter-approved transportation tax.

Have a general news question? Call the FYI hot line at (209) 546-8262.

BOOKING! 465-8675

INSIDE: Drive begins t

The
Stockton
Record

Tuesday, January 28, 1992 •

Modesto
Highway cost high

The estimated cost of widening the dangerous Highway 132 link between Modesto and Interstates 5 and 580 is ~~estimated to be \$120 million~~ ~~government may be unable to afford~~ ~~the improvements~~

A new report says it will cost 120 million just to upgrade the first three miles of the 18-mile route. That's more than 50 percent higher than the \$78 million estimate of a year ago, and triple the \$40 million analysts originally estimated for the work.

The overall cost of improving the 18 miles of Highway 132 could reach \$400 million under the current estimate.



NO consideration
of escalation
of costs on Lib Hill
improvements
could end up
like Modesto

is climbing so
quickly the government
may be unable to
afford the improvements

4.10-1 Transportation

There **appears** to be insufficient dollar cost analysis and mitigation thereof for the public highways needed to service the proposed development. Concerned Citizens of Calaveras County, et al. v. Board of Supervisors of Calaveras County 166 Cal.App.3d 90; 212 Cal.Rptr. 273 [Mat. 1985] demands that the **inconsistencies** of urbanization need be reconciled with some reasonable cost analysis as to how said services would be provided.

The comments by Dianna **Stawson** at the Planning Commission hearing enumerated in detail the present absence of plans to provide **service** transport for this area. The multimillion dollar cost analysis to county residents outside the proposed development must be analyzed and mitigated. Adjacent road transportation costs and capital construction needs to be investigated and identified in the final draft.

4.1 1-1 Air Quality

The cumulative lack of mitigation dictated by the proposed additional urbanization of the county needs more explanation. Proposals such as Liberty which violate existing California Air Quality standards, need to address under what theory such a project could be built and still be in conformance with Air Quality standards. Without such a discussion the EIR **is** insufficient on its face.

These comments **reflect** data accumulated by my clients since they became aware of this proposal. There are additional items of significance which should be addressed and which my clients **will take the** time to consult and give additional information for the final draft.

At a minimum, we would consider the inclusion *of* these written comments and the oral testimony at the Planning Commission hearing **as well as** additional investigation available to staff that has been conducted by my clients.

The residents of Clements and Lockeford feel it vitally necessary that accurate information and analysis be available to the San Joaquin County Planning Staff and Board of Supervisors so that said individuals may be adequately informed of the radical hazards to the quality of life proposed for the northeast section of the county.

For this DEIR, impacts have been identified as significant when future traffic volumes would result in levels of service not meeting the standards in the Draft Plan, after already-planned road improvements have been considered.

To perform the transportation analysis for the Draft Plan, the existing San Joaquin County Council of Governments countywide Travel Demand Model has been updated and revised to develop projections of daily vehicle traffic volumes for the year 2010. The model has been significantly expanded to represent inter-county trips to the adjacent Sacramento metropolitan region, the nine-county San Francisco Bay Area, and all other adjacent counties, such as Stanislaus and Amador. This expanded transportation study area is depicted in Appendix 10.8. The new multi-county model was validated on observed 1990 travel characteristics (such as actual traffic counts).

The traffic projections for the year 2010 assume the same relatively small share of transit and ridesharing that existed in the County in 1990. Under this assumption, annual transit ridership is projected to increase from approximately 2.7 million riders in 1990 to 4.1 million in 2010, an increase of more than 50 percent, due to overall population and employment growth. These projections indicate the potential worst-case traffic situation resulting from implementation of the Draft Plan (2010), since they assume no significant reduction in daily trips due to added transit or ridesharing programs. Effects on level of service of a modest peak period trip reduction are considered in the analysis. A reduction in the amount of land designated for development, or a further trip reduction due to an increased share of travel by alternative modes, would reduce the traffic impacts and hence the extent of capacity-related mitigation measures identified in this analysis.

Impact 4.10-1

Countywide vehicle trips would increase significantly (by 54 percent) between 1990 and 2010 under the growth allowed by the Draft Plan. An additional 1.29 million daily vehicle trips would be generated due to growth in population and employment within the County. This traffic growth would adversely impact the ability of the transportation system to meet acceptable level-of-service standards.

Overall increases in traffic generated by growth within existing and new communities are addressed under this impact in the context of countywide policies and mitigations. Impacts 4.10-2 through 4.10-9, discussed below, address specific road, transit, non-motorized, and grade crossing deficiencies which would require mitigation to meet County standards.

Impacts on Countywide Travel

Within the County, daily vehicle trips are projected to nearly double from 1.54 to 2.83 million daily trips between 1990 and 2010 (Table 4.10-3). The five new/expanded communities would contribute a high proportion of the future traffic growth, with 23.5 percent of the additional trips between 1990 and 2010 projected to occur due to the five new/expanded communities (Table 4.10-3).

analysis assumes only a modest reduction (five percent) in peak hour traffic due to peak hour spreading or due to an increased share of County travel by alternative modes (transit and ridesharing) from that currently occurring.

TABLE 4.10-4

1990 AND 2010 DAILY TRAVEL CHARACTERISTICS
San Joaquin County

	1990	2010	PERCENT CHANGE
Vehicle miles of travel (VMT)	11,800,000	27,600,000	134
Vehicle hours of travel (VHT) ¹	311,000	739,000	138
Vehicle hours of delay (VHD) ²	2,000	58,000	2,011
Average vehicle trip length (miles)	8.8	10.9	60
Average vehicle trip length by purpose (miles):			
Home to work	15.4	10.3	19
Nonhome based, nonwork	5.5	7.2	31
Nonhome based, work	8.6	10.5	22
Home to shop	6.6	7.8	18
Home to other	8.8	11.0	25
Annual transit riders ³	2,700,000	4,100,000	51

- ¹ In 1990, less than 1 percent of the total vehicle hours on the system represent delays due to congestion; this is projected to increase to 8 percent by 2010.
- ² Vehicle hours of delay represents the difference between congested conditions and free-flow conditions summed across all ~~of~~ within San Joaquin County. Congested conditions are assumed to occur during the peak 2 to 4 hours of the day.
- ³ Assumes same small percentage of transit use in 2010 as in 1990.

Transportation System Management
The Transportation System Design and Management section of Volume I of the Draft Plan includes a recommended implementation measure to prepare and adopt a countywide Transportation Systems Management (TSM) program to reduce traffic demand and congestion (Implementation No. 6). TSM activities and transit service improvements could

potentially reduce countywide traffic generation, particularly in the peak commute hours thereby reducing or obviating the need for some of the road improvements. Some TSM measures potentially applicable to San Joaquin County include the following:

- Ridesharing incentives -- promotion of carpools and vanpools through rider matching services, employment site parking priority, preferential treatment for high-occupancy vehicles (see below), and vanpool vehicle leasing;
- Transit services and promotion -- such as improvements to routes and schedules, improved transfers, fare discounts/subsidies, passenger shelters, transit centers, local area bus shuttles, and advertising and promotion;
- Preferential treatment of high occupancy vehicles -- such as carpool lanes on freeways, bypass lanes for carpools on metered freeway on-ramps;
- Parking Management -- parking priority locations and discounts for carpools and vanpools, park and ride facilities for carpools and for bus/rail passengers, and disincentives for



**SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-8232
DEVELOPMENT SERVICES PHONE: (209) 468-3120
PLANNING PHONE: (209) 468-3120
BUILDING PHONE: (209) 468-3123
NEIGHBORHOOD PRESERVATION PHONE: (209) 468-3021

Comprehensive Planning Program

BOARD OF SUPERVISORS WORKSHOP

TRANSPORTATION

February 6, 1992

I. Overview of the Workshop

**Peggy Keranen, Deputy Director,
Community Development Dept.**

II. Traffic Modeling Results

**Eric Parfrey, Senior Planner,
Community Development Dept.**

III. Transportation in the General Plan

Peggy Keranen

IV. Public Transportation

**Doralee Boles, County
Transportation Coordinator**

V. Transportation Funding

**Tom Flinn, Deputy Director,
Public Works Dept.**

The following transportation analysis is a "worst case" scenario used for the **EIR**, which assumes that:

- (1) the population **of** San Joaquin County would increase by **80%** between 1990 and the year 2010, to a population of 865,000 people (in contrast, the County's financial consultant forecasts a "supply pull" or high growth population forecast of no more than **829,500** residents in the year 2010);
- (2) this "worst **case**" population figure assumes full housing buildout **of** the five "new communities," in addition to the amount of growth projected in the General Plans **of** the seven cities;
- (3) only a partial (**40%**) buildout **of** the **jobs** within the five new communities would occur;
- (4) a similar small amount of total trips in the county accounted for by transit or ridesharing (**5%**), would hold true for **the** future.

- Under the "**worst case**" EIR analysis, the total number of daily vehicle trips in the county would increase by **84%** between 1990 and 2010.

- **1.3 million new trips would be generated due to** growth over the twenty year General Plan period. **35% of** this increase **in** trips would be due to growth within the **Stockton** area, and almost **42% would** be from growth in the other **six** cities. **The** remaining **23.5%** would be from trips generated **by** the five new communities.

TABLE 1
PROJECTED DAILY VEHICLE TRIPS
FOR SELECTED AREAS
(1990-2010)

	<u>Stockton</u>	<u>Other County</u>	<u>New Cornms.</u>	<u>Total</u>
Daily vehicle trips (2010)	1,362,100	1,166,100	304,300	2,832,600
Increase (1990-2010)	451,200	539,100	304,300	1,294,800
% of increase	34.9	41.6	23.5	100.0
% of 2010 trips to other counties	6.3	15.7	28.9	12.3

SOURCE: San Joaquin County Community Development Department, DKS Associates (October, 1991)

NOTE Model projections are rounded to the nearest one hundred.

- The number of vehicle miles traveled (VMT) on the County's roadways would more than double by the year **2010**, an increase **of 134%** over current traffic levels.

...

- The average number **of** hours spent every day in delays caused by traffic congestion would increase from **2,000** hours in **1990** to **58,000** hours in **2010**.

MAN HOURS LOST.

- The **length** of all future trips would increase. For example, the length **of** the average work trip would grow from **about** 16 miles in 1990 to over **18** miles in 2010.

- The Mountain House new community would contribute about 10% **of** the new trips, while the other new communities would contribute smaller portions.
- Travel between San Joaquin County and adjacent counties would increase by more than **160%**, from about 60,000 daily trips in 1990 to almost 157,000 trips in 2010. **Most of** these trips would be to the Bay **Area**, followed by Sacramento and Stanislaus Counties.
- Residents within the five "new communities" would generally contribute the largest increase in out-commuting, .because **of** the proximity **of** the new communities to nearby counties.
- For example, while **only 6% of** the daily trips originating **in** the Stockton area in 2010 would commute to other counties, **37% of** the trips originating from the Forest Oaks and Liberty Hills new communities would be to other counties.

TABLE 3
**COMPARISON OF 1990 AND 2010
LANE REQUIREMENTS
FOR SELECTED FREEWAY AND HIGHWAY UNKS
(WORST CASE EIR ANALYSIS).**

<u>Unk (north to south)</u>	1990 lanes	2010 lanes**	<u>Needed improvements**</u>
Rt 12 w/o 15	2	4	Add two lanes
I-5/Sac County	4	8	Add four lanes
I-5 n/o Holt	6	10	Add four lanes
C5 n/o Cross-Town	8	12	Add four lanes
15 s/o Chatter	6	10	Add four lanes
Rt 99/Sac Cty	4	6	Add two lanes
Rt 99 d/o Rt 12	4	6	Add two lanes
Rt 99 n/o X-Town	4	10	Add six lanes
Rt 99/Stan county	6	10	Add four lanes
X-Town e/o Wilson	-	2	Add two lanes
Rt 120 e/o I-5	3	6	OK w/ six lanes
Rt 120 Escalon Bypass	-	4	Build four lanes
I-5 s/o Rt 120	8	14	Add six lanes
I-205 w/o I-5	4	8	Add four lanes
I-205 w/o Tracy Blvd	4	10	Add six lanes
I-580 at Altmnt Pass	8	12-14	Add four lanes (plus truck climbing)
Rt 88 e/o Rt 99	2	6	Add four lanes
Rt 88 s/o Lockfrd	2	4	Add two lanes
old Rt 88 e/o Lckfrd	2	2	OK w/ two lanes
Lockeford Bypass (expressway): w/o Jack Tone	-	4	Build four lanes
Rt 88 at Amador Cty	2	4	Add two lanes

a

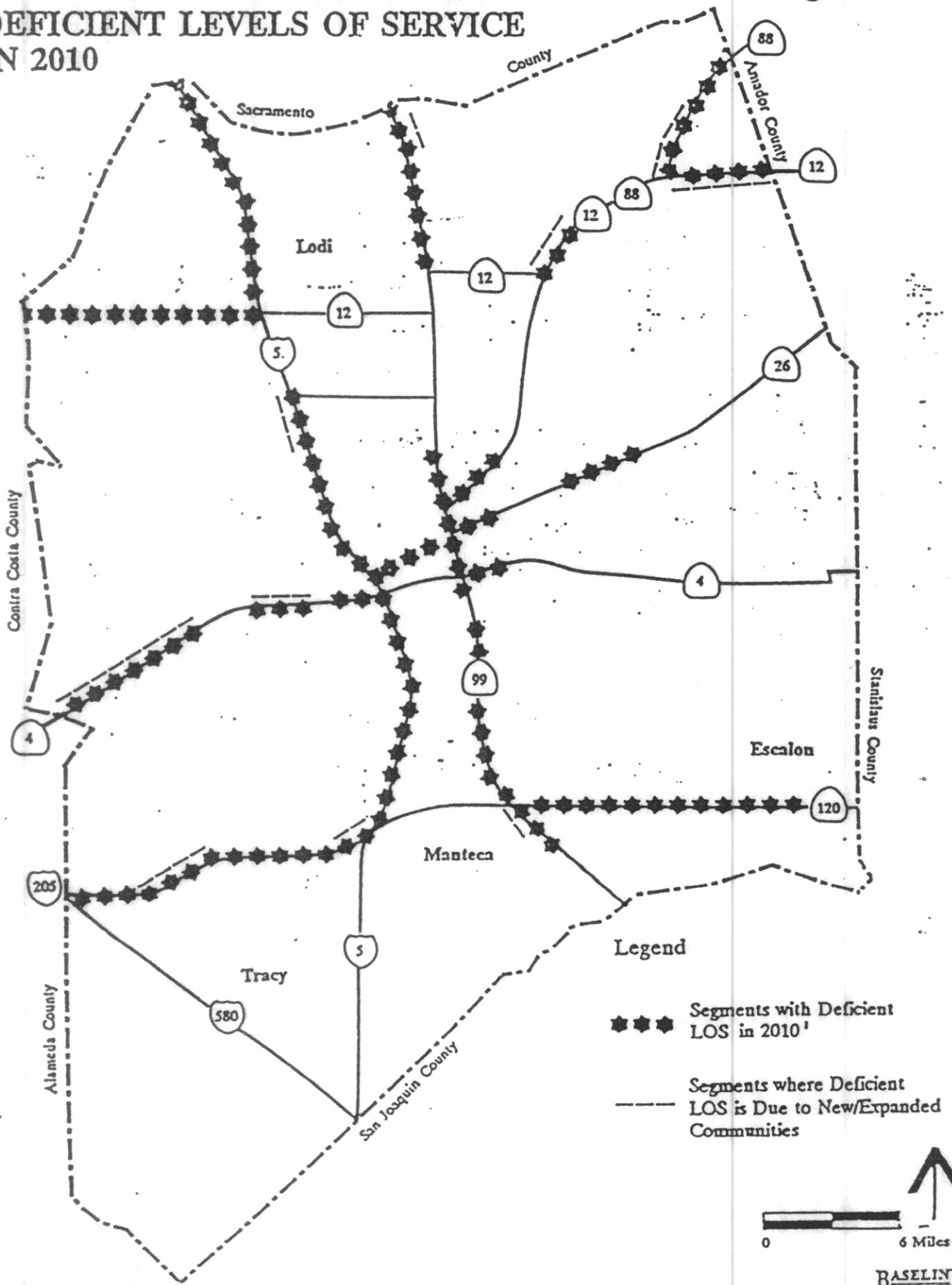
SOURCE: San Joaquin County Community Development Department. DKS Associates (February, 1992)

NOTES

- These are 'worst case' 2010 projections assuming no significant additional transit usage.
- ** These are the theoretical roadway improvements that would be required to mitigate impacts to an acceptable LOS 'D'. However, some of these 'needed improvements' may be impossible to build or fund because of physical, environmental, or political obstacles.

FREEWAYS AND STATE HIGHWAYS WITH DEFICIENT LEVELS OF SERVICE IN 2010

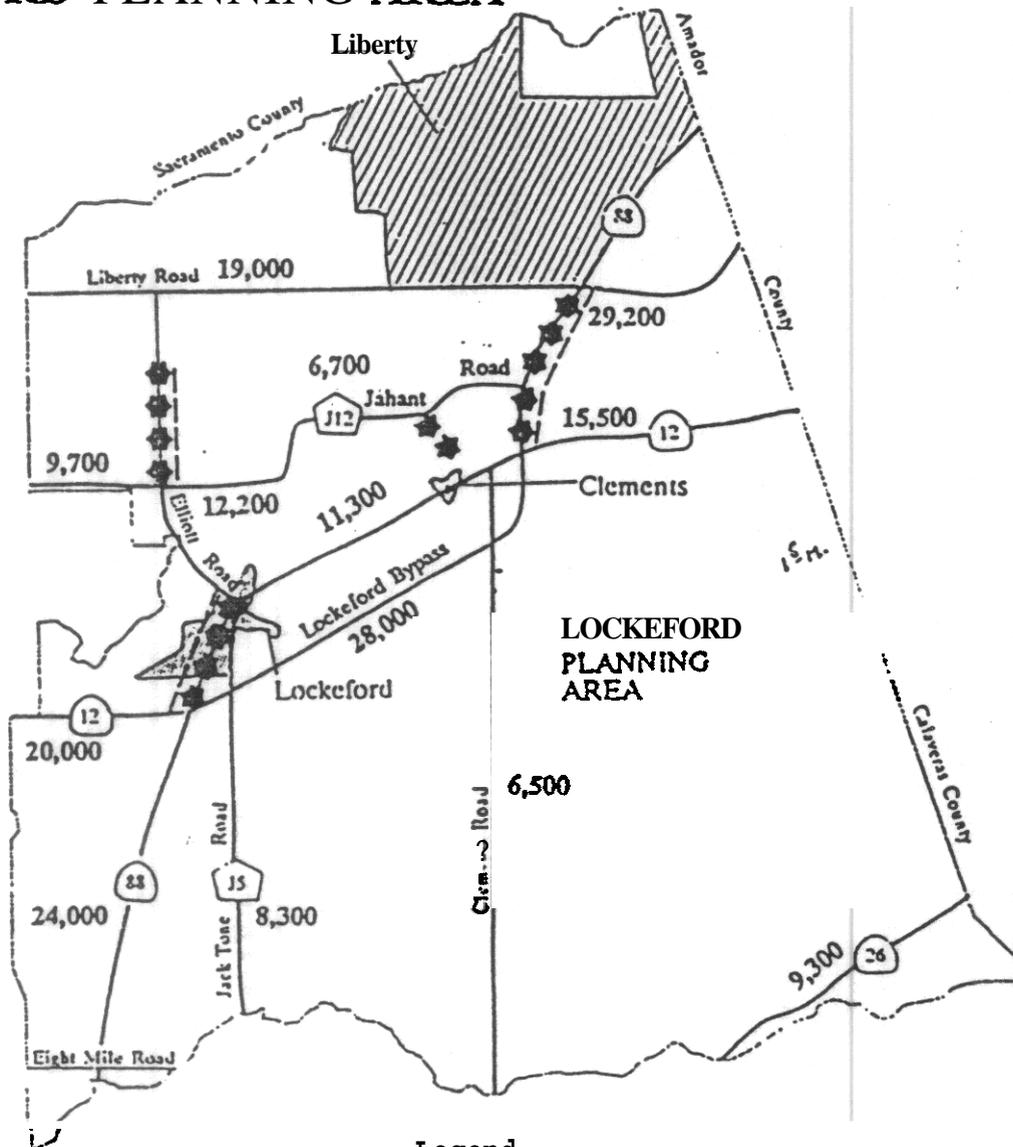
Figure 4.10-9



¹With certain assumed improvements.

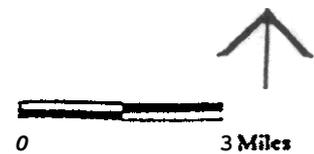
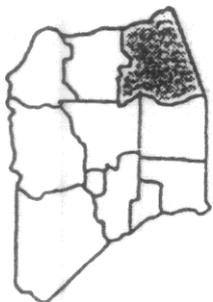
2010 DAILY TRAFFIC VOLUMES AND DEFICIENT LEVELS OF SERVICE, LOCKEFORD PLANNING AREA

Figure 4.10-11



Legend

-  Existing and Proposed Community Development
-  Proposed New/Expanded Community
- 1,000 Average Daily Traffic Volumes
-  Roadway Segments with Deficient LOS at Peak Hour¹
-  Roadway Segments with Deficient LOS is Due to New Communities



¹With certain assumed improvements.

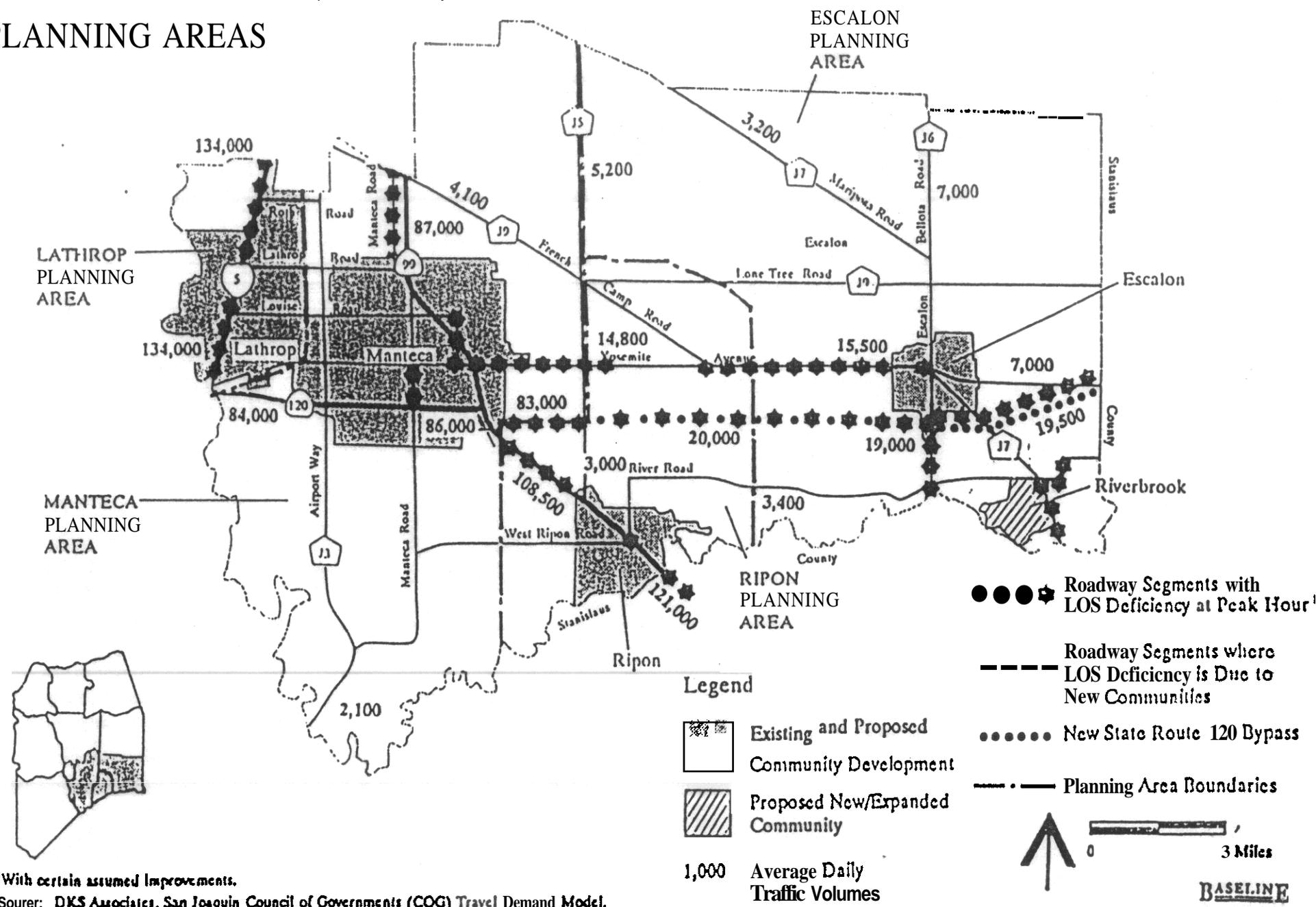
Source: DKS Associates, San Joaquin Council of Governments (COG) Travel Demand Model.

BASELINE

2010 AVERAGE DAILY TRAFFIC VOLUMES LATHROP, MANTECA, RIPON, AND ESCALON PLANNING AREAS

Figure 4.10-14

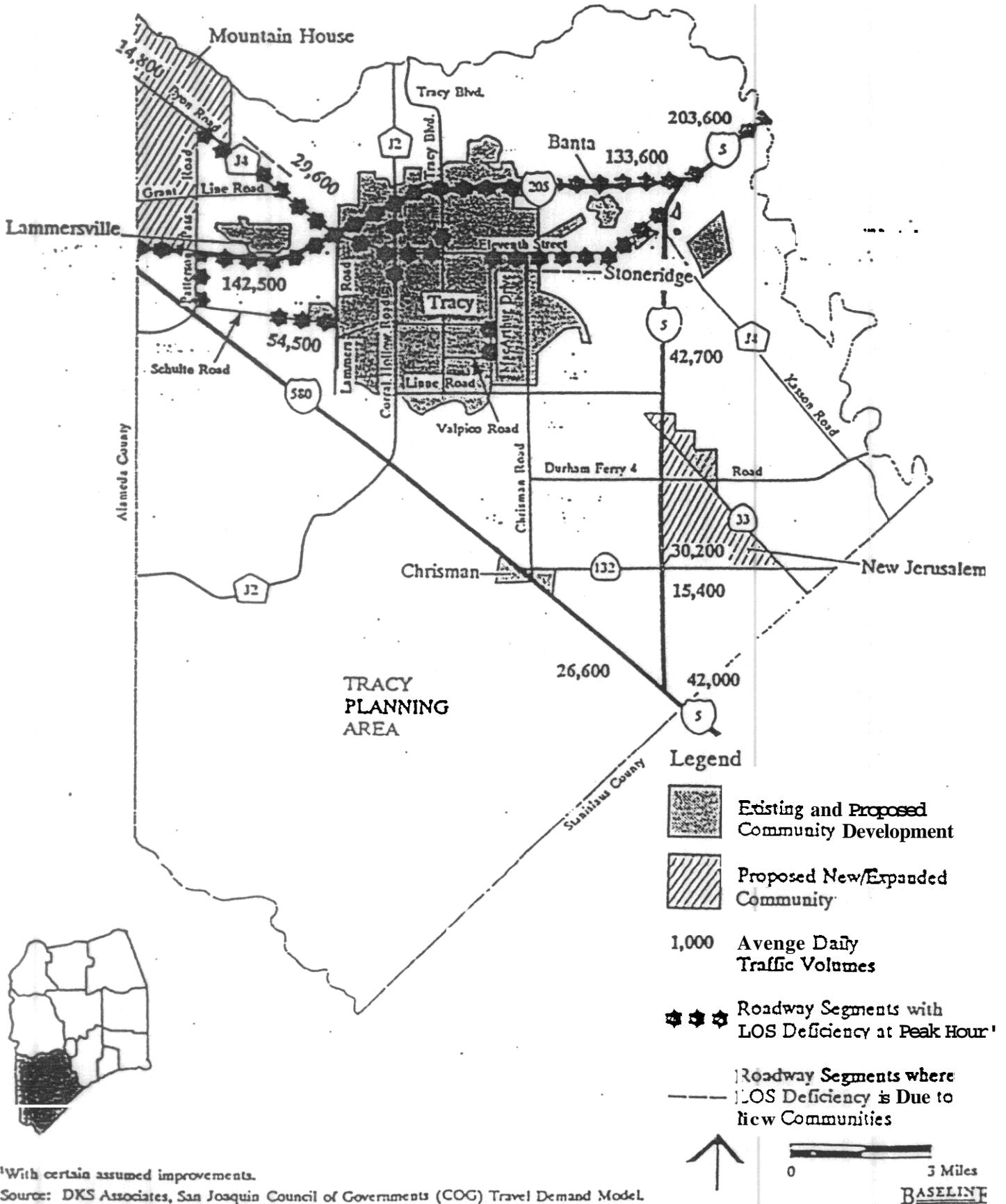
4.10-34



¹With certain assumed improvements.
Source: DKS Associates, San Joaquin Council of Governments (COG) Travel Demand Model.

2010 AVERAGE DAILY TRAFFIC VOLUMES TRACY PLANNING AREA.

Figure 4.10-15



¹With certain assumed improvements.

Source: DKS Associates, San Joaquin Council of Governments (COG) Travel Demand Model.

POLICIES

- Modes Coordinated
- Reduction of Automobile Trips & Dependency on Automobile
- Alternative Forms of Commuting
- Enhanced Public/Private Partnership

IMPLEMENTATION

- Regional Transportation Plan
- Interregional Transit Coordination
- HOV Lanes/Park & Ride Lots
- Transportation System Management Plan Ordinance

**Transportation
Coordination With
Land Use**

OBJECTIVE

To Coordinate Transportation &
Land Use Planning

POLICIES

- High Density & Commercial Development
Next to Multi-modal Transit Facilities
- Employment Centers & Commercial Areas
Close to Residential
- Land Use Planning to Promote Alternatives
to the Automobile

ROADWAYS

POLICIES:

- ROADWAY NPES:

 - EXPRESSWAY:

 - Designed for high speed Intercommunity traffic between Important centers of activity or employment
 - Multi-lane, divided In urban areas;
two-lane, undivided In rural areas.
 - Controlled Intersectlons and access

- DEVELOPMENT TO PROVIDE ALL ON-SITE IMPROVEMENTS AND TO MITIGATE OFF-SITE IMPACTS THAT IT TRIGGERS

- LEVEL OF SERVICE STANDARDS

LOS D: Intersectlons

State Highways

Within spheres of Influence of **cities with** LOS D

LOS C: Within spheres of Influence **of cities** with LOS C

Other County roads

OBJECTIVES

- Provide Public Mass Transit for the Needs of the County
- Provide an Interregional Rail System Integrated With Bus System

POLICIES

- Transit as Alternative to Automobile
- Commuter Transit
- Transit for Non-Drivers
- Park & Ride Lots
- Transit Oriented Development
- Increased Passenger Rail Service
- County-Wide Transit System

**Roads
&
Highways**

Bus

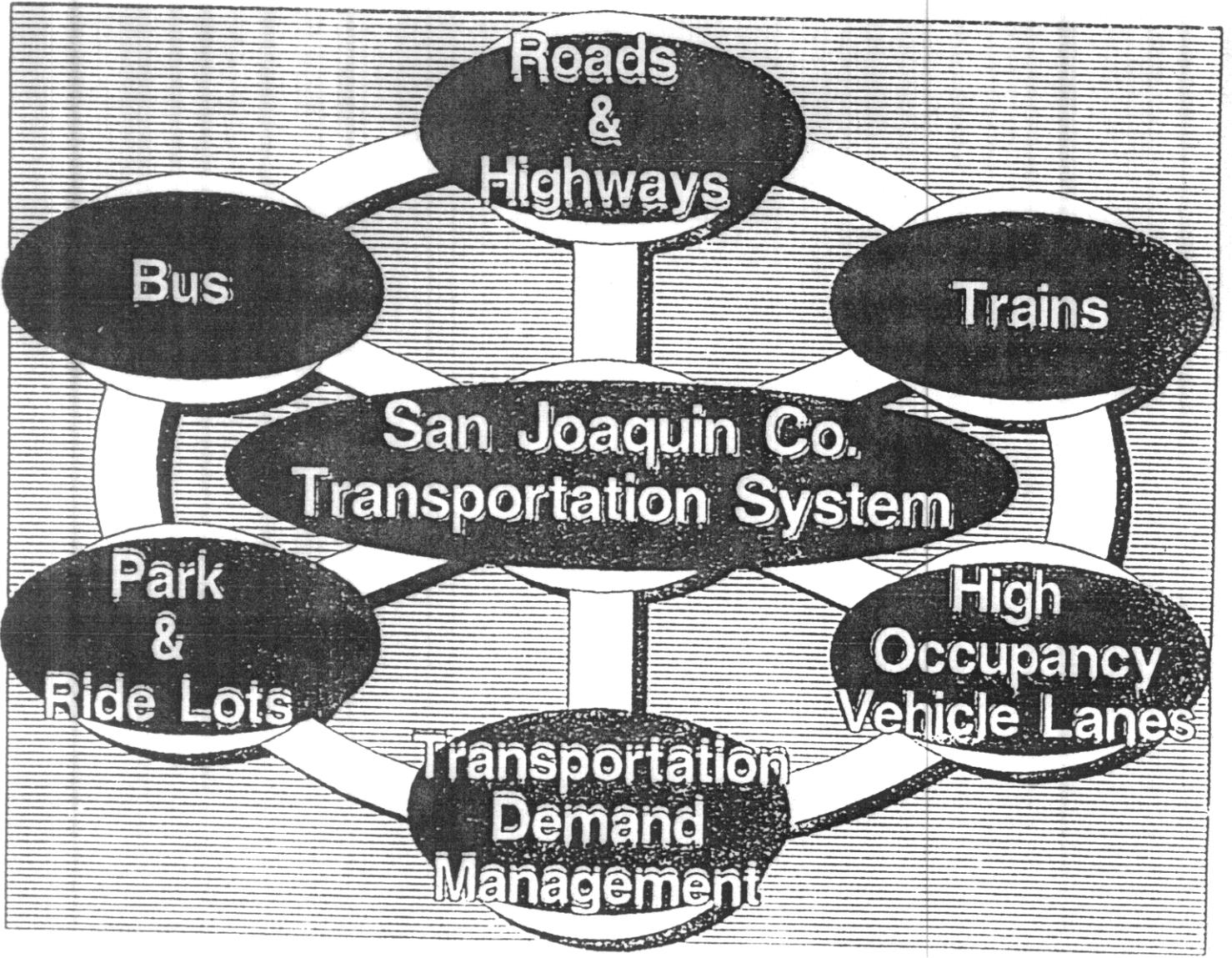
Trains

**San Joaquin Co.
Transportation System**

**Park
&
Ride Lots**

**High
Occupancy
Vehicle Lanes**

**Transportation
Demand
Management**



2010 TRANSPORTATION COSTS

(In Millions of 1991 Dollars)

	current Deficiencies	Future Needs	Total costs	Projected Rcvnoe	Projected Shortfall
Bus and Rail	\$ 8	\$ 400	\$ 408	\$ 184	\$ 224
Roads	320	871	1,191	540	651
Totals	\$ 328	\$1,271	\$1,599	\$724	\$ 875

	Current Deficiencies	Future Needs	Total costs	Projected Revenue	Projected Shortfall
Bus and Rail	\$ 45	\$ 525	\$ 570	\$ 525	\$ 45
Roads	218	278	496	260	236
Totals	\$ 263	\$ 803	\$ 1,066	\$ 785	\$ 281

Total Costs	\$ 591	\$ 2,074	\$ 2,665	\$ 1,509	\$ 1.156
--------------------	---------------	-----------------	-----------------	-----------------	-----------------

2010 Transportation Costs

Existing Deficiencies

\$591

Future Capacity/Improvements

\$871

Future Operations/Maintenance

\$525

\$278

Total Costs
\$2,665 million

Bus & Rail

Roads

Bus & Rail

Roads

Projected Revenues

\$1,509

Shortfall Projected

\$1,156

2010 TRANSPORTATION COSTS

(In Millions of 1991 Dollars)

	Current Deficiencies	Future Needr	Total Costs	Projected Revenue	Projected Shortfall
Capacity	\$ 320	\$ 871	\$ 1,191	\$ 540	\$ 651
Maintenance	218	278	496	260	236
Totals	\$ 538	\$1.149	\$ 1.687	\$ 800	\$ 887

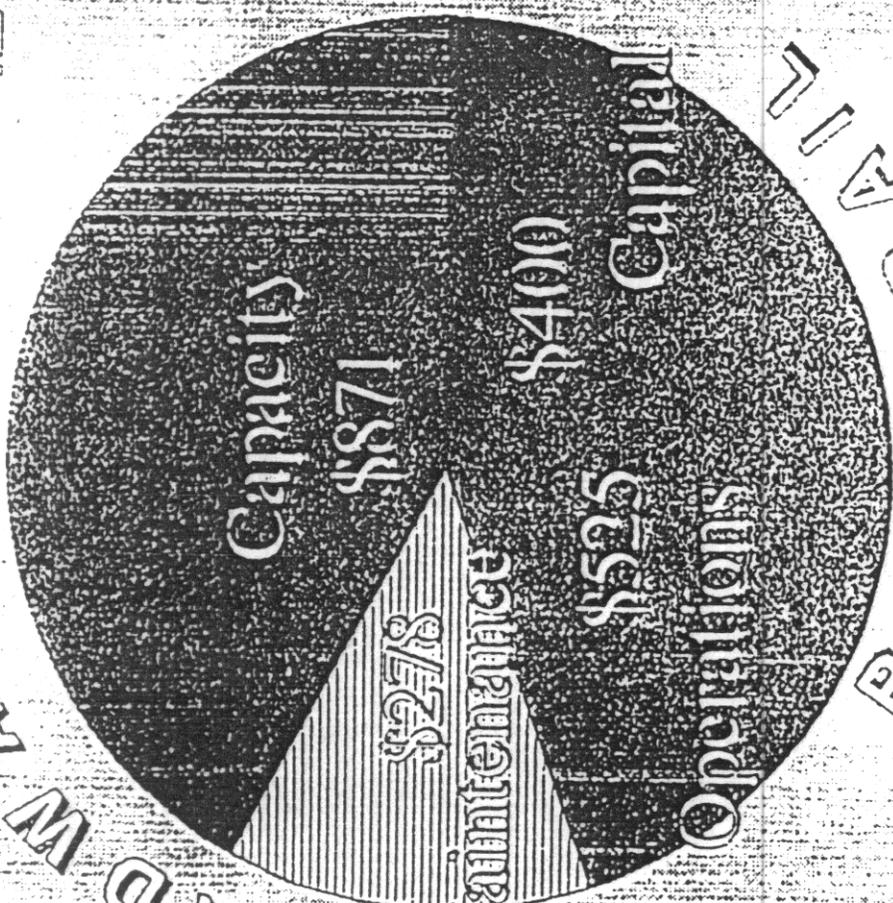
	Current Deficiencies	Future Needs	Total costs	Projected Revenue	Projected Shortfall
Capital	\$ 8	\$ 400	\$ 408	\$ 184	\$ 224
Operations	45	525	\$ <i>10</i>	525	45
Totals	\$ 53	\$ 925	\$ 978	\$ 709	\$ 269

Total Costs	\$ 591	\$ 2.074	\$ 2.665	\$ 1,509	\$ 1,156
--------------------	---------------	-----------------	-----------------	-----------------	-----------------

Cost of Future Transportation Needs

(\$ Million)

42%



WAYS TO MAINTAIN

OUR TRANSPORTATION SYSTEM

14%

14%

BUS & RAIL

19%

25%

25%

**AIR POLLUTION
UNMITIGATABLE
BY PROJECT
MANAGERS**

**S.J. Valley out of
compliance now**

**Potential to get
worse than L.A.**

AIR POLLUTION REPORT

CHECKING WITH THE SAN JOAQUIN COUNTY AIR QUALITY CONTROL DISTRICT EXPERT:

SAN JOAQUIN COUNTY PRESENTLY EXCEEDS STATE STANDARDS FOR AIR QUALITY IN THESE THREE AREAS:

1. OZONE LEVELS
2. CARBON MONOXIDE LEVELS
3. **PM-10 LEVELS (particulate matter less than 10 microns.)**

IN EXCEEDING THE SAFE LEVELS FOR THESE SUBSTANCES, **SAF** JOAQUIN COUNTY IS PRESENTLY IN VIOLATION OF THE CLEAN AIR PLAN AND THE **PM-10** PLAN. THIS CONDITION IS KNOWN AS BEING "OUT-OF-COMPLIANCE" WITH STATE LAW.

HOW CAN THE DEVELOPER OF LIBERTY HILLS POSSIBLY OFFSET THE IMPACT OF 24,000 MORE PEOPLE AND CARS IN OUR COUNTY, AND **80,000** TRIPS PER DAY IN AND OUT OF LIBERTY HILLS WHEN AT FULL BUILD-OUT? HOW CAN HE COMPLY TO THE STATE STANDARDS FOR AIR QUALITY? IF HE CAN'T COMPLY, THEN WHY ALLOW HIM TO BUILD HIS PROJECT AND COMPOUND AN ALREADY EXISTING PROBLEM?????

CONCERNED? WRITE YOUR PLANNING COMMISSION AT 1310 HAZELTON AVE., STOCKTON. 95205. WRITE AND CALL YOUR SUPERVISOR GEORGE BARBER PHONE 794-2447 (H) OR 468-3113 (W) 222 EAST WEBER AVENUE STOCKTON. 95202, ROOM 701

Wanda. This information may be all you need. No news media ~~has~~ has given much time to this report. I can't fax the whole report. Too many pages but you may come and look at it.

NEWS RELEASE

The seriousness of our declining air quality was shockingly demonstrated by a 1991 study "Air Pollution: The Pathobiologic Issues" by University of Southern California School of Medicine Professor, Dr. Russell P. Sherwin.

His study looked at 107 healthy youths between the ages of 14 and 25 years for incidence of Chronic Obstructive Pulmonary Disease (COPD) disease which he demonstrates is caused primarily by air pollution. Out of the 107 youths from the Los Angeles Basin, 29 youths had severe (COPD) disease, most all of which lived in the area of Los Angeles where air pollution was the worst. Fifty-four (54) out of the remaining 78 youths studied had some degree of (COPD) disease, once again centered primarily in areas of poorest air quality.

The conclusion that Dr. Sherwin makes is that the degree of damage to the lungs of the people in areas of poor air quality is grossly underestimated. And that over time this will become more apparent as the youths of the last two decades approach middle-age and beyond. The public health costs of air pollution could be catastrophic. Not only will the physical damage play a factor in a variety of lung related diseases ranging from Legionnaires Disease to AIDS, but will be a factor in Heart Disease, the number one killer in the U.S.

According to Dr. Sherwin, "The significance of the preliminary findings is that 27% of a subpopulation of youths in Los Angeles sustained a substantial loss of lung reserves that we believe to be irreversible. The functional capacity of their lungs was presumably compromised to some extent. For their surviving peers, the significance is a probable decline in overall performance, an increased susceptibility to disease in general, and possible premature exhaustion of lung reserves equivalent to end stage of emphysema and other destructive lung diseases".

LUA NEWS RELEASE

December 9, 1991

What does this mean to San Joaquin Valley residents where we see an increasing number of days-per-year in which the air quality does not meet State and Federal Standards? The Los Angeles Basin is only a few years ahead of the San Joaquin Valley in reaching disasterous levels of poor air quality. The San Joaquin Valley has the potential to far surpass the L.A. Basin in poor air quality due to the fact that air in the San Joaquin Valley emptys at 5000 feet while air in the L.A. Basin emptys at only 1500 feet.

The San Joaquin Valley Unified Air Pollution Control District made-up of 8 valley counties, including San Joaquin, is finalizing an Air Quality Attainment Plan to reduce air pollution in the Valley. On December 19 this District Board will meet to consider passage of this Plan which will only meet 50% of Clean Air Act Standards required by law. The reason for this "shortfall" Plan is that the Unified District is hampered by heavy political influence from oil interests and the Building Industry Association who think they will be hurt by more stringent air quality rules.

Clearly, after the revelation of Dr. Sherwin's report plus the American Lung Association's Report, "Breath in Danger" (July 1989), the evidence points to enormous public health damage with related costs to jurisdictions as well as individuals. The Building Industry Association's claims that cleaner air will cost us jobs and developer's profits is grossly over-shadowed by the public health costs of allowing the air pollution to decline further.

It is time that public officials, including those on the Unified Air Pollution District quit playing political games with the lives of 2.7 million people who live in the San Joaquin Valley Air Basin. Dr. Sherwin's Report indicates that the time to make drastic changes is now. The Unified District's Plan, which favors housing over industry, should include offsets for all new housing construction in the San Joaquin Air Basin. An "offset" means you have to get someone else to quit polluting the air to equal the air pollution created by your housing project.

END

New air rules scare firms away

how do we think we will get industry in for all these new towns? No jobs/housing here

Stricter standards don't have S.J. leaders breathing easy

13-92
By Christopher Woodard
The Stockton Record

San Joaquin and the other Central Valley counties have come under a tough new air-pollution standard that could virtually shut down the development of everything from gas stations to bottling plants.

The new standard went into effect July 1, but companies wishing to move here or expand existing operations are just now feeling the sting as local air-pollution officials begin processing 300 to 400 new permit requests.

Syl Lange, industrial-development manager for San Joaquin County, said the more stringent air-pollution ruler could scare away several large companies that might consider moving here.

The tougher air-pollution rules, coupled with California's increased worker-compensation costs, threatens to drive industry not just from the Central Valley but from the state, he said.

"We might all be standing in broad lines... But we can look up at blue skies."

Under the stricter standard, called the New Source Review Rule, businesses that add to the county's quota of carbon monoxide, hydrocarbons or nitrogen oxide will have to find pollution savings elsewhere.

The quest for savings sends most businesses to the county's air-emissions bank, a kind of pollution savings and loan where a

company can find credit or "offsets" to pollute.

The credits come from other polluters who shut down or improve the efficiency of their operation.

The only problem is the bank doesn't have enough pollution credits to go around, and those that are available come dear—\$20,000 to \$30,000 per ton, said Seyed Sadredin, assistant director of the county's Air Pollution Control District.

Even if it could find credits, a large food processor, for example, might have to pay \$3 million or more to set up shop here, Sadredin said.

"We had some companies approach us, and once they find out about these regulations they go somewhere else," he said.

Valerie Nera, director of air and waste management for the California Chamber of Commerce, said most of the counties in the state are facing the same problem.

"It's everywhere. It's in every county that is out of attainment (with federal and state pollution laws)."

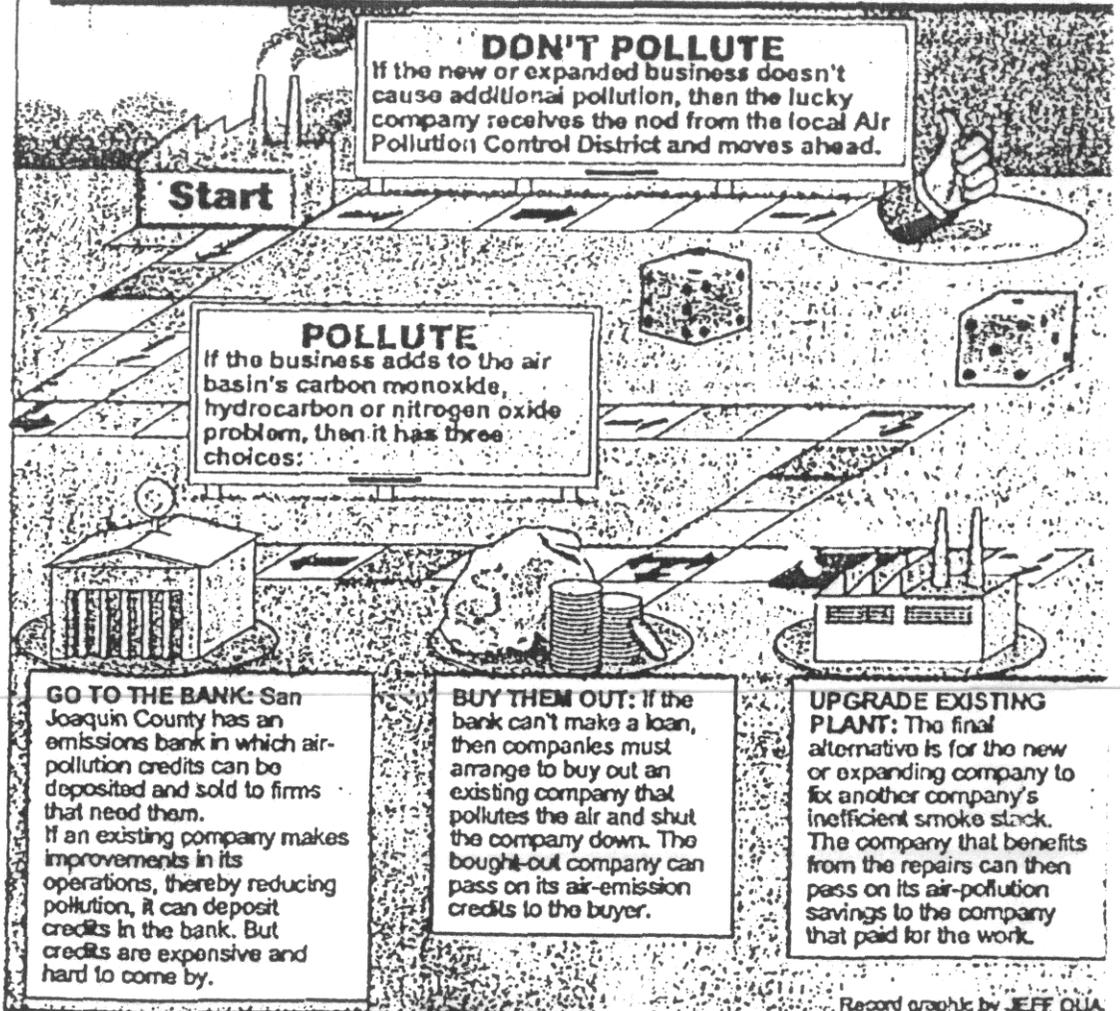
As a result, businesses are being driven to other states, such as Arizona, where pollution laws are less stringent, she said.

Until July 1 last year, new stationary pollution sources—everything from gas stations to smoke-stack industries, could add up to 150 pounds a day of certain pollutants to the air before having to ob-

See POLLUTION, Back page

The pollution game

Any business wishing to move to the Central Valley or any existing business wishing to expand must successfully run the air-pollution game. Business gets caught in the maze if new or expanded operations add to the county's air-pollution problem in two key areas: carbon monoxide or smog, which is made up of hydrocarbons and nitrogen oxide.



Record graphic by JEFF QUA

POLLUTION

Continued from A-1
 in pollution credits.

But as of July 1, the New Source Review Rule became more restrictive, forcing companies wishing to move here or expand existing operations to find pollution credits if they add even a trace of carbon monoxide, nitrogen oxide or hydrocarbons to the air.

Nitrogen oxide and hydrocarbons are key ingredients of smog.

The law is tougher here because San Joaquin and the other Valley counties are in a region that doesn't meet state or federal air-pollution standards.

John Eilers, a co-founder of the Land Utilization Alliance, said the area needs the New Source Review Rule because the air is unsafe to breathe.

Yet Eilers and others questioned why pollution from cars and trucks don't come under the same tough controls that industry must live by.

Eilers said local government officials refuse to address air pollution from cars for fear of alienating developers — whose large housing projects add to the problem by attracting commuters.

Cars and trucks account for most of the carbon monoxide and nitrogen-oxide pollution in San Joaquin County.

Edward Simas, chairman of the county Board of Supervisors, said automotive pollution is mostly out of the control of local officials. Emission standards for mobile sources are set by the state Air Resources Board.

However, he agreed the state should look to cars for pollution

New laws may bankrupt station owner

By Christopher Woodard
 The Stockton Record

Fred Pakzad never even heard of the New Source Review Rule until he plunked down 5200.000 — his life's savings — to buy and refurbish and old gas station in Modesto several months ago.

Air-pollution officials estimate that Pakzad's expanded station, the Modesto Texaco and Foodmart, would produce more gasoline fumes (or hydrocarbons) than the old station did — which isn't allowed under the new rule.

For Pakzad, complying with the law means he can only stay open a few hours a day. Most of the time his new pumps sit idle — as do his cash registers.

Initially, Pakzad went to the emissions bank to obtain pollution credits, which in essence are rights to pollute. But the bank is short of credits.

Despite having a state-of-the-art station capable of delivering 3,500 gallons of gas a day, Pakzad is limited to selling only 500 gallons a day — the amount sold by the old, undersized station.

Yet Pakzad, whose station is in the same air basin as Stock-

ton, needs to sell 3,000 gallons a day just to break even.

"I open up for a couple hours and then ... close down. I'm losing \$9,000 a month," he said.

savings, rather than going after jobs-producing industry. "There's no question we should go after the automobile first," Simas said.

Sadredin, of the Air Pollution Control District, said there is little the county can do about the strict-

er emission standard for industry.

It will take an act of the state Legislature to revise the California Clean Air Act, the legislation that brought in the New Source Review Rule.

In the meantime, big business

says he can hold on only two to three months longer before going bankrupt.

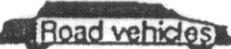
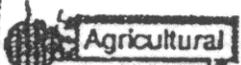
Anyone who wants to expand or open a new gas in the Stockton area could soon find themselves in the same position as Pakzad.

San Joaquin County is a little better off than other Valley counties for new or expanded gas stations because some pollution credits still exist for that industry.

But those credits could be exhausted within six months, pollution officials said.

Emissions breakdown

Air emissions by source for San Joaquin County

Source	Pollutant emissions (tons per day)		
	Hydrocarbons	Carbon monoxide	Nitrogen OX&?-
 Industrial/commercial	25.69	3.55	11.46
 Road vehicles	25.28	200.26	40.64
 Agricultural	23.89	39.84	—

Source: 1989 CARB Emissions Inventory

Record graphic by JEFF QUAM

will likely go to the Legislature for specific exemptions from the law, leaving smaller companies to suffer, he said. "I think looking at the big picture this is putting the state of California at a disadvantage," he said.

**AG GRAZING
LAND
THREATENED**

\$42,324,000

Cow/Calf

Crop

in

1990

**SAN JOAQUIN COUNTY
PASTURE AND RANGELAND ACRES**

YEAR	ACRES
1974	374,000
1979	260,000
1984	201,000
1989	184,000
1990	174,000

**IN THE PAST 16 YEARS, 200,400 PASTURE
AND RANGELAND ACRES HAVE DISAPPEARED**

**THE AVERAGE LOSS HAS BEEN 12,525
ACRES PER YEAR**

**IF THIS RATE IS ALLOWED TO CONTINUE
IT WILL ONLY TAKE 13.89 YEARS TO
CONVERT THE REMAINING 174,000 ACRES**



Dennis Wyatt

Manteca Bulletin columnist

Kiss San Joaquin farming goodbye

Mark March 17, 1992 on your calendar.

It's the day that the San Joaquin County Board of Supervisors voted to accommodate big money developers as well as declaring open war on farmers.

Of course, that's not the way the folks who made the decision view things.

The supervisors on Tuesday changed a long-standing county ordinance to allow developers to draw up specific plans for proposed new towns and subdivisions and submit those plans to county planners even though portions of the land may be under Williamson Act contract.

THE WILLIAMSON ACT WAS adopted by the California Legislature in the 1960s to assure that development pressures wouldn't send property values sky-high and in turn force farmers out of business. The Williamson Act gives farmers property tax breaks as long as they don't develop their land. For all practical purposes, it is the only mechanism in place that stops wholesale leapfrog development in the fertile Central Valley.

The first defense of the assault on farming is justified by county planning bureaucrats who contend the ordinance change simply will result in better planning because new towns won't be planned in piecemeal fashion.

All of the **fin** new cities proposed by the big buck developers — including Riverbrook between Escalon and Riverbank that threatens to ravage prime farmland with the same sensitivity as advanced stages of cancer — include land protected by the Williamson Act.

THE LEGAL FOLKS WHO ARE under the thumb of the supervisors contend it won't make it any easier for land to get out of the Williamson Act. True. But it does most certainly change the county's attitude toward farming.

There was a reason why predecessors of the present five supervisors penned the planning ordinance regarding land protected by the Williamson Act the way they did. They wanted to

net as required by state law before land can be withdrawn from the Williamson Act. But the supervisors' decision to remove the planning roadblock is a clear signal that they are about as adamant in their desire to protect farming as Saddam Hussein is when it comes to cooperating with the United Nations.

AND ONE SHOULDN'T FIND any reassurance in the words of Supervisor Douglas Wilhoit when he said "this is just a planning procedure. It won't make it any easier for people to get out of the Williamson Act."

Wilhoit's statement is true but it doesn't address what he and his colleagues did Tuesday. They can't change the state law on how to remove land from the Williamson Act. They are powerless to do anything in that regard. But they can set the tone for development and the future of farming in San Joaquin County.

The message they are sending to their planning staff, developers, farmers and the people of San Joaquin County is clear: Farmland is no longer going to be aggressively protected.

Don't be fooled by the smokescreen comment that "this doesn't mean we will allow development." The vote Tuesday changed county policy drastically from "we will never allow planning on Williamson Act land for development purposes because we want to discourage encroachment on prime farmland" to "we don't really care where the big money folks want to develop."

WHILE WILHOIT AND HIS colleagues were careful not to comment directly on the impact their action will have on the future of growth in this county, it is obvious they have opened a door that once was secured with a deadbolt.

There was a time in San Joaquin County when **lumen. local** businessmen and **lwl** migrants were the ones who had the ear of the Board of Supervisors. But the county's grown the folk who court the favor of the supervisors are big city developers who practically smother the board and county staff with their attention and presence.

A farmer can't lobby the supervisors five days a week nor can a Mantecan concerned that big developers will turn the South County into San Jose East. It's going to be tough for a guy who spends 18 hours a day raising tomatoes and sugar beets or a commuter who is on the road 20 hours a week to razzle dazzle supervisors with their concerns when the big money folks are dangling visions of new cities.

YOU SHOULD FIND NO COMFORT in the board's action on Tuesday. It is a clear signal that farm-related jobs that have supported the working class in this county for a century are going to ultimately be sacrificed so out-of-county millionaires can build massive cities to house workers needed to fill jobs in the East Bay.

AGRICULTURE

14 — Lodi News-Sentinel — Friday, April 10, 1992

KEN HANSON, Editor

Cattle top ag money-maker

The Associated Press

WASHINGTON — Cattle and calves are the leading agricultural commodity in the United States, according to an Agriculture Department economist.

Of the nearly \$170 billion in agricultural cash receipts for the year 1990, the latest for which data is available, livestock and products accounted for \$89.6 billion, or almost 53 percent. Crops brought in \$80.4 billion, says Roger Strickland of USDA's Economic Research Service.

"In 33 states, the number one commodity was in the livestock category, while crop commodities led the lists in just 17

states," says a recent issue of Farmland magazine.

"Thirteen states got at least 50 percent of their farm cash receipts from one commodity — and in seven of those states, that leading commodity was cattle and calves," it said.

Cattle and calves accounted for 23.3 percent of U.S. farm cash receipts, dairy products 11.8 percent, corn 8.0 percent, hogs 6.7 percent and soybeans 6.4 percent, Strickland said. Other products made up the remainder.

The \$5.8 billion total for cattle and calves in Texas was the largest state amount for a single commodity, the article said.

FAMOUS LAST WORDS FROM GEORGE BARBER

QUOTE FROM WINTER 1989-90 ISSUE

"AMERICAN FAIRLAND"

The Newsletter of American Land Fairland Trust

"There's still a lot of good agricultural land out there and we've got to protect it now, not later," says County Supervisor George Barber, who is leading the land preservation drive. All of us who depend on San Joaquin's agricultural bounty can be thankful that conservation-minded individuals and organizations are doing just that.

— Briggs Nisbet is AFT'S Western Office Public Education Director.

"Aren't you thrilled about the new town Liberty Hills? It's such a sophisticated concept!" 1/17/82

5

Will the real George Barber stand up? (or leave the county?)

REGIONAL SPOTLIGHT

crops alternate with almond orchards.

Increasingly, however, if you were to soar over San Joaquin you would see a new crop: the houses, offices and shopping centers which have popped up along with a recent population boom.

Since Gold Rush days, the city of Stockton, located at the center of the county on the San Joaquin River, has been an industrial "hub" for the county's surrounding agricultural areas. Manufacturing and food processing have long flourished in Stockton, with the Port of Stockton drawing ships and barges from around the world to carry off the agricultural bounty through its deep water channel. In recent years, however, Stockton's inexpensive housing market has placed it among the nation's fastest growing urban centers.

This growth is evident elsewhere in the county, as well. No longer are its farm towns just wayside fruit stand stops for the weekend traveller. For a new wave of commuter residents, they are now becoming destinations in and of themselves.

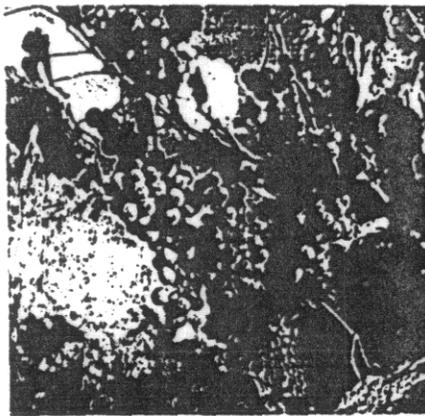
In southern San Joaquin County, for example, Bay Area commuters seeking affordable housing are rapidly turning former agricultural towns into bedroom communities. A 1988 survey showed that more than half of the county's new homeowners were Bay Area commuters, most of whom drive between 25 and 50 miles to reach their jobs. The fastest growing towns are Tracy and Manteca, where over 1,200 residential units are being built each year. Both towns expect to double their populations in the next decade.

As this growth proceeds, it becomes both more rapid and more extensive. Between 1977 and 1982, San Joaquin's urban land increased by 30,000 acres, an average of 6,000 acres per year. Yet in 1988 alone more than 12,000 acres of farmland was proposed for development. Prompted by the skyrocketing rate of residential construction, the county government last fall imposed a moratorium on new development until it can adopt a new county General Plan this fall. At the time of the moratorium, development applications on file proposed to convert over 30,000 acres of agricultural land.

Yet development in San Joaquin County

is part of the larger phenomenon of urbanization in California's Central Valley, where an estimated 30 percent increase in population in the next decade could bring a million more people into the Valley. And as is the case in areas across the country, more urban growth means less agriculture. With rooftops now crowding the horizon of this once rural region, preserving farmland has become an increasingly urgent task.

To address the impacts of growth upon this high-quality farmland, AFT selected San Joaquin to be one of the ten counties targeted by AFT's Central Valley Farmland



Dennis Reister

Conservation Project. The project seeks to increase public awareness of the problems which accompany farmland loss, and offers assistance to Valley communities in developing and implementing farmland conservation policies and programs.

As part of the project, AFT has produced both a comprehensive study on the condition of agricultural resources in the Valley (see *American Farmland*, Summer 1989) and an agricultural land conservation handbook, and has conducted a series of workshops on farmland conservation in the Valley. In addition, AFT is currently working with members of the county Board of Supervisors, local planning agencies, the Farm Bureau and the building industry to create a county-wide Purchase of Development Rights program and to help get the recently organized San Joaquin Open Space and Farmland Trust off the ground. Both the PDR program and land trust will provide important incentives to landowners and offer permanency to the county's farmland conservation strategy.

A variety of other efforts to preserve San

Joaquin's farmland complement AFT's Central Valley project. Also playing an active role in planning for the future of San Joaquin County's agricultural land is the county Farm Bureau, which has proposed a comprehensive agricultural land preservation strategy for the county's General Plan. The proposal is being presented at community meetings and public hearings as part of the process to amend the General Plan. Elements of this proposed agricultural land conservation strategy would require the county to encourage higher urban densities, discourage the expansion of city limits onto prime farmland, and require the coordination of local and state agency land use decisions affecting agricultural land. AFT proposed similar policies in its report on Central Valley agriculture.

Increasing urbanization in San Joaquin's rural communities has also heightened awareness of the need to protect a farmer's ability to carry out normal farming practices. In Tracy, where single-family homes sprout up next to fields of tomato and melon vines, a "right to farm" ordinance has just been adopted. Similar actions to support local farm operations are just one example of the many elements necessary to protect and sustain a local farm economy.

The Land Utilization Alliance (LUA) is yet another organization involved in the movement to save San Joaquin County's irreplaceable farmland. LUA's court challenge of a Stockton developer's 1,300-acre housing project resulted in a settlement that will provide \$300,000 in funds to be used for conserving agricultural land and improving air quality (see *American Farmland*, Summer 1989). The settlement also requires formation of a special tax district that will fund agricultural land and open space preservation.

"There's still a lot of good agricultural land out there and we've got to protect it now, not later," says County Supervisor George Barber, who is leading the land preservation drive. All of us who depend on San Joaquin's agricultural bounty can be thankful that conservation-minded individuals and organizations are doing just that.

— Briggs Nisbet is AFT's Western Office Public Education Director.

We don't need to build on any farm land other than what's already zoned & approved.

**POSSIBILITIES FOR INFILL
PAPER LOT STATISTICS AND
VACANT HOMES AVAILABLE**

	<u>LOTS</u>	
	EST.	ACTUAL
STOCKTON		
ANNEXED IN:		20,000
PROPOSED:	14,000	
MANTECA		
TOTAL FINAL:		1,729
TOTAL TENTATIVE:		2,749
APPROVED VACANT FINAL:		779
VACANT PENDING POINT RATING:		1,877
TRACY		
ANNEXED IN:		1,000
COMING NEW SUBDIVISIONS, DENSITIES COULD VARY 4 TO 7 LOTS/ACRE:	3,375	
LODI		
12 NEW SUBDIVISIONS 430 LOTS/YEAR, 5 YEARS:		2,150
GALT		
43 NEW SUBDIUISIONS DENSITIES WILL VARY 5 TO 7 LOTS/ACRE:		6,200
LOCKEFORD :		
ESCALON :		
RXPON :	<u>1,000</u>	
TOTAL ESTIMATE	18,375	
TOTAL ACTUAL		36,684
GRAND TOTAL		55,059
VACANT HOMES IN SAN JOAQUIN CO. AVAILABLE:		<u>7,872</u>
TOTAL INFILL POSSIBILITIES:		62,931 *

*This is a conservative figure and does not include 5, 10, & 20 acre buildable parcels in rural areas.

2/10/92

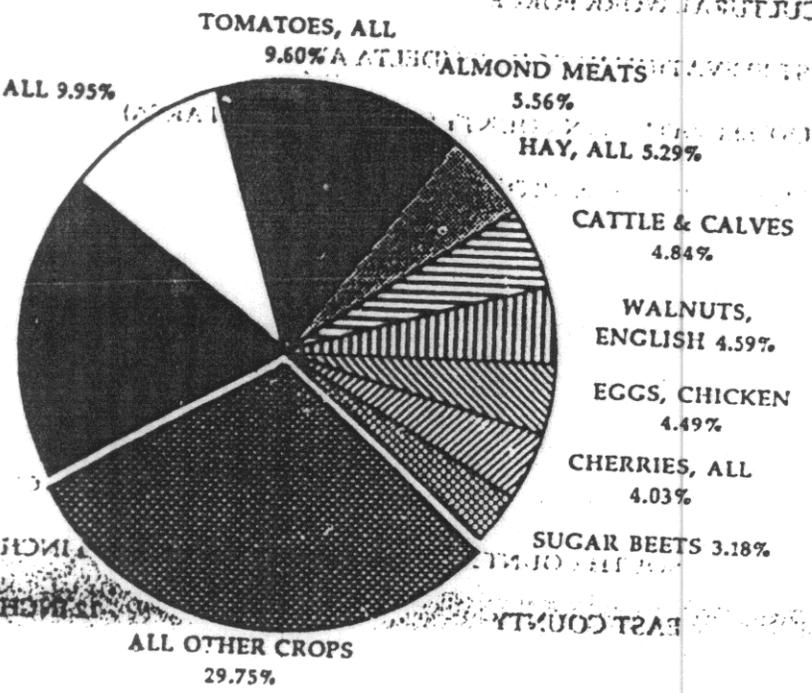
SAN JOAQUIN COUNTY

TEN LEADING CROPS: 1990

MILK, ALL	\$163,613,000
GRAPES, ALL	87,056,000
TOMATOES, ALL	83,993,000
ALMOND MEATS	48,606,000
HAY, ALL	46,308,000
CATTLE & CALVES	42,342,000
WALNUTS, ENGLISH	40,123,000
EGGS, CHICKEN	39,305,000
CHERRIES, ALL	35,239,000
SUGAR BEETS	27,852,000
ALL OTHER CROPS	\$260,183,000

need pasture + grazing land for this

TOP crop



CONCLUSION

(Ranpac's last project)

**TEMECULA IS
MESS.**

**WE DON'T
WANT THAT
HERE**

"THERE IS A LIMIT TO WHAT WE CAN ABSORB"



Governor PETE WILSON warns that California is confronting a painful choice: be less generous to newcomers or be buried by relentless growth

Q. Is the California Dream threatened by all the problems the state faces?

A. The state has got to achieve an equilibrium. We're in a period when we have taken on a number of burdens, some natural, some of our own making. This is a rich state by any number of indexes. But as with a rich country, there are practical limits to what you can do. There are also political limits to what people are willing to assume in the way of burdens.

California is going through a period of change. Growth is not new to us. David Gardner, the president of the University of California, was asked to give a one-sentence definition of California, and he said, "They found gold here in '49, and they haven't stopped coming ever since."

But the growth is relentless. We're experiencing something that's very troubling to me, and that is an outflow of those who are the producers—and a tremendous increase in the number of consumers of services, particularly children. When I say that there has to be an equilibrium, that's really what I'm talking about. There has to be an ability of the state to grow economically to keep pace with the burdens placed on it

Q. The problem comes down to California's rapid population growth, doesn't it?

Citizens of the future: Wilson with Sacramento elementary school students

A. Since 1985 the state's population increased 18%. School enrollments increased 23%. Welfare increased 31%, and Medi-Cal, which is what we call our Medicaid, increased 49%. Delaware moves to this state annually.

I've been to two National Governors' Association meetings. The theme of both was that federal mandates, especially health care, are going to bankrupt the states. Look at an ironic situation: one federal statute says illegal workers are ineligible for public assistance, but another federal statute says that their children shall be enrolled in the state public school system. That's why we're adding about a quarter-million kids a year—from all of it, from the birthrate, from the migration from other states.

Q. Is there anything you can do to slow the population inflow?

A. We will have to minimize the magnetic effect of the generosity of this state. When I make this comment, people immediately will say, "You're anti-poor people." I'll be accused of racism. The fact of the matter is, Californians are having to pay a disproportionate share of the national burden for supporting the poor. What we are going to have to do, I think, is either make an internal decision to be less generous or, better, ask the Federal Government—notably the Congress—to give some relief on these mandates because their good intentions are threatening the stability even of rich states like California. There is a limit to what we can absorb.

Internally, the people of this state are going to have to decide what their priorities are. They've indicated that the most urgent from their standpoint is education. And I don't disagree with that. Education needs reform so that we can have a competent and productive work force. That's true here; that's true nationwide.

We have to consider the kind of kids that are going into the classroom. Are they prepared to learn? Are they healthy enough to concentrate? Which is why we have laid such heavy emphasis on a preventive—as opposed to remedial—approach. One program in particular is designed to ready children for the classroom. Today, as much as I may criticize the quality of our education, I have enormous sympathy for the classroom teacher who is asked to be substitute parent, social worker and, in some cases, cop. They shouldn't have to be any

TIME MAG. NOV. 1991



Scrap heap of history: near Palm Springs, electricity-producing windmills symbolize the state's technological future, and a junkyard marks its past

the 1980s were Hispanic or Asian. Today, according to the 1990 census, white Anglos account for 57% of the population, an overstated figure because minorities were undercounted. By the year 2000 there will be no ethnic majority in California, only minorities. And even if California were to close its borders tomorrow, the birthrate among young immigrants is so high that the state's population would still grow by 4 million this decade.

Though the influx has ushered in a vibrant multicultural society, it has also had dire effects. Smog, from smokestacks and refineries but most of all from the 25 million vehicles on the freeways, was already fouling the air in Los Angeles; now it has billowed east as far as San Bernardino. In the inland reaches, near Los Angeles, from Burbank to Riverside, it is not unusual to schedule high school track and football practice at night after the evening cool dispels the pollution. Glendora, a middle-class town in the San Gabriel Valley, at times has visibility of scarcely a quarter-mile and last year experienced 28 Stage-1 smog alerts, when any strenuous exercise is judged unhealthy. That is actually an improvement over the late '80s, owing to a combination of strict emission limits and still mysterious climatic trends, but the Los Angeles Basin's smog remains the worst in the country. Said Glendora football coach Dean Karneski last month as he installed a new set of field lights for evening practices: "What we've done may be the worst thing of all; we've adapted."

Suburban sprawl has meant clogged traffic over ever greater commuting distances as residents move farther and farther from the urban cores in search of affordable homes. Take Temecula (pop.

37,000), a sudden-growth city in the so-called Inland Empire of Riverside County that has doubled in size in just five years to accommodate young families in search of relatively reasonably priced (\$150,000) houses. The lights go on in Temecula at 4 a.m. By 5 one can stand on the hill above the Winchester Collection tract and, to the sound of sheep bleating in the darkness, look down at the streams of headlights coming down the feeder roads to the Route 15 Freeway, two hours to San Diego, 2½ hours to Los Angeles.

When Andrew Cotton, a 32-year-old architect, leaves his computer-firm job in Irvine at 6:45 p.m. for the two-hour trek back to Temecula, he eats his dinner at the wheel, tries to stay awake with a Larry McMurtry book-on-tape and finally, at about 8:45, after his 20-month-old baby is asleep, spends a quarter-hour with his wife and six-year-old son. "I keep telling myself, now, this is only temporary," says Cotton. "But it's been three years. My wife Jill calls herself a single parent." At 9 the lights go out at the Cottons' home, and alarms are set for next morning's repetition.

TROUBLE IN PARADISE

The mushrooming population growth reached new strains on resources, especially land and water. Questions of land use have come to dominate the agendas of most local governments. And support for slow growth has become politically unassailable, like motherhood or patriotism. Slow-growth advocates have discovered that their cause can unite liberal environmentalists with fiscal conservatives into a new coalition covering as much as 80% of local public opinion. In exclusive Laguna Beach last fall, residents voted to tax themselves \$20 million to start buying an adjoining canyon before it could be developed. Says city council member Robert Gentry: "In Southern California, open space is becoming the symbol of quality of life. And the only way people have of limiting the rapid urbanization of land may be to buy it."

Nowhere has massive, sudden growth struck more dramatically than Orange County. Robert Haskill, 39, a Newport Beach insurance man who is a fourth-generation resident of the county, still remembers how his grandfather lost his orchard to a freeway in 1960 and how, even in the late 1960s, fields of sugar beets and lima beans and perfumed orange groves stretched along Route 55 from Santa Ana to Costa Mesa. That arcadian vision lasted until nearly 1970. Then, in just 20 years, Orange County grew by nearly 1 million people as 90,000 acres were transformed into commercial "edge cities," freeways and houses. Industry then rushed in and created hundreds of thousands of new jobs, but not enough new housing was built to accommodate the needed workers. That in turn triggered a surge of commuters from neighboring Riverside County. Incipient growth controls were washed away in the flood tide. With horizon-to-horizon development came sharp disillusion among the then largely conservative, white Orange County migrants.

"I called it the trouble-in-paradise gap," says Mark Baldassare, an urbanologist at the University of California at Irvine. "People rushed here seeking paradise with a set of specific expectations: a small residential community, detached house, sta-

For the past several months the "new town" concept and the Liberty Hills development have been studied and debated.

All the issues involved - traffic, schools, water, the environment, the loss of agricultural lands, fire and police protection, have been studied and debated by Planning staff and the people of San Joaquin County.

Meetings have been held and the press has reported the concerns of both sides.

It could go on forever.

But there is, with all the issues taken into consideration, one point that cannot be overlooked.

And that is this:

We live and function under a system in which citizens are allowed and encouraged to let the decision-makers know the will of the majority.

And the decision-makers, you, the Commissioners in this case, are OBLIGATED to make your decisions based upon the will of the people.

The people of Clements and the surrounding area have worked hard to let you know their will. That is our job.

You work for us. It is not your job to tell us what is best for us. It is your job to listen to us, let us tell you what we want and then carry out those wishes.

Look around this room. Look at the map(s). It is the lives of these people that are in question - and the life of the community.

These people and the community are telling you in NO UNCERTAIN TERMS that they want the Clements area to remain rural.

WE DO NOT WANT A NEW TOWN IN OUR MIDST

WE DO NOT WANT LIBERTY HILLS

Changed Climate: Golden State Is Suddenly Clouded by Doubts

Continued From First Page

money for projects ranging from primary schools to prisons. Last year, more than two-thirds of all city and county bond measures failed.

"California is suffering the shortsightedness of its leadership and its voters for a decade and longer," says Goetz Wolff, an economist and consultant in Los Angeles.

Over many years, California built an educational system that produced one of the world's most admired technological bases. California State University was created to back up the elite University of California. Now educating 366,000 students, California State's 20 campuses produce three-quarters of the state's teachers and much of its high-tech work force. But the nation's largest college system is also severely strained, with budgets being slashed and students being turned away.

On the first day of an introductory English writing class at San Jose State University, 39 students pack a small, crowded classroom. Some are perched on top of desks. Others stand against the walls as they listen to a list of names resonant of a new multi-ethnic California. "Chung, Iwamoto, Niedzie, Nola," instructor Carolyn Walker reads from a list of those admitted. "Ramchandani, Ratliffe."

Only two-thirds of the students will get into the course, a basic requirement for advancement and graduation, after being selected through a computerized lottery. As Ms. Walker finishes reading, many of the students not on the list start leaving. One of them, 18-year-old Nissa Foss, mutters, "There are a lot of unhappy people around here."

Education Slipping

"Here" is Silicon Valley, California's technological heartland, where education is slipping. San Jose State, which provides twice as many engineers for Silicon Valley companies as any other university, has cut its faculty this year by 12% and its classes nearly 20%. And a 40% increase in tuition this year, to about \$1,500, is straining the California State system's populist premise of low-cost education—and social and economic opportunity—for all.

"Just when California is worrying about its economic future, about corporations moving out, and about the possible demise of the middle class, the quality of higher education is being put at risk," complains Barry Munitz, the system's chancellor.

From a Father-Knows-Best vision of homogeneity, California has become a colloidal mix of dozens of cultures. In the second half of the 1980s, nearly half of newcomers to the state were foreigners. Though many see eventual strengths in that influx, which is expected to continue, some state leaders complain that it will push up public expenditures rapidly. "We've got ill-educated, unskilled laborers coming in; they have a raft of social needs," says Richard Sybert, director of Gov. Wilson's Office of Planning and Research.

School and college populations are rising far faster than the tax base. "Even with an economic rebound, California will continue to face difficult budgetary decisions through the decade ahead," Gov. Wilson says in his latest financial plan.

The governor and his advisers argue that spending, taxation and regulation all must change dramatically. He is seeking special authority to reduce eligibility for welfare services and the payments themselves, as well as other budget controls that he says are needed to curtail costs.

The Earlier Strains

The strains were different in earlier decades. The state's population jumped 50% in the 1940s and another 50% in the 1950s, as people first flooded in to build warships and warplanes during World War II and then many who had passed through on their way to battle in the Pacific decided they liked California and settled here after the war. But those "immigrants," though proportionately twice the size of

California became an American melting pot by the sea. Schools, highways, colleges and water systems were built at enormous cost. But, in many ways, the influx was simply the last step of what Americans had been doing for two centuries—moving west. Mostly middle-class and suburban, with an exotic touch of beaches and palm trees, California came to symbolize an essence of America.

For years, the state easily absorbed the newcomers by generating jobs faster than any other part of the country—60% faster than the nation as a whole since 1960. Although recessions and consequent layoffs occasionally slowed the spectacular growth, only twice in 30 years—until last year—had employment actually fallen; those dips, in 1971 and 1982, were minor.

But last year, something very different happened. More than 600,000 jobs were lost, and the total plunged 4.8%. "These problems really are without precedent," says David Hensley, director of the Business Forecasting Project at the University

of California at Los Angeles. The group views further layoffs as "inevitable" in some industries.

For example, employment in construction, one of California's traditionally strong businesses, has plunged more than 25% from its pre-recession peak. Two years ago, Brian McGraw had more work than he could handle, employing a crew of 20 men to paint huge housing tracts sprouting in the desert north of Los Angeles. "It was nonstop," the tall 28-year-old recalls. "We did 3,000 houses in three years." Money rolled in: \$25,000 of revenue in a good week. Then the music stopped. "People went from building tracts of 100 or more houses to 10," Mr. McGraw says.

Now, the father of three children is painting houses himself, one at a time. And, he says, "I've had to drop my price as much as 50% to get business. It's that tough out there."

How tough? After soaring early in the 1980s, defense spending in California has tumbled more than 25% since 1990, with further cuts looming. Banking, once a fast-growing employer, is contracting, squeezed by mergers and outright failures. And foreign investment, which in the 1980s surged in California as in few other states, is dwindling rapidly.

Even more unsettling, a recent survey of 1,400 companies around the state found 23% planning to move some or all of their operations out of California; they complained of rising taxes and burdensome regulations.

But whether many of those with itchy feet actually will move isn't certain. Southern California Edison Co., the big electric utility that serves much of the state's heavy industry, has tracked corporate customers that said they planned to leave. It found that, after 18 months, one in five companies had moved, but they accounted for less than one in 20 of the total em-

Changed Climate

California, the Place Long in the Sun, Now,

Its Unemployment Is High, Some Firms Are Leaving, Roads and Schools Lag

High Cost of New Arrivals

By FREDERICK ROSE

Staff Reporter of THE WALL STREET JOURNAL
LOS ANGELES—Judy Poldas's affection for California began almost the day, 40 years ago, when she arrived here as a child from Iowa.

Like millions of others who rode California's postwar wave of prosperity, her family created a comfortable life in this state. Its aircraft industry employed her father and has provided Mrs. Poldas and her husband with a cozy suburban home and land in the country. "I can't think of living anywhere else," she says.

But now Mrs. Poldas is part of another wave—one of thousands of workers laid off in California's contracting economy. The 45-year-old mother of three says she is hunting for another job, but her vision of the Golden State has changed.

"As I look at California, I get a little scared," she says.

A Different Downturn

Buried in recession, the state that once swelled with confidence is swept by doubt—doubt that is blighting the nation's most populous state and the birthplace of much of its popular culture and many of its trends. California recovered rapidly from every economic downturn since World War II. But this recession is finally making Californians come to terms with a recent past in which problems were papered over and a future in which they may have to make difficult choices from an unappetizing menu. Business as usual could lead eventually to far less business.

Gov. Pete Wilson says that, without big changes, the state could be "headed for a fiscal train wreck." Highways, schools and even aqueducts are being increasingly strained by a population that has grown by nearly six million in the past 20 years and may add an equal number in the 1990s. The defense industry, which has fueled growth since the 1950s and pulled the state out of past downturns, is fading swiftly.

Other states are suffering, too, but California's problems are all the more unnerving because of the heights from which it has slipped. Even once-boosterish business interests are bad-mouthing the state, complaining that overregulation is driving companies out. Political analysts are asking whether the anger may turn California—home to one in eight Americans—against President Bush in November.

The Growth Years

Barely a year ago, worry about too much growth prompted Gov. Wilson to appoint a study panel. Expansion seemed unbounded in a land where the desert was made to bloom. Through the 1980s, California's economy swelled at nearly half again the national pace. Home prices soared at a rate double the national average; the 1981-82 recession, though sharp, barely budged

Bumper stickers proclaimed, "Prosperity: Your Divine Right." But, apparently, prosperity can run out of gas.

At 7:30 a.m., commuter traffic inching southward on Interstate 80 stretches as far as the eye can see down the east side of San Francisco Bay, and Michael Wilkes, a traffic engineer, is watching as his car's speedometer sinks to zero. Nearby, cars jam a freeway entrance, and, to assist future highway planning, Mr. Wilkes notes variations in the morning's traffic patterns. On the seat beside him, a laptop computer records his car's stops and starts, a jagged performance showing how the drive from the fast-growing northeastern suburbs to San Francisco is getting slower and slower.

For 20 years, engineers have wanted to widen this 30-year-old highway, but a shortage of money and regional rivalries have stalled them—and Bay Area commuters every workday spend a total of nearly 60,000 hours mired in traffic jams. Officials say they hope to start work on I-60 soon.

Road-Building Lags

Statewide, travel on California's highways has more than doubled since 1970, while the miles of highway lanes have increased barely 15%. "We've seen congestion mount at an exponential rate, angering people," says Lawrence D. Dahms, executive director of the Metropolitan Transportation Commission in Oakland.

In California's expansionist heyday, building roads and railroads was practically a state religion. In the booming 1960s, more than \$1 billion was budgeted for the Bay Area's subway system alone.

But for two decades, investment in public facilities has taken a back seat to burgeoning social programs. So one of California's greatest strengths—its infrastructure—has fallen far behind its growth, and an economy that, standing alone, would rank as the world's eighth-largest is being shortchanged of everything from bridges to baccalaureate degrees.

In the 1950s and 1960s, California spent more than 20 cents of every state-budget dollar on capital projects. That slice dwindled to less than a nickel in the 1980s, and most of that was borrowed. Proposition 13 in 1978 and subsequent tax-cutting measures have locked in place a tightfisted stance. Over the years, voters have rejected hundreds of measures to raise

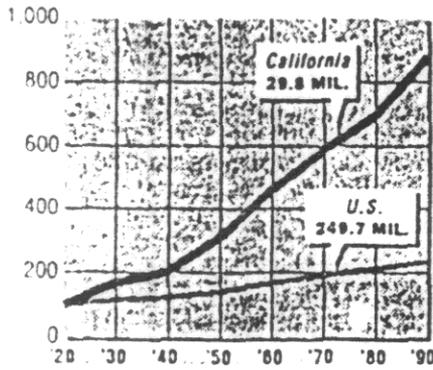
Please Turn to Page A7, Column 1.

SE MARK

California's Economy Cools Off

Its Population Grew Quickly ...

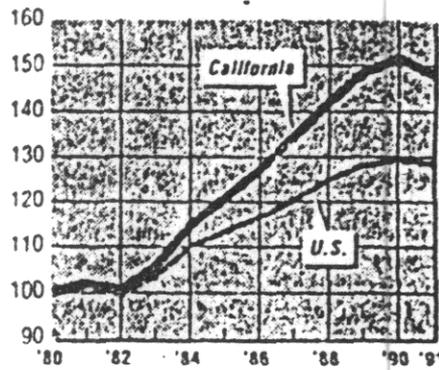
Index of population with 1920=100



Source: U.S. Census Bureau

Its Economy Was Healthy ...

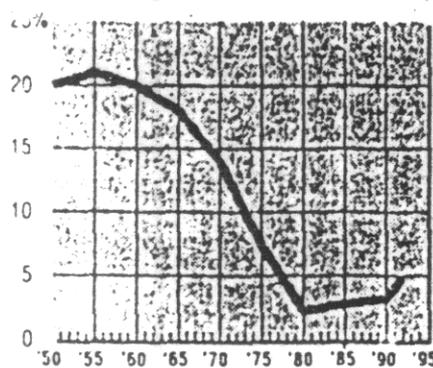
Index of real economic growth, 1980=100



Sources: U.S. Commerce Department and First Interstate Bank

But Investment Slowed ...

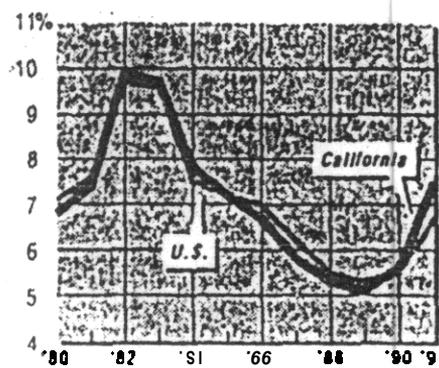
State's capital outlays as a percentage of state government spending (includes bond proceeds); fiscal year ending June 30.



Source: California Department of Finance

And Unemployment Is Rising

Unemployment rate in California vs. the U.S. average for the year, in percent



Source: U.S. Labor Department

employees of the surveyed companies.

Nonetheless, the lesson is clear. "We are not irresistible to business, and that is dawning on people," says Mr. Sybert, Gov. Wilson's planning chief. "There is no doubt in anyone's mind that we have a serious problem."

Not long ago, Zero Corp., a Los Angeles maker of aluminum cases and air-cargo containers, was hunting for new manufacturing facilities. After a study, it closed two operations in the Los Angeles area and opened a plant in Salt Lake City. There,

the cost of health insurance was about 60% of that in Los Angeles, and workers' compensation cost was roughly one-third that in California.

Such disparities persuade Wilford Godboid, Zero's chief executive, that California, despite its sunny weather, vast markets and technological edge, risks not being able to attract or retain companies.

"California is right on top of a cliff," he contends. People who don't believe that companies will move, he believes, "are putting their head in the sand."