

March 10, 2008

Kent Hector Senior Planner
Shasta County Department of Resource Management
1855 Placer St. Suite 103
Redding Ca. 96001

Dear Mr. Hector

These are my comments and concerns regarding the proposed General Plan Amendment 07-001, Zone Amendment 07-004, Tract Map 1960 Cottonwood Planning Area, Romar Homes Inc.

In no way can Locust Rd. safely and effectively handle the traffic that a development of this size will create

The parcel of land in this proposal is bordered on the North, East, and South, by private lands that will not offer access to Balls Ferry Rd. or Panorama Rd. and are further obstructed by the ACID Canal and the Union Pacific rail line.

The parcels access to Trefoil Ln. is limited and Trefoil is a very substandard road. That just leaves Locust Rd. to handle the traffic from this development, and to think that very much of the traffic will go South on Locust Rd. you would only be fooling yourself as that is not where the major shopping and retail centers are and this route would just be the long way around.

I have lived on Lyle Ln. off of locust Rd. for almost 30 years and have lived within 2 miles of this area for over 60 years and have watched with interest as things have changed.

All of the roads in this area are country roads that just kind of happened, and were roads that the land owners used to get to their winter pastures.

As the Lumber Industry grew in the area the roads were paved, but they were never widen, realigned, nor was any drainage provided for.

As the Lumber Industry closed down and left this area the Industrial Zoning has not seen much demand and for the most part the County of Shasta has ignored the area.

Because of the lack of demand for industrial land in this area, with the only project being the Wheelabrator Power Plant, 3 trucking company's have been approved for this area, Bettendorf Trucking, Dan Palmer Trucking, and Arbiso Trucking, all located on the west side of Locust Rd. and south of the Wheelabrator Plant . All 4 of these company's use Locust Rd. for access.

With the amount of truck traffic that is needed to keep the power plant in operation and the size that the trucking company's have grown and, some very bad conditions have been allowed to develop on Locust Rd.

The following are the issues as I see them starting from the North end of Deschutes Rd.

1. With the new Wall Mart Center on Hwy 273 and the Shasta Outlet stores on Deschutes Rd. the South bound off ramp from I-5 has seen a big increase if traffic and the North bound on ramp like wise. The on ramp was very poorly designed as it is uphill steep and short. When trucks enter I-5 headed North they enter the

freeway at a very low speed, add to that the fact the merge is very short due to the freeway over crossing the Union Pacific Rail line and you have very slow traffic merging with fast traffic.

2. A traffic signal light at the Locust Rd. intersection will cause more problems than it solves as the signal light at the South bound off ramp is very close. 2 trucks would use all of the space.
3. The intersection at Locust Rd. now has a 3 way stop on it. If a truck is turning left from Locust on to Deschutes they have to use the entire right turn lane and the left turn lane on Locust to clear the traffic in the left turn lane on Deschutes that is entering I-5 North bound.
4. The parcel at the South East corner of the intersection at Locust and Deschutes has just had a temporary fence placed around it and looks like its going to develop and add traffic and congestion to this intersection. And if not at this time it soon will and I'm a little surprised that it has not developed before now.
5. At the intersection of Locust and South Barney St. the traffic from the West side turning left on Locust is almost blind to traffic going North on Locust. The traffic on South Barney is increasing steadily with a feed store, lumber yard, church, welding shop, landscape supply, truss plant, and all of the residential haulers taking their yard trimmings to the power plant. This road is the old Hwy. 99 and from the ACID canal to the West has not seen any maintenance of any kind in my life time including the bridge.
6. The straight section of Locust from South Barney to the intersection of Kimberly has no storm water drainage or shoulders on either side and any time anyone drifts off the pavement they are either stuck or turned over. I have seen several trucks turned over on this stretch of Locust and in the wet season it is not uncommon to have standing water right to the edge of the pavement in places for long periods of time.
7. The intersection of Locust and Kimberly is a 3 way stop with Kimberly going left over the Union Pacific rail bed and Locust going right over the ACID canal. To the North of where Kimberly crosses the U.P. rail bed is where they side rail cars, both empty and full, and when U.P. is either picking up or dropping off rail cars Kimberly is blocked, and from the stop sign to the rail crossing there is only space for 3 cars or 1 truck and 1 car and if the next vehicle wants to turn left onto Kimberly then South bound Locust is blocked. Happens a lot more than you would think.

When the truck traffic turns right on South bound Locust the ACID bridge is so close and narrow that the trucks must encroach into the North bound lane of Locust or their trailer wheels cheat into the guard rail on the right. The guard rail at this location has been replaced / repaired several times. If you are north bound on Locust and meet a truck at this location you must stop on the West side of the bridge and wait for it to clear.

8. At the entrance road to the Wheelabrator plant the turn is more than 90 deg. and The trucks can not use the turn lane or their trailer wheels will cheat off into the ditch, and if there is a truck entering Locust the truck exiting must stop and wait for the other truck to enter blocking Locust.
9. The straight section of Locust in this area is very poorly drained and is common

to have standing water on the road way with small amounts of rainfall. In long sections on both the West and East sides there are either no shoulder and deep ditches or very poor drainage with water encroaching onto the road way with light rain in the wet season.

10. The intersection at Locust and Bettendorf Wy. Is a 90 deg. turn but Bettendorf is too narrow and again the trucks can not use the turn lane or their trailer wheels will cheat into the fencing on either side and again if there is a truck entering the truck exiting must stop and let the other truck enter again blocking Locust.
11. The next intersection is the entrance to Dan Palmer trucking and the encroachment at this site is the original encroachment that has been in place for over 60 years and is way too narrow for truck use. Any truck entering the site from South bound must use the entire road surface of Locust and the trailer wheels will still cheat off into the ditch. This encroachment is very narrow and Shasta County should not let them use it for truck traffic.
12. The intersection of Locust and Lyle is on an outside corner that lessens the turning angle from both North and South bound directions and is more forgiving but the encroachment only measures 20' outside edge to outside edge and is only paved to a 17' width.

Please find enclosed a copy of the use permit that was approved at a planning commission meeting on September 11, 2003 listed as Use Permit 03-026 (Arbiso) Agenda Item # C-5 consent item. Please read the Project Analysis section for this permit. This section clearly states that there will be parking for 2 trucks, there are 5 Xs that many and 10 Xs that many trailers (see photo's 1&3) the section clearly states that there will be no maintenance or servicing of trucks at this site. I have personally seen the maintenance and service work being performed in the shop building that has been constructed at this site about 1 year ago. (see photos 1,2,&3). The section clearly states that the Shasta County Public Works Dept. had approved an encroachment for this Project from Locust Rd. to minimize impacts to the residential traffic flow on Lyle Ln. This encroachment has never been constructed.

In addition in photo #2 you will see a blue sedan that has been parked at the site without ever moving for about 6 months and in photo #1 you will see a 5th wheel camp trailer that has been parked at the site and someone is living in it. The road sign for Lyle Ln. has been run over by trucks and has never been replaced. At this time Lyle Ln has no road sign.

On the parcel to the North of Lyle Ln and fronting Locust Rd. the owner, Franklin Logging at the time, brought in a large dozer and pushed about 1,000 cu.yds. of dirt into the natural drainage that handled the storm water from the Arbiso parcel and a portion of Lyle Ln. runoff. The County did come to the site and stop them at which time a narrow trench was dug through the filled area and left as an open trench that is slowly filling in and will soon be filled to the point that water will not drain causing problems for the Arbiso parcel and Lyle Ln. (see photos # 4 & 5)

13. I have no guess as to how much more truck traffic that the new industrial park that is being developed by Hutchins Paving will bring into this area

but it will bring more that much is certain.

Even if the parcel in question were to build out at its current zoning It would have a major impact on all the roads in the area, not just Locust.

The problem in the area is not so much the number of vehicles in the area but rather the size of the vehicles and the design of the roads or the lack of design and enforcement of requirements by Shasta County.

I doubt very much that this developer has any intention of starting this project anytime soon and is just looking for favorable conditions for sometime in the future or to sell it out to another developer for the same purpose . and leave the tax payers of Shasta County stuck with the mess.

The promise of a bigger water tank and a sewer line to serve this project is only a small part of the infrastructure improvements needed in this area before any rezoning is considered.

All of the water, sewer, power , gas, fire and police services, and the road improvements to get them there should be in place before this project goes any future.

Please see that the permit conditions are enforced on the Arbiso use permit. I know that you are not going to make them remove the shop building, and I'm sure that they pulled permits to build it, but that is where the system fails Either the building dept did not check on conditions of the permit or the County did not notify the residents of Lyle Ln. that the permit was being modified. And I doubt that happened unless you do it right after you read this.

Additionally it would be good if the County gets the parcel owner on the North side of Lyle Ln. to fix the drainage that they filled in before It causes problems for the Arbiso parcel and Lyle Ln.



Max E. Laughlin
20821 Lyle Ln.
Anderson Ca. 96007

cc Les Baugh Supervisor
Glen Hawes Supervisor

REPORT TO THE SHASTA COUNTY PLANNING COMMISSION

<u>PROJECT IDENTIFICATION:</u>	<u>CONSENT ITEM</u>	<u>MEETING DATE</u>	<u>AGENDA ITEM #</u>
USE PERMIT 03-026 (ARBISO) ANDERSON AREA		09/11/03	C-5

RECOMMENDATION: That the Planning Commission find the project categorically exempt from the California Environmental Quality Act (CEQA) and approve Use Permit 03-026 based on the findings and subject to the conditions listed in the attached resolution.

SUMMARY: The request is for a 1,527 square foot office building for a trucking company with a yard for two trucks. The project site is on approximately 4.73 acres located on the southwest corner of Lyle Lane and Locust Road, south of its intersection with Panorama Point Road, in the Anderson area.

BACKGROUND: General Plan & Zoning - The property is in the Industrial (I) General Plan land use designation and the Industrial (I) zone district. The proposed use is consistent with the zoning and General Plan land use designations with an approved use permit.

Access & Services - Access to the site is from Lyle Lane. Pacific Gas & Electric provides electricity. Water is provided by a well; sewage disposal is provided by a septic system; and solid waste disposal is provided by Anderson Disposal.

Project Analysis - The site is relatively flat with native grasses and oak trees. There are currently no structures on the parcel. The site is surrounded primarily by vacant land with the Wheelabrator property adjacent to the north. The site will be used primarily for a trucking company office with parking for two trucks. There will be no maintenance or servicing of trucks at this site. The Shasta County Department of Public Works has approved access from Locust Road, which will minimize any impacts to residential traffic flow on Lyle Lane.

Environmental Determination - This project has been determined to be categorically exempt from CEQA under Section 15303 (Class 3) which includes small office buildings. There are no public facility improvements needed at this location and the office is less than 10,000 square feet in size.

ISSUES: No unusual issues have been identified with respect to this project. To date, no public comments have been received.

ALTERNATIVES: The following alternatives are available:

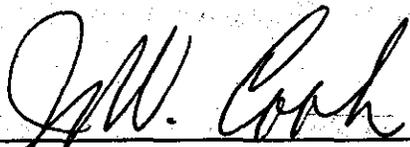
1. Modify the conditions of approval of the use permit.
2. Continue the matter to request additional specific information.
Deny the use permit. The Commission would need to make specific findings that the use permit is inconsistent with the General Plan or zoning plan or is detrimental to the health, safety, peace, morals, comfort or general welfare of the neighborhood or County.

Use Permit 03-026 (Arbiso)

PC: 09/11/03

Page 2

CONCLUSION: Based on the information supplied by the applicant, data available to the Planning staff and the recommended development conditions, staff is of the opinion that the project is consistent with the General Plan policies and zoning standards for the area.



JAMES W. COOK, A.I.C.P.

Assistant Director of Resource Management

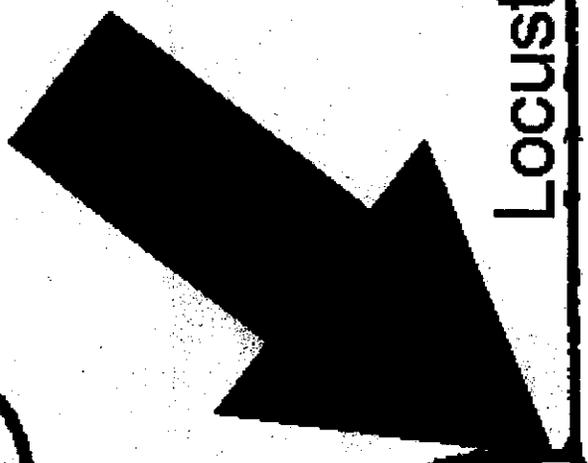
Staff Author: Brandon Rogers, Assistant Planner

br/sk/District 5

cc: Mark Arbiso, 2750 East Street, Anderson, CA 96007
Project File

- Attach:
1. Vicinity Map
 2. Zone District Map
 3. Site Plan - Exhibit A
 4. Draft Resolution and Conditions

ANDERSON



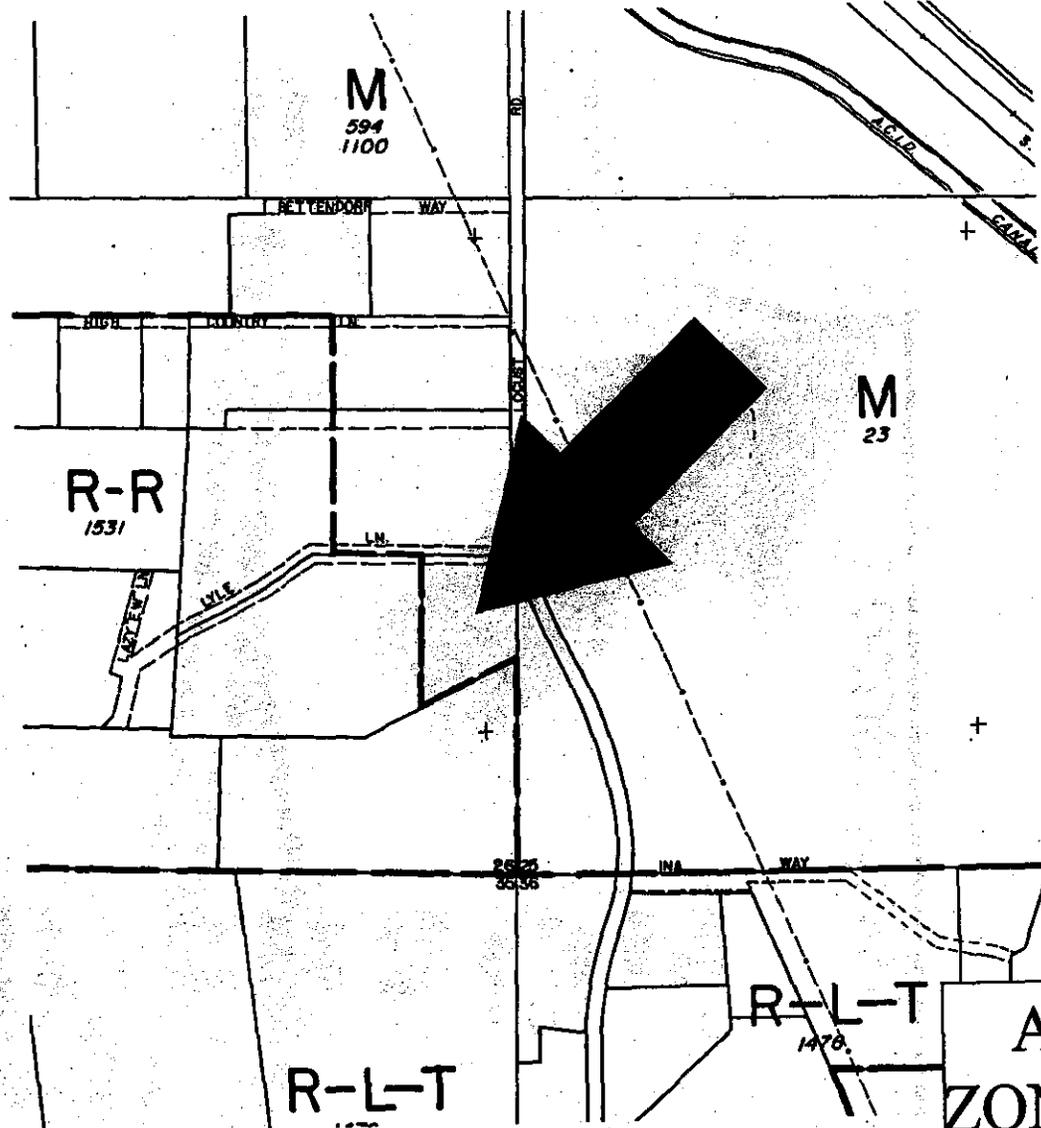
Locust Road

Lyle Ln

PANORAMA

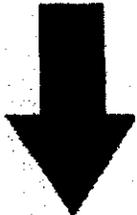


ATTACHMENT 1
VICINITY MAP
UP03-026
ARBISO

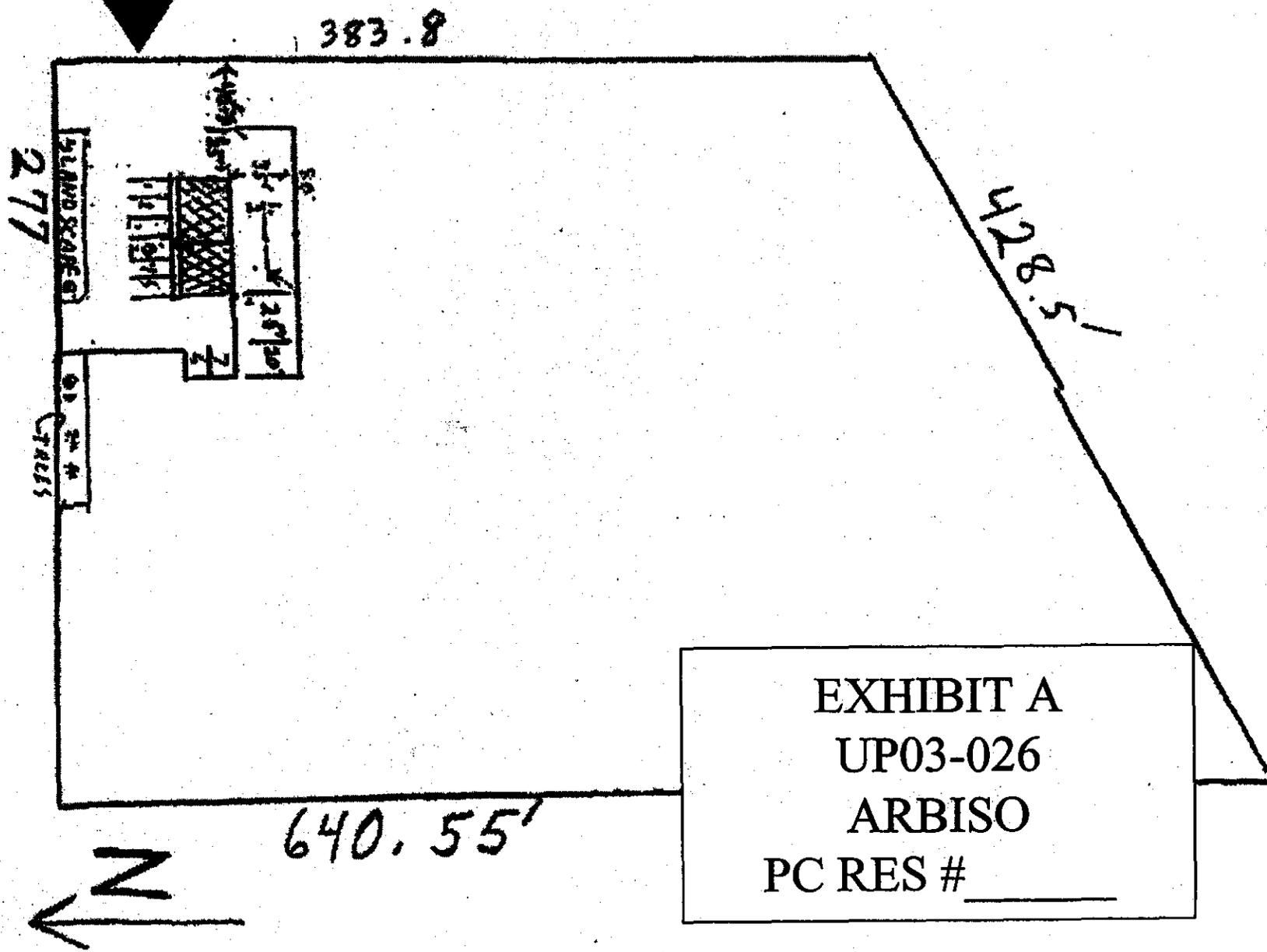


ATTACHMENT 2
ZONE DISTRICT MAP
UP03-026
ARBISO

APPROVED LOCATION FOR ENCROACHMENT
LOCUST ROAD



LYLE LANE



383.8

277

BLIND SCAPER

GRASS

428.5

640.55'

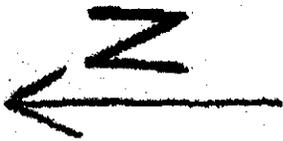


EXHIBIT A
UP03-026
ARBISO
PC RES # _____

RESOLUTION NO. 03-_____
A RESOLUTION OF THE SHASTA COUNTY PLANNING COMMISSION
APPROVING USE PERMIT 03-026

WHEREAS, the Planning Commission of the County of Shasta has considered Use Permit 03-026, filed by Mark Arbiso, on Assessor's Parcel Number 090-360-023, in accordance with Section 17.92.020 of the Shasta County Code; and

WHEREAS, said use permit was referred to various affected public and private agencies, County departments, and referral agencies for review and comments; and

WHEREAS, a public hearing was held on September 11, 2003; and

WHEREAS, the Shasta County Planning Commission has considered public comments and a report from the Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Planning Commission:

1. Finds the project to be Categorical Exempt per Section 15303 (Class 3) of the CEQA guidelines; and
2. Makes the following use permit findings:
 - A. That the establishment, maintenance, or operation of the use, building or facilities applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed use or be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County.
 - B. That the proposed use is consistent with the General Plan policies for the area.
3. Approves Use Permit 03-026, subject to the conditions as set forth on the attachment to this resolution.

DULY PASSED this 11th day of September, 2003, by the following vote:

AYES: xx
NOES: xx
ABSENT: xx
ABSTAIN: xx

JOHN CORNELIUS, Chairman
Planning Commission
County of Shasta, State of California

ATTEST:

RUSS MULL, Secretary
Planning Commission
County of Shasta, State of California

STATEMENT OF CONDITIONS
Project Identification
Use Permit No. 03-026 (ARBISO)

PLANNING:

1. The requirements of all concerned governmental agencies having jurisdiction by law, including but not limited to the issuance of approval permits, shall be met.
2. This permit is granted for the following listed uses and structures which are to be located as shown on the approved plot plan (Exhibit A). Minor modifications may be approved by the Planning Director. Any substantial revisions will require either amendment to this permit or a new use permit.
 - A. An approximate 1,527 square foot office building for a trucking company with parking for 20 trucks. No maintenance or servicing of trucks allowed at this site, with access to be from Locust Road rather than Lyle Lane.
3. If, in the course of development, any archaeological, historical, or paleontological resources are uncovered, discovered or otherwise detected or observed, construction activities in the affected area shall cease and a qualified archaeologist shall be contacted to review the site and advise the County of the site's significance. If the findings are deemed significant by the Environmental Review Officer, appropriate mitigation shall be required.
4. This use permit shall be automatically revoked without further action by Shasta County if the activity or use for which the use permit was granted has not actively and substantially commenced within two years of the date of approval.
5. Any time the Planning Director finds that one or more grounds exist for revocation, revocation proceedings may be initiated in accordance with applicable provisions of the Shasta County Ordinance Code.
6. Damage facilities shall be constructed to Shasta County Standards.
7. All grading shall conform to the Shasta County Grading Ordinance.
8. Any on-site lighting shall be shielded from surrounding property. No use, including vehicles, shall create intense light or glare that causes a nuisance or

9. The proposed building should either be painted or constructed of materials of neutral or earth tone colors. Roofing material shall be a non-glare, nonreflective material.
 10. There shall be no storage or accumulation of wrecked or dismantled vehicles or parts thereof, discarded items, junk, or inoperable machinery.
 11. Provide landscaping to a depth of ten (10) feet measured from the abutting streets right-of-way line (both Lyle Ln and Lookist St), with openings for walkway or driveway purposes in accordance with Code standards. Fifty percent (50%) of the required landscaped area, based on the plant size, shall be live vegetative material such as trees, shrubs, vines, etc. Trees shall be of a 15 gallon size and be spaced twenty (20) feet on center. Landscaping and irrigation shall be installed prior to final building inspection or initiation of the use.
 12. All planted areas shall be served with an adequate permanent watering system and all plant materials shall be maintained in good condition throughout the term of the use.
 13. All landscaped areas shall be enclosed by either a concrete curb having a minimum height of six (6) inches or a wooden frame constructed from materials such as railroad ties or other heavy lumber materials which measure no less than six (6) inches in diameter.
 14. In order to provide the sight triangle at driveways and street intersections, all trees and materials within a thirty (30) foot triangle at the intersection of streets and a fifteen (15) foot triangle at the intersection of driveways and streets shall be no more than two (2) feet in height above the curb level, except for trees which are trimmed so that no branches extend lower than six (6) feet above curb level.
 15. A landscaping and irrigation plan showing each plant species, size, and spacing shall be submitted to and approved by the Planning Director prior to issuance of a building permit. Landscaping shall be installed prior to final building inspection.
- An approved parking area shall be provided in accordance with Shasta County Ordinance Code Section 17.86. Improvements shall be completed prior to final building inspection. A parking plan showing space location, dimensions and total number of spaces shall be provided prior to issuance of a building permit.

17. The parking area and access shall be improved to the following standard:
- a. Surfaced with asphalt concrete paving. Asphalt concrete paving shall be type "B" with a minimum thickness of 0.14 feet placed over at least six (6) inches of compacted class 3 aggregate base or cinders.
 - b. Parking areas shall be striped.
18. On-site parking shall be provided for employees, visitors, contractors, and other on-site personnel in areas designated for parking on Exhibit A. A minimum of 5 (five) parking spaces, designed in accordance with Shasta County Ordinance Code Section 17.86.060, shall be provided. Parking areas shall be improved prior to final building inspection.

DPW: (DEPARTMENT OF PUBLIC WORKS)

19. Submit improvement plans for roads, drainage and other public improvements to the Department of Public Works. The plans shall be prepared by a Registered Civil Engineer and must be approved by the Department of Public Works, Environmental Health Division, and other concerned agencies prior to any construction. A plan checking fee will be required at the time the improvement plans are first submitted.
20. Prior to Certificate of Occupancy obtain an encroachment permit from the Shasta County Public Works Department, Development Services Section and conform the type of road connection as described by the encroachment permit. The following are the conditions:

A. Leave road at Access into site.

EHD (DIVISION OF ENVIRONMENTAL HEALTH)

21. Any proposed grading which will create cuts or fills for roads, driveways, building sites, drainage ways or ditches on parcels shall be reviewed and approved by the Environmental Health Division as meeting County Sewage Treatment Standards requirements prior to the start of said grading or issuance of any building permit or mobile home installation permit.
22. Apply for and obtain sewage disposal and/or domestic water supply permit prior to issuance of any building permit.

23. The applicant or facility operator shall submit a Business Plan for emergency response to the Environmental Health Division for facilities storing or handling hazardous materials equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of a gas at standard temperature and pressure. (Applies to all uses except residential.)

COTTONWOOD FIRE PROTECTION DISTRICT:

24. The project is located in an area designated as a "HIGH HAZARD SEVERITY Zone" under Section 4203 of the Public Resources Code of the State of California.
25. Fire department apparatus shall have access within 150 feet (walking distance) of any portion of the exterior wall of any new building constructed as a part of this Use Permit by means of an alley or access road of not less than 18 feet of unobstructed width.
26. Non-residential roadways, driveways and courtyards shall be in accordance with Section 6.12 of the Fire Safety Standards prior to the final inspection by the Shasta County Building Division for any structures constructed as part of this Use Permit.
27. Structures shall be provided with street address markers located with respect to the nearest roadway and to be clearly visible at all times. Numbers shall be a minimum of four inches in height, reflectorized, and shall contrast in color with the background.
28. Untreated wood shake and shingle roofing is prohibited. Roofing shall have a Class A or Class B classification as specified in the adopted edition of the Uniform Building Code.
29. Buildings constructed on parcels one-acre or larger in size shall be setback a minimum of 30 feet from all property lines and road easements.
Chimneys and flues shall be equipped with an approved spark arrestor as defined in Section 6.53 of the Fire Safety Standards.
31. The applicant shall dispose of any vegetation cleared for construction and/or land development purposes prior to the final inspection by the Shasta County Building Division. Disposal shall be in accordance with Air Quality Management Regulations and State or local Fire Department Burning Permit Regulations.

32. Accumulations of waste paper, weeds, combustible waste material, waste petroleum products, tires, or rubbish of any type shall be prohibited.
33. Rags, cloth, or paper towels saturated with oil, solvent, or petroleum products shall be kept in a metal can with a tight fitting cover.
34. Weeds, grass and other vegetation shall be kept down in the yard area throughout the entire year.
35. There shall be no storage, use, or dispensing of hazardous materials.
36. Provide portable fire extinguishers as per the current edition of the Uniform Fire Code Standard 10-1.
37. The Cottonwood Fire District shall sign the improvement plans for this project prior to submitting the plans to the Department of Public Works. Improvement plans will be reviewed for compliance with the Fire Safety Standards and other project specifications.

ADVISORY NOTES:

The project is not located within the State Responsibility Area and therefore is unclassified as to the potential fire hazard.

The Board of Supervisors has determined that oak woodlands are valuable as wildlife habitat and as for shade, aesthetic and scenic values. If your project contains oak trees, you are encouraged to consult the oak woodland management guidelines, Resolution No. 95-157, for guidance regarding use and protection of oak trees.

Unless otherwise specified, all conditions must be complied with prior to initiation of the project. The applicant is responsible for demonstrating that all conditions requiring completion prior to issuance of the use permit have been satisfied. Failure to demonstrate compliance with conditions may result in a delay in issuing the use permit.



#1



#2



#3



#4



5



March 17, 2008

Kent Hector
Senior Planner
1855 Placer Street, Suite 103
Redding, CA 96001

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

MAR 19 2008

PLANNING/BUILDING
DIVISIONS

Dear Sir,

This letter is in regard to the proposed Panorama Development project in Cottonwood. My family and I feel that this development would have a negative impact in our area. Locust road already has too much traffic and we feel that the cars this development would bring would make the traffic problem worse.

Also, we moved away from neighborhoods this size for a reason. We like living in the country without the negative side effects a subdivision this size would bring. (Noise, traffic, etc.)

We cannot see any positives that this development would bring to our small community. Please reconsider this development.

Sincerely,

Angela Laughlin and family
4545 Lazy EW Lane
Anderson, CA 96007

0021

Michael McGuire, MD

April 4, 2007

TO: Paul Bolton and Kent Hector / Planning Division – Shasta County

RE: Cottonwood housing project proposed by Mark Rychlik / Romar Homes Inc.

+++++

Opening note.

Often letters like this one contain factual or interpretative errors. They may occur for many reasons. The data available in the public domain may be out-dated; estimates for calculations may be over or under the likely reality; etc. Often also the identification of errors leads to a disregard of the essential substance of the letter. What is said below is based on available information in the public domain and assumptions that have been spelled out in detail. It is assumed that there will be some errors. These should not serve as a reason not to address the basic issues in the letter.

+++++

Dear Mr. Bolton and Mr. Hector:

There are two reasons for this letter. One is that my property abuts much of the northern boundary of the proposed Romar Homes project. The other is as a Cottonwood landowner who is concerned about the future of Cottonwood and its surrounding areas.

Recently there was a meeting in Cottonwood in which the housing project for Cottonwood proposed by Mark Rychlik / Romar Homes Inc. was discussed. A Preliminary Map of the project which included locations of the houses / buildings was reviewed along with additional materials. These included a copy of the Planning Permit Master Application (undated), a Pace Civil, Inc. document titled "Proposed Service to Cottonwood Heights & Panorama Estates by Cottonwood Wastewater Treatment Plant CSA No. 17 (dated January 9, 2007)," a Pace Civil, Inc. document titled "CSA 17 Improvements to Provide Service to the Proposed Locust Road Development (dated August 25, 2006)," and a Pace Civil, Inc.

document titled "Required Water System Improvements to Provide Service to the Proposed Locust Road Development (dated August 25, 2006)."

In a telephone discussion with Mr. Hector early in March 2007 he informed me that the Romar Homes Inc. application was not complete and that changes were likely. However, the current Planning Permit Master Application does contain plans, however provisional, about the number of proposed housing units to be located on the 307+ acres which comprise Assessor's Parcel Numbers: 090-380-028, 090-440-002, 090-450-004, 090-460-009, 090-460-010, 090-460-029, and 090-460-037.

I quote from the Application: "The project consists of detached single-family lots (362 units) ranging from lot sizes of 5000 square feet to 1.25 acres, and garden court lots (84 units) ranging in size from 2890 square feet to 3100 square feet and a 131.5 acre Open Space / Pedestrian Trail Common area encompassing the areas of 30% slopes, natural habitat corridors, natural drainages, and existing utility structures."

The quote above provides an approximate set of numbers for the discussion below. For the discussion below I have used the following estimates: 362 single dwelling units X 3.00 persons per unit and 84 garden court units X 2.5 persons per unit. These estimates total to an addition of 1296 human beings to the parcels listed above. If the entire 307+ acreage is considered, this totals to the addition of 4.22 persons per acre (307 acres / 362 households X 3 persons per household + 84 garden units X 2.5 persons per unit = 4.22 persons per acre). It was unclear from the Preliminary Map where the 131.5 acre Open Space / Pedestrian Trail Common area is located except for that part that is beneath existing utility structures – that is it was not a clearly defined and integrated area. Assuming that this Open Space can be identified, and if the 131.5 acres are subtracted from the 307+ total acres the number of people per acre located in living areas is 7.38 persons per acre (307 acres - 131.5 acres = 175.5 living acres; 1296 people / 175.5 living acres = 7.38 persons per acre).

The addition of 1296 people to the area would substantially and perhaps irreparably compromise the current population of east Cottonwood.

What follows are my concerns and thoughts as well as those of others who have signed this letter.

Water availability

There is nothing in the Pace Civil, Inc. documents which provides information about the amount of available underground water, its variation from year to year,

etc. (Irrigation surface water for nearby farms and ranches is provided primarily via the ACID aqueduct which twists its way though part of the proposed project area.) At present, the area of the proposed project as well as the surrounding areas are sparsely populated and the demand for water drawn from wells is low.

The addition of 1296 people to the area will significantly increase the demands for water. Hotels generally figure that each guest requires 125-175 gallons of water per day for such things as showers, toilet, restaurant dish washing, room cleaning, etc. The figure of 125 gallons does not consider possible garden uses of water. Let's start with 125 gallons. A reasonable assumption is that if averaged over the year the 125 gallons per person will double due to watering outside areas and especially so in during the late Spring, Summer, and early Fall months when the water demand to keep lawns, gardens, and trees alive is dramatic. Assuming 250 gallons per person per day of water usage and multiplying by 1296 persons amounts to a daily increase in the water demand from wells of 324,000 gallons of water per day for the proposed project (250 gallons water per day per person X 1296 persons = 324,000 gallons per day). These estimates do not include water for animals. For example, people purchasing homes may want to own horses and horses require 15 gallons of drinking water a day.

Essentially one-half of the 324,000 gallons per day – 162,000 gallons per day -- would flow into the sewer system for the project from showers, toilets, dish washing, etc. – leach drainage is not mentioned in the proposal and even if proposed it seems doubtful that it would be effective given the local characteristics of the soil. Although one of the Pace Civil, Inc documents addresses this point it is not clear from the document if this amount of sewage can be accommodated.

Obvious questions here include:

1. Is there any evidence that the amount of water required will be available over an extended period? That is, what are the parameters of the underground water supply for the area of the proposed project?
2. In what ways will other already approved housing projects both in and south of Cottonwood affect the water supply for the proposed project? How will other pending projects be affected?
3. Are there contingency plans other than rationing should the water supply decline? Will existing farm and agricultural activities be compromised?
4. What are the immediate and long term effects of the proposed sewer system?
5. Should a sewer system be developed will those people not using the system pay for it?
6. Etc.

Comment: These questions beg for answers and suggest that detailed studies are required regarding water availability and use.

Fire

There is the disconcerting fact that 12% of Shasta County burned during the last century. A reasonable expectation is that fires will continue especially during the Summer. Further, as the number of households increases the probability of fires increases both within households and in the environment.

Currently, Cottonwood has a "Volunteer Fire Department." The Fire Department is minimally staffed during many hours, particularly at night, and a full complement of fire fighters must await the arrival of volunteers. A fair estimate is that, on average, it will take between 15 and 30 minutes from the time that the Fire Department is notified of a fire until the arrival of sufficient fire equipment and crew and the first pumping of water.

Obvious questions here include:

1. Is there any plan that has a high probability of enactment that will increase the ability of the Cottonwood Fire Department to respond to fires?
2. Does the plan include the capacity of the Cottonwood Fire Department to respond to two or more fires at the same time?
3. If there is a plan, what is the proposed method of financing? Is it anticipated that the enactment of the plan will increase the tax base for Cottonwood residents significantly? (Apparently this is the case. In today's mail there is a Property Owner Assessment Ballot for the Cottonwood Fire Protection District.)
4. If such a plan does not exist or, if it exists but has minimal prospects of funding, how will these possibilities influence the proposed housing project?
5. Etc.

Traffic and traffic congestion

Twelve-hundred and ninety six individuals equates to something like 1000 vehicles in today's world. Assume that each vehicle enters and leaves the area two times each day. This totals to 2000 exits from the proposed project and 2000 entries into the proposed project per day. If the 2000 figure is divided by the 10 hours each day when traffic is heaviest, this amounts to 200 exits from and 200 entries into the proposed project each hour or slightly more than three entries and three exits per minute. This number disregards additional traffic due to service and construction vehicles, UPS, Fed Ex, etc.

At this time, existing roads are not congested although they continue to record more than average number of accidents. Automobile travel is least on Locust

Road and moderate on Trefoil Road. The property of the proposed project also abuts Jim Dandy Road, which is a dirt road. In the Preliminary Map there is a projected entrance from the proposed project onto Balls Ferry Road. There is more than considerable danger in such a prospect: within 100 yards of the proposed entrance there is a 90-degree railroad crossing on Balls Ferry Road, a partially blind corner, an entrance to Trefoil Road, and an entrance to Jim Dandy Road.

Apart from the fact that the existing roads might be unable to safely handle the level of traffic suggested by the numbers, Jim Dandy Road poses several problems. One is that it is a private road. Another is that it enters Balls Ferry Road just to the north of a 90-degree crossing of the Union Pacific Railroad tracks. This is a hazardous area primarily because Balls Ferry Road on the south side of the railroad track is considerably lower than the Jim Dandy Road exit to Balls Ferry Road to the west of the railroad crossing. This makes it nearly impossible to view a convertible with its top down traveling east to west on Balls Ferry Road. Several times I have experienced near accidents at this spot because of the inability to see oncoming cars.

Obvious questions here include:

1. Has there been any assessment of the possible traffic-related problems and congestion that are likely to develop because of the proposed project?
2. If such an assessment has been made, what are its implications regarding changing existing roads, adding stop signs or stop lights, etc?
3. If such an assessment has been made and changes in the existing road and new traffic instruments are required what is the probability of funding and what are the proposed means of funding?
4. Are there adequate emergency services – e.g., local ambulance – available in the likely situation that the number of automobile accidents will increase?
5. Etc.

Schooling

Clearly schools need facilities, teachers, funding, and some inspiration to carry on their business. And equally clearly, the addition of 1296 people, some 400+ probably of an age to attend school, to the Cottonwood community would tax the existing school system.

The schooling issue does not limit itself only on the availability of facilities, teachers, and funding. A depressing statistic about the current school system is that only approximately 5% of those who graduate from high school attain further

education and a significant percentage of male students drop out of high school during their final year.

There is something perverse and undesirable about these percentages and they invite explanation about their possible causes. The implication here is that even should facilities, funding, and teachers increase to meet the projected student load should the proposed project be completed, the quality of the schooling effort may be far short of what can be considered a minimal standard in today's education-dependent and education-rewarding world.

Of course it is not the responsibility of the Planning Department to improve the quality of education in Cottonwood. But how it plans and what it plans can have a significant impact. Undoubtedly the proposed project will increase the number of students of school age. Wouldn't it make sense, and especially in an only 5%-further-education-environment, to have the schools ratcheting up to meet an increase in the number of students **before** the need for classrooms and teachers becomes a problem? Project phasing and coordination would do a great deal to facilitate this outcome.

Obvious questions here include:

1. Has the potential impact of the proposed project on the local school system been evaluated?
2. If it has, what are the results of the evaluation? And are issues of education quality taken into account?
3. And, should the evaluation recommend additional facilities or teachers, what is the proposed funding mechanism? Where will the funds come from?
4. Etc.

Police and security

It is a striking fact of current life in Cottonwood that police are unavailable to handle law-breaking behavior other than the most egregious types. Several examples illustrate this point. On my own property, there are frequent intruders who enter with the intention of shooting turkeys. The local Sheriff's office refuses to do anything about such intruders other than to advise: "Send them a letter to stop trespassing," which of course one would do if one had any idea who they were. Or, take Cottonwood Creek. The creek bed is frequently abused by teenagers on ATVs. Again, the Sheriff's office refuses to intercede. And, in the last eight years, I have seen a Sheriff's car exactly once on the streets of Cottonwood although statistics indicate that the frequency of burglary, assault, and vandalism are high.

So much for my experiences. The critical issue here is this: increased population not only promises an increased crime rate but also invites it.

Obvious questions here include:

1. Is the issue of security a key issue with respect to the proposed project?
2. Are there any plans or provisions for meeting the police and security needs associated with the proposed project? This seems doubtful. At a recent meeting with the new Sheriff for Shasta County the basic message was that those in Cottonwood could expect no significant changes due to funding and personnel limitations that affect the Sheriff's Department.
3. If there are plans or provisions, what are they?
4. If there are, how are they to be funded?
5. Etc.

Physical, auditory, and air pollution

It is not a unique feature of life in Cottonwood that people create junk, noise, and air pollution. What may be unique is that many residents consider any property other than their own as their 'private garbage can.' So, for example, on my property there has been an increasing need to build fences to prevent locals from clandestinely depositing their old refrigerators, washers, dryers, tires, and all types of junk. Fencing efforts have been about 50% successful. Moreover there is a creek that runs close to the proposed project that is overseen by the Department of Fish and Game. This too is a frequent deposit point for polluting items.

Certainly the proposed project is not going to lessen local pollution. And although the local garbage system works reasonably well and is reliable, and there is a local dump, both cost money and they handle perhaps 60% of the debris that people wish to discard. Where will the remaining 40% go? Add to this that households mean noise and air pollution. Vehicles mean even more noise and air pollution. Motorcycles more still. In short, the proposed project promises to introduce a significant increase in the present degree of pollution in Cottonwood.

Obvious questions here include:

1. Are there any provisions in the proposed project to deal with pollution – I noticed none in reviewing their documents?
2. If there are, what are they and, more important, what is their probability of being effective?
3. What about an Environmental Impact Plan or Report that is currently required for all proposed developments?
4. Etc.

Wildlife and endangered species

It may seem fatuous to assert that wildlife live here also. Birds, rabbits, quail, ducks, geese, snakes and other reptiles, foxes, coyotes, deer, raccoons, mountain lions, turkeys, emus, fish, and otters, to name but a few. But it is a fact. They live in the area and the area of the proposed project.

Early on in the development of the proposed project I had a conversation with Mr. Rychlik. My sense was that the fate of the local wildlife was not a subject of interest to him. And such interest apparently is not a requirement of a proposal for building – there is no mention of wildlife in the Planning Permit Master Application.

There is another issue here, one that is often ignored in projects like the one proposed. It is this. The very things that might attract someone to one of the houses in the proposed project -- for example, a rural environment, a location 'close to nature,' an environment not covered with asphalt, a location where wildlife can thrive – will be destroyed by what the project proposes. There is no need to delude ourselves or pretend otherwise on this point. Wildlife density and diversity have declined significantly over the decade that I have lived here and serious efforts to preserve that density and diversity become more difficult each year.

Again, to return to my own experience, I have lived through the conversion of rural environments to overcrowded suburban environments – and that is what is involved here – in East Pasadena, Tarzana, Covina, and South Boston. Despite the difference in locations, there are striking similarities in terms of what happens: first a few houses, then more, then everything living other than humans and a few household pets disappear. Thousand Oaks, California provides an especially instructive example. Thirty years ago it was very similar to Cottonwood – e.g., horse ranches and areas for grazing and agriculture. Then housing projects began to appear. Today there are a few highly confined horse trails, miles of crammed housing, and a near endless splattering of malls. And literally no wild animals.

Wild animals have rights. To say this does not translate into saying that no building should take place. Rather, it translates into this: building proposals should accommodate not only the lives of other species but also preserve the features of the environment that attracts wild animals to the area.

Obvious questions here are:

1. Are there any provisions in the proposed project that consider wildlife?
The Planning Permit Master Application does not mention any.
2. Does the Shasta Planning Division consider wildlife in their decisions?
3. If so, what are the guiding criteria?

4. Has there been an assessment of the proposed project's building areas for endangered species. The Blue Oak which is the major tree on the property of the proposed project is an endangered species. Are these trees to be preserved? Who will decide?
5. Etc.

Quality of life

The majority of people who live in the vicinity of the proposed project do so for very similar reasons: they enjoy their privacy, they like the space and relative quiet of a rural environment, they appreciate and support wildlife, and they are here because they don't want to live in the city or a crowded suburb.

Moreover, these people have earned a hearing. They have paid taxes for years. They have maintained, supported, and contributed to the community. They have worked to preserve those qualities which they value.

Has anyone seriously considered the likely negative impact on the existing community? How much land in Shasta County will be developed into shopping malls, medical office buildings, gas stations, and Home Depots to support people who buy homes in new developments? How long will it take for the people buying new homes to feel inconvenienced by the horse ranches and cattle herds so close to their new back yards? How long will it be before the novelty of living in their rustic country homes wears off and they will want the cattle and horses and sheep which smell, breed flies, etc. to live further away? It's easy to anticipate a demand for rezoning to accommodate such concerns. And how will the cattle ranchers and horse breeders respond? I imagine they will eventually sell their land and move to a location where they can stay in business. Then their land will be developed into new homes and the cycle will go on until our country town, notable in the West for its stockyards and "old west" feel will become another overcrowded Thousand Oaks.

And has anyone seriously considered the impact on Cottonwood from the several very large developments that are planned for northern Tehema County? More people, more traffic, more pollution, less wildlife, etc.

Families need homes. But where is the plan that takes into account the needs of the existing community – what is the long-range goal? How many new developments are enough?

Does it really come down to the fact that the proposed project can disregard the history of the community, the contributions of those that have lived in the area for years, their efforts on behalf of a life style and quality of life that they value?

Sensitivity to these points is not likely to find its way to the forefront of the minds of those landowners who sell their property to developers. But in the desire and seeming urgency to build and build and build consideration of the lives of those affected by projects like the proposed one seem to vanish. Is history committed to repeating itself? Are those who currently inhabit the area because they value a style of life and have an appreciation of a rural environment simply to be relegated to a footnote in the history of Shasta County?

An historical note

In the early 1990s, the Planning Division rezoned the parcels of property that I own from 5-acres per house to 2-acres per house to accommodate a developer. The development fell through. The proposed project is asking for a dramatic if not fatal rezoning, this time from four houses per acre and to one house per 1.25 acres. In effect, this amounts to putting the final nail in the coffin of a community. It invites the demise of a rural area and replaces it with high density housing. It invites a rippling effect on the local environment. It asks the community to sacrifice its quality and integrity to satisfy the developer's plans.

To sum up

I am not contesting the right of people to purchase land and to build on it. But as I have tried to point out in this letter there is a long list of questions that remain to be answered about the proposed project and a long list of values that deserve a place in the answers and the decisions that follow.

That said, it is interesting to contemplate if the Planning Division of Shasta County is willing to address these questions and issues in a way that has an overall positive outcome – that is one that is sensitive to the environment, the people that currently live in the area of the proposed project, wildlife, and the existing community.

Other planning divisions have at times been successful in doing so. They have limited development such that it is sensitive to the issues discussed above. They have zoned for agriculture and ranching. They have preserved features of the environment which identify its unique qualities, and they have resisted the desire of many developers to execute a 'gouge and run' strategy leaving those who inherit their products to pick up the pieces.

There are of course different and competing interests in these matters. People don't build stores not to sell their wares. People need jobs. Etc. But if one stands back and looks at the history of the points being discussed here there is a clear and

unambiguous bias favoring the developers, not communities like Cottonwood. For example, developers and financiers are not naive about finances. They intend to make a profit in what they do. All well and good. But as is the case with the proposed development, when tentative offers for rural property approach six-figures per acre, then there is the clear implication that those making the offer are confident that rezoning to accommodate their plans will be approved.

Despite the success of some communities, it is not easy to be optimistic about the fate of Cottonwood. Cottonwood is an unincorporated community, one that is of minimal importance to Shasta County. In the history of building in the United States and in California in particular, unincorporated communities have been ready targets for developers and frequently often their victims. To bring this point home, imagine that it was decided that Cottonwood was located in Tehema County. Who would really care? The people of Shasta County? Probably minimally as Cottonwood is perhaps no more than one tenth of one percent of Shasta County. Would those living in Redding care? Probably not as Cottonwood is incidental to their interests. Nevertheless there are those who do appear to care as illustrated by the current dispute between Redding and Anderson over who gets to collect the bed tax on a proposed motel in Cottonwood. And of course there is the lure of property taxes.

The attached list of individuals has read this letter and co-signed it.

Sincerely,

Michael McGuire, MD
4004 Jim Dandy Road, Cottonwood, CA
530-347-1106

Cc: Shasta County Supervisors
Department of Fish and Game

Michael T. McGuire, M.D.

copy

April 19, 2007

Les Baugh
Supervisor – Shasta County
1450 Court Street
Suite 308B
Redding, CA 96001-1660

Dear Supervisor Baugh:

Thank you for your prompt telephone call response to my earlier letter. Since sending that letter a number of other Cottonwood residents have signed it. Their signatures will be sent along shortly.

This letter however is about other matters.

We discussed the water issue and you mentioned that concerns about water are frequently voiced. Since our discussion I spoke with Kris Hollmer, the General Manager of the Cottonwood Water District. He was kind enough to loan me a copy of Redding Basin Water Resources Management Plan – Phase 2C Report which was prepared for the Redding Area Water Council in August 2003 and prepared by CH2MHILL, 2525 Airpark Drive, Redding, CA 96001. As you mentioned the document supports the view that Anderson sits atop of a lot of water. It turns out, again according to the document, that Cottonwood does also. On the other hand, Redding and particularly Palo Cedro appear to have less water beneath them.

Two critical pages from this document are enclosed. The first deals with the projected water needs for Redding and surrounding areas for 2005 and 2030. What is strikingly obvious in these projections is this: the estimates for water need are extremely low and probably very unrealistic. For example, for the Cottonwood Water District, there is only a 37% increase in projected water need from 2005 to 2030. Given the multiple building projects either currently underway or being planned in the Cottonwood area it's likely that the 37% increase will be achieved by, say, 2010 or soon thereafter – assuming that these projects are completed. Among other things, the low estimates invite another and more realistic assessment of water need – this is particularly true for the Redding area which seems particularly vulnerable to water shortages during dry years.

The second page deals with dry years and its potential consequences. It is interesting that while this document was prepared in 2003 those who prepared it were already concerned about dry year effects on water need and availability and the absence of in-place plans to deal with these issues. It is even more interesting to note that those who prepared the document were concerned about dry year effects even though their estimates of water need seem very unrealistic.

Given the above, it's not a big jump to the suggestion that the water issue needs to be revisited, and seriously, as part of the area's planning process. More than water needs in Cottonwood are implicated here.

On another matter, I spoke with members of the Planning Division for Shasta County and they informed me that the "Rychlik / Romar Inc." development application, which is inching its way to the Planning Department, deals with acreage that is now zoned at either 2-acres or 5-acres per household and that a change to accommodate the plans of the Romar Inc. development would very likely require approval by the Board of Supervisors. Recall that in its current form for some areas the Romar Inc. project is contemplating four households per acre.

On yet other matters, I agreed to get information from Napa County regarding their water policies and forward these to you. I am in the process of doing so.

Sincerely,



Michael McGuire

Cc: Board of Supervisors – Shasta County
Paul Bolton and Kent Hector – Planning Division, Shasta County

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Table 1 summarizes each purveyor's projected water needs for 2005 and 2030. These projections were developed from the land and water use inventories, changes in land uses called for in the general plans of the participants, and projected population growth rates from the State Department of Finance. The effects of potential annexations to the service areas of the purveyors was not considered. These water needs projection do not reflect additional needs of private groundwater pumpers or large industrial groundwater pumpers in the Redding Basin and are not representative of total projected basinwide needs of all water users.

TABLE 1
Water Needs for Redding Basin, 2005 and 2030

Redding Basin Water Purveyors	2005 Water Need (ac-ft)	2030 Water Need (ac-ft)
City of Anderson	2,900	5,400
ACID ^a	92,700	92,700
BVWD	23,700	26,800
Centerville CSD ^b	1,700	3,600
Clear Creek CSD	9,400	10,600
Cottonwood Water District	800	1,100
Jones Valley CSA	260	400
Keawick CSA	210	300
Mountain Gate CSD	1,270	1,900
City of Redding	35,600	62,000
City of Shasta Lake	3,440	6,200
Shasta CSD ^b	800	1,900
Total	172,780	212,900

^aExcludes Tehama County portion of ACID service area.

^bCenterville CSD and Shasta CSD projections updated to reflect higher than anticipated growth in water needs from 2000 to 2002.

Note:

CSA = County Service Area

CSD = Community Services District

An integrated groundwater/surface-water model was developed to provide an analytical tool for the planning process. The model was used to evaluate the relative impacts of possible actions on groundwater levels, seepage to surface streams, and the overall basinwide water budget. This model provided a useful tool for evaluating the relative effects of regional water management strategies. The model incorporates all basinwide water needs, including groundwater use by private landowners and large industrial users.

What are our options?

Examining a broad range of solution concepts helps narrow the field of potential options.

Basinwide goals, policy guidelines, planning assumptions, and water need projections guided the formulation of three conceptual plans for improving water supply reliability. These conceptual plans were a first step in an iterative process to identify a preferred basinwide plan. Figure 2 shows the iterative planning process.

After reviewing the three conceptual alternatives, the PAC and TAC concluded that balancing groundwater and surface water use was preferable to relying on a single principal source of supply. This decision was driven by the following desires of the PAC:

- Maximize beneficial use of existing surface-water supplies, when available
- Capitalize on existing infrastructure wherever possible
- Preserve beneficial use of existing surface-water allotments
- Minimize impacts to private groundwater pumpers

These concerns pointed to the desire for a balanced approach to improve basinwide water supply reliability. The PAC and TAC then directed that two permutations of Alternative 3 be developed for further analysis and refinement. These refined alternatives would reflect slightly different but compatible approaches to achieving a balanced water resources management plan.

The estimated basinwide water needs in 2005 and 2030 are well below the total of current surface water contract allocations and the available groundwater pumping capacity. However, supply shortages occur when a purveyor's contractual allocations of surface water are cut back during dry years and alternative sources of supply are not readily available. These dry year shortages in surface-water supply will grow larger as new demands are placed on the state's water supply systems and new water uses occur on land in the Redding Basin that is not yet developed. Providing a more reliable water supply is more problematic in areas of the Basin that do not have access to high yielding areas of the groundwater basin. The two refined options developed during this phase of the planning effort are intended to address these problem areas as affordably as possible. The goal is to capitalize on existing infrastructure and sources of supply to help minimize capital investment, thereby reducing the cost of supplemental water supplies to purveyors and their customers. The two refined options were also developed to optimize the potential to capture grant funding for the capital improvements that are needed.

Projections for future water needs account for the continuation of existing conservation efforts by the water purveyors and their water users. As noted earlier, further voluntary reductions in water demands during critical dry periods have also been accounted for (10 percent reduction in municipal and industrial demand, and 25 percent reduction in agricultural demands). These dry-year demand reductions reflect the overall scarcity of water during dry periods, and the projected higher costs of water during dry periods embodied in the current terms for renewal of the purveyors' water supply contracts with the federal government. Even accounting for these reductions in demands, it is estimated that more than 60,000 ac-ft of additional water supplies will be needed during a critical dry year condition in 2030. Both refined alternatives are structured to provide supplemental supplies of this magnitude. The difference is in the basic approach to provide these supplemental supplies.

Both of the refined alternatives involve phased groundwater development in the southern portion of the study area, coupled with water transfers. Alternative 3A relies more heavily on direct transfers of existing surface water allocations between purveyors, whereas Alternative 3B involves phased development of a conjunctive management groundwater pumping program as a means to facilitate transfers. Under Alternative 3A, transfers of surface water would be accommodated, in large part, by the water use efficiency and

Michael T. McGuire, M.D.

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

March 16, 2008

MAR 18 2008

PLANNING/BUILDING
DIVISIONS

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

Dear Mr. Hector:

Regarding the Panorama Planned Development and the proposed General Plan Amendment 07-001, Zone Amendment 07-004, and Tract map 1960, here are my questions:

Could you please provide details of similar projects which the County has denied over the past 10 years?

Could you please provide details of the housing projects that the County has approved over the past 10 years that have required General Plan Amendments, Zone Amendments, or Track map change?

Could you please provide details regarding ENLAN'S and any other organization which develops Environmental Impact Reports for the County: specifically, are there instances in which they have recommended denial of a similar project?

At Scoping Meeting of February 27, the ENLAND representative reported that a wildlife assessment had been completed. Could you please provide a copy of this assessment?

Regarding water availability and water use, what assessments have been made and what considerations have been given to similar projects that are planned for Tehema County in areas adjacent to and south of Cottonwood? The Redding Basin Water Resources Management Plan does not address this issue.

What does the Planning Department believe will be the advantages to the Cottonwood community from the Proposed Panorama Project?

What does the Planning Department believe will be the disadvantages to the Cottonwood community from the Proposed Panorama Project?

Would it be possible to arrange an appointment with you? It might be possible to handle these questions far more efficiently in a face-to-face meeting than by written correspondence.

Sincerely,

A handwritten signature in black ink, appearing to be 'M. McGuire', with a long horizontal flourish extending to the right.

Michael McGuire, M.D.

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Fax: 530-347-1125

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Michael T. McGuire, M.D.

March 16, 2008

TO:

David A Kehoe – Supervisor, Shasta County
Mark Cibula – Supervisor, Shasta County
Glenn Hawes – Supervisor, Shasta County
Linda Hartman – Supervisor, Shasta County
Les Baugh – Supervisor, Shasta County
Board of Supervisors, Shasta County
1450 Court Street
Suite 308B
Redding, CA 96001-1680

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

Time for Reevaluation

In its narrow sense this letter addresses the proposed Panorama Planned Development Project (“the Project”) in Cottonwood. In its larger sense it addresses the planning process and the philosophy and values of those who decide on such projects in Shasta County.

Given the current real estate market and the sluggish vitality of the United States economy this seems an opportune time to pause and reevaluate the Panorama Project and the County’s planning process.

I have attached copies of two letters endorsed and signed by a large number of neighbors in the Project area, one sent to each of you last year dealing with the Project and one sent subsequently to Supervisor Les Baugh.

Since those letters planning for the Project has continued and recently there was a Public Scoping Meeting for an Environmental Impact Report (EIR). This was held in Cottonwood on Wednesday, February 28 and attended by several members of ENPLAN, the company that has been contracted to prepare an Environmental Impact Report for the project, and Kent Hector, Senior Planner, Shasta County.

There were a variety of issues discussed at the February 28th meeting. In this letter I address only four. Other issues which are addressed in the attached letter remain unchanged.

First, the zoning issue. One of those attending asked the question: *“Has a project like this ever been denied by the Supervisors?”* Neither the ENPLAN staff nor the Senior Planner cited an example other than the “Auto Mall,” which of course was not a proposal for a housing project. In post-meeting discussions with two other public officials neither could cite an example of denial of a similar project. I have requested information from Mr. Hector on this matter: has there been any proposed housing project that has required a “zone amendment” in Shasta County during the last 10 years that has been denied?

Assuming that there are no or at least only very few examples of denying similar projects, what might this mean? There are lots of possible interpretations. But the most obvious one with regard to the Project, and most likely similar projects, is that “land use designations” can be changed at the whim of those proposing and willing to underwrite housing projects. In effect, this means that existing zoning regulations have no operational or predictive value – that is they are essentially meaningless (a joke?) with respect to the character of the current and future environment in the Project area. They provide no protection or assurances for those living in the immediate area of the Project who might oppose the Project or whose lives would be disrupted by the project.

Consider it this way: you purchase a piece of land zoned for two acres per house. You build your house. You settle in only to find soon that a housing development or perhaps a used-car lot will be bordering if not surrounding your property. In effect, there is a clear and unambiguous bias here favoring developers over land owners and tax payers and an obvious disregard for the disruptive effects of this and similar projects.

As an example of these effects, the owners of a large horse and cattle ranch immediately adjacent to the Project have already moved elsewhere because of known negative effects of population increase on horse training and cattle management.

Further, despite the use of the phrase “Proposed General Plan Amendment” which was introduced into the Scoping Meeting flyer, it was clear that planning for the Project is well underway and proceeding as if a ‘go ahead’ by the Supervisors is a done deal. I return to this point below.

There is nothing unusual about the events described in the preceding paragraphs. They simply repeat much of what similar communities have experienced over the last 75 years in California. Those proposing land use changes dominate the process and usually have their way. On the whole supervisors throughout the state have been compliant. Entire communities have been destroyed and a host of consequences such as crime, water shortage, traffic congestion, air pollution, filth, etc. have followed and, it is critical to note, they don’t disappear but get worse.

Is this truly what Shasta County wishes for itself and... and where are the Supervisors' responsibilities to the members of communities that have reasonable and compelling objections to such projects and to the community in general? Why should these individuals be displaced because they value and have worked for a different type of environment than the one the Project promises? Does Shasta County really wish to be the Northern California equivalent of Covina, the San Fernando Valley, or the Conejo Valley?

The point here is not to stop building. The point is to do it with foresight and with insight regarding what has happened in similar communities in California and other states in order not to repeat prior decisions and strategies that have not worked. For example, existing 2-acre per home zoning could be maintained, agricultural and grazing zoning areas could be introduced, etc. What is being proposed in the Project is to drastically alter an existing community simply because a developer wishes to do so without consideration of the likely consequences: that is a suburban sprawl with its many complications.

Second, the contribution issue. Another question asked at the meeting was: "*What will the Panorama Project add to the community?*" The ENPLAN staff at the meeting could think of only one answer: "A water storage tank." My understanding is that the answer is only partially accurate because a water storage facility was being planned before the Panorama Project was initiated. But that is not the critical point here. The critical point is that none of those conducting the meeting could think of any contribution that the Project would make to the community.

Isn't there something perverse here? Shouldn't it be that developers and / or contractors have the obligation to identify and document what advantages might result from their plans? Shouldn't it be that planners and Supervisors have the responsibility to take both the advantages and disadvantages into full account in their decisions? At the meeting, time and time again, those attending cited highly likely disadvantages – congestion, crime, physical danger, water shortages, wildlife destruction, aesthetic compromises, etc. The potential disadvantages outweighed the single cited but questionable advantage by least 20 – to – 1. More important, shouldn't it be that a detailed assessment of such projects and public hearings dealing with such projects occur far earlier in the planning process?

In the Valley Post of Wednesday, February 27, 2008, in referring to the Project the developer is quoted: "It's not claiming agricultural land, and it can help local schools with declining enrollment." Not quite the whole story. The Project would be claiming grazing land for cattle that has been used for that purpose for over a century. It would require that grazing activities be displaced -- as noted above, some such activities already have been displaced. It would be claiming land for wildlife reproduction and survival and thereby reduce their numbers. It would require the destruction of Blue Oak trees which are considered an endangered species. It would require major revisions in roads in order not to endanger citizens. Etc. Etc. Further, it would not necessarily help local schools. Whether schools are helped is largely a function of classroom size (student-

teacher ratio), the availability of teachers and their quality, etc. The fact that schools in Cottonwood and Shasta County have close to the lowest percentage of students graduating from high school in California who pursue additional educational opportunities certainly suggests that increasing classroom size as the developer proposes would only drive this percentage lower.

At the Scoping Meeting the ENPLAN response to these points was that an Environmental Impact Report has been contracted and that answers will be forthcoming. This is well and good at least in principle although is there any real doubt about their likely recommendations? And let's not kid ourselves here: what is the likelihood that the ENPLAN report will in fact nix the Project or even suggest major changes? Anyone who wants to bet on this please give me a call (530-347-1106).

Of course some spokesperson will soon appear and announce something to the effect that the Project will create more jobs, there will be more tax money for the County, there will be more housing options from which people can choose, etc. But again, such arguments have been made in literally hundreds of California communities over the past 75 years and things have not turned out as promised. Nor, in many cases, have been even remotely consistent with such announcements.

Third, the water issue. Those conducting the Scoping Meeting seemed to have minimal information about water availability to the area. I invite you to read critically the Shasta County Water Resources Master Plan – Phase 1, Phase 2B, and Phase 2C which span the years 1997 - 2003. The authors of these reports are cautiously optimistic about available water to the area given their projections about population increase and industrial water use requirements coupled with major changes and expensive County projects to manage water use. Nonetheless a close reading reveals that there are many uncertainties with respect to the availability of water as well as a set of questionable assumptions about ways of assuring available water availability should there be shortages. Moreover the reports are clear regarding projected water shortages over the next decade and one-half even given conservative estimates of population growth and changing requirements and demands for water use. There won't be enough!

Water availability and quality issues are not limited to the Project area. Similar housing and development projects are on going in Redding, Anderson, and surrounding areas each of which will increase the demand for water. Again, California's history is informative. Largely due to inadequate planning, there are now major water shortages in Sonoma, large areas of the Central Valley, and throughout suburban Southern California, none of which had shortages years ago. Moreover there is no clear solution in sight other than to limit water use in those areas.

A further point on the Shasta County Water Resources Master Plan. It does not take into consideration or provide information on the potential consequences on Cottonwood in particular and the Redding area in general with regard to large housing projects being planned just south of the Project area in Tehema County. Aquifers of course pay no attention to 'county boundaries.' Thus, unless shown otherwise, a strong inference is that

Tehema County housing projects will seriously tap the same water supply used by Cottonwood and the Redding area.

It is worth asking: what type of character and ambiance does Shasta County want for itself? Mendocino and Napa Counties have answered this question and strikingly benefited from it. Their answer has been that those managing the counties have opted for a balanced and conservative policy of land use, limited or highly restricted development, preservation of aesthetic environmental attributes, limited congestion, and, most importantly, assuring available water. In short, those managing these counties have assumed responsibility for the future of the counties and taken that future out of the hands of developers.

It's time to re-evaluate the water issue. It's time to look ahead 20 years.

Fourth, the County's participation. Many questions regarding the County's participation were raised at the Scoping Meeting. Independent of the Panorama project and its implications for road use and safety, existing roads pose a variety of dangers to drivers and others and there are no clear plans to alter these conditions. Cottonwood's Fire Department is staffed largely by volunteers. In a recent town meeting it was clear that there is no viable plan to alter this situation in the near future. Cottonwood has insufficient police for citizen protection and reasonably rapid response to citizen concerns.

Most critical, as far as I know, the County is not bound by any law or regulation to provide the level of services required in any specific time frame.

In effect, there is no assurance that even if the Project goes through the County will act to alter such conditions. For example, the Project will introduce 1000 + new people into the Cottonwood area – an increase in local population by about one-third. Given that one in every one-hundred Americans is now in jail – and Shasta County exceeds this figure – is the County planning to build 15 more jail cells and hire the necessary staff to accommodate the consequences of the Project?

But there is a far more insidious issue here that needs to be addressed. As the negotiations for the Project have gone on it appears that developer will have to finance wells, sewer systems, water storage tanks, etc. At first blush this might seem to save the County money and perhaps it does in the short run. However.... however it also requires developers to increase the density of housing in their projects in order to make a profit for their efforts. Increased density means more crime, more fires, more traffic, more noise, more medical emergencies, more trash, let alone the near total destruction of wild life habitat and an existing community. For example, twice each year I have to spend at least two days cleaning out a creek adjacent on my property adjacent to the Project area in which people dump garbage, tires, washers, refrigerators, etc. And, when I discussed this issue with the area police the recommendation was that, "You should send a letter to the offenders and advise them not to use your property as their garbage dump."

Again, this letter is not against building. It is about Supervisors and Planners taking responsibility for balancing development with clear consideration of its consequences and what it destroys in a community. The attached letter outlines in greater detail some of the potential consequences at the level of the community.

A quick summary. If one examines the Project's plans and the social and physical environmental context where the plans are projected to unfold, they are clearly a classical example of a "*tossing a turd in the punch bowl.*" An existing environment composed of people, occupations, and values along with local wildlife and aesthetics of the area will be destroyed. Should you doubt how such projects unfold and destroy locally, visit Lake California. Further, don't be fooled by the "130 acres being preserved for open space" (a quote from the Public Scoping flyer). This area is restricted from building because of overhead electrical wires and, more important, the area is maintained such that it is uninviting to humans or animals – that is, barren space.

But this is far from all. Approval of the project is to "*let the camel's nose in the tent.*" In effect, approval of the proposed Project without major and significant modifications is to assign Cottonwood to suburban sprawl, to displace individuals and wildlife living there, and to invite the consequences which result from the absence of careful and conservative planning.

A final point. There was only one response to the attached letter – Supervisor Baugh telephoned me and said that he, "... had read my letter." A noncommittal response at best, but at least a response. While this letter has focused on the Project and its implications for Cottonwood the larger issue is that each of the points above applies to the County. Because Supervisors are elected and because they are supposed to serve the population that elects them, where are the responses to letters like this one such as, "... An important point, I will investigate it?" Etc.

Sincerely,



Michael McGuire, M.D.
A Cottonwood resident.

Cc: Record Searchlight / Valley Post

Mail address: P.O. Box 1646 / 4004 Jim Dandy Road, Cottonwood, CA 96022 USA
Telephone: 530-347-1106
Fax: 530-347-1125
Email: mmcguire@evalflex.com

Michael T. McGuire, M.D.

March 31, 2008

TO:

David A Kchoe – Supervisor, Shasta County
Mark Cibula – Supervisor, Shasta County
Glenn Hawes – Supervisor, Shasta County
Linda Hartman – Supervisor, Shasta County
Les Baugh – Supervisor, Shasta County
Board of Supervisors, Shasta County
1450 Court Street
Suite 308B
Redding, CA 96001-1680

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

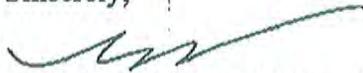
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RESOURCE MANAGEMENT
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APR 03 2008

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The attached announcements indicating that the Panorama Project is now up for sale are not conclusive of the forthcoming planning decision. However, the fact that they appear in the public domain at this time is certainly consistent with the history of such projects in Shasta County, namely that developers can be highly confident that their projects will be approved.

Sincerely,



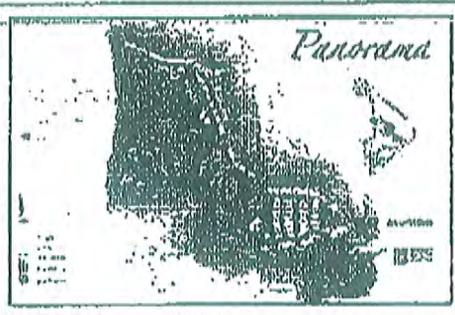
Michael McGuire, M.D.
A Cottonwood resident.

*P.S. - You have not replied to my request to meet -
M*

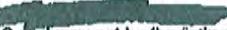
Mail address: P.O. Box 1646 / 4004 Jim Dandy Road, Cottonwood, CA 96022 USA
Telephone: 530-347-1106
Fax: 530-347-1125
Email: mmcguire@evalflex.com

Received Time Sep. 25. 2:45PM

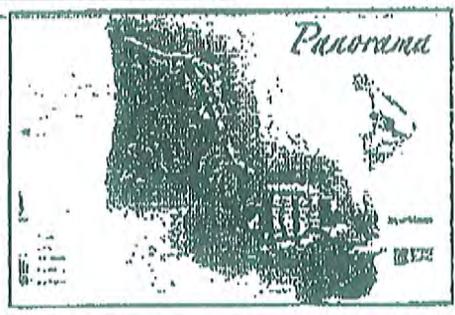
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Locust, Cottonwood, CA 96022; County:Shasta		07-5540 Lots/Land Active \$16,295,000	
Provider as a courtesy of 			
Cross Street:	Arana Dr.	Latitude:	40.409300000
		Longitude:	-122.269200000
Owner:		Owner Phone:	
Manager Phone:		Resident Manager:	
Listing Type:	Exclusive Right to Sell	Area:	08 - Cottonwood
Zoning:	Not Available	Type:	Acres
Subdivision:	N/A	Parcel Number:	090-440-002 & 4, 090-380-028, 090-460-028 & 010
GP Zone:		GP Zone:	Not Available
Map Reference:		Map Reference:	260-1
Acres Range:		Acres Range:	201 - 500 Acres
Acres:	307	Lot Dim or Acres:	
Commission %:	2	Spec Commt See Rem:	No
Public Remarks: Panorams is located just minutes from the New Super Walmart & Anderson Factor Outlets. Tentative Map Stage of Development. Pricing of paper lots range from 28,000 to 47,500 per lot. Almost all the proposed lots have green belt views, and some have views of the Lassen and Shasta Mountain Ranges. This Project also has an incorporated Recreation Trail System, Small Pond & Rec. Center Private Remarks: EIR consultant to be named as of August 2nd. out of the 5 current candidates. Call agent for promo package, maps, and improvement cost. Directions: I-5 to the Anderson Factory Outlet Exit. Head East on Locust Rd. Down to Arana Dr. Property starts at the corner of Locust and Arana Dr.			
Present Use: None		How to Show: By Appointment	
List Date:	7/17/2007	List Price:	16,295,000
Contingent:	N	Status Change Date:	7/17/2007
LA: IAN KIRK, BROKER ASSOC.; (530)221-9651; kirk@shastalists.com		LO: COLDWELL BANKER C&C PROPERTIES; 221-7660	

Information is deemed to be reliable, but is not guaranteed. See copyright notice.

Prepared by  on Monday, 

The information on this sheet has been made available by the MLS and may not be the listing of the provider.

Locust, Cottonwood, CA 96022; County:Shasta		07-5540 Lots/Land Active \$16,295,000	
Provided as a courtesy of 			
Cross Street:	Arena Dr.	Latitude:	40.409300000
		Longitude:	-122.269200000
Owner:		Owner Phone:	
Manager Phone:		Resident Manager:	
Listing Type:	Exclusive Right to Sell	Area:	08 - Cottonwood
Zoning:	Not Available	Type:	Acres
Subdivision:	N/A	Parcel Number:	090-440-002 & 4, 090-360-028, 090-460-028 & 010
GP Zone:		GP Zone:	Not Available
Map Reference:		Map Reference:	28D-1
Acres Range:		Acres Range:	201 - 500 Acres
Acres:	307	Lot Dim or Acres:	
Commission %:	2	Spec Comm See Rem:	No
Public Remarks: Panorama is located just minutes from the New Super Walmart & Anderson Factor Outlets. Tentative Map Stage of Development. Pricing of paper lots range from 28,000 to 47,500 per lot. Almost all the proposed lots have green belt views, and some have views of the Lassen and Shasta Mountain Ranges. This Project also has an incorporated Recreation Trail System, Small Pond & Rec. Center Private Remarks: EIR consultant to be named as of August 2nd. out of the 5 current candidates. Call agent for promo package, maps, and improvement cost. Directions: I-5 to the Anderson Factory Outlet Exit. Head East on Locust Rd. Down to Arena Dr. Property starts at the corner of Locust and Arena Dr.			
Present Use:	None	How to Show:	By Appointment
List Date:	7/17/2007	List Price:	16,295,000
Contingent:	N	Status Change Date:	7/17/2007
Original List Price:		Original List Price:	16,295,000
LA: IAN KIRK, BROKER ASSOC.; (530)221-9551; kirk@shestalistings.com		LO: COLDWELL BANKER C&C PROPERTIES; 221-7550	

Information is deemed to be reliable, but is not guaranteed. See copyright notice.
 Prepared by  on Monday, 
 The information on this sheet has been made available by the MLS and may not be the listing of the provider.

Brought to you by IAN KIRK, BROKER ASSOC.



Locust, Cottonwood, CA 96022
List #07-5540

Panorama is located just minutes from the New Super Walmart & Anderson Factor Outlets. Tentative Map Stage of Development. Pricing of paper lots range from 28,000 to 47,500 per lot. Almost all the proposed lots have green belt views, and some have views of the Lassen and Shasta Mountain Ranges. This Project also has an incorporated Recreation Trail System, Small Pond & Rec. Center

Address Info	
Cross Street	Arena Dr.
Latitude	40.409,300
Property Description	
Property Type	Lots/Land
Area	08 - Cottonwood
GP Zone	Not Available
Realtor.COM Type	Farm
Map Reference	28D-1
Parcel Number	090-440-002 & 4, 090-390-028, 090-460-028 & 010
Acres	307
Remarks	
Directions I-5 to the Anderson Factory Outlet Exit. Head East on Locust Rd. Down to Arena Dr. Property starts at the corner of Locust and Arena Dr.	
Contract Information	
Status	Active
Agent/Office Information	Status Change Date
Listing Office	7/17/2007
COLDWELL BANKER C&C PROPERTIES 202500022 Office: 221.7550 Office Fax: (530) 221.5231	
Details	

Michael T. McGuire, M.D.

July 10, 2008

TO:

David A. Kehoe – Supervisor, Shasta County
Mark Cibula - Supervisor, Shasta County
Glenn Hawes - Supervisor, Shasta County
Linda Hartman - Supervisor, Shasta County
Les Baugh - Supervisor, Shasta County
Board of Supervisors, Shasta County
1450 Court Street
Suite 308B
Redding, CA 96001-1680

RE: Two issues

This is a follow up letter to those sent to each of you on March 23 and 31 dealing with the Panorama Project.

First, a point of irritation and lack of cooperation by the County's Planning Office. As yet I have not received a reply to my letter of several months ago to Kent Hector – Senior Planner, Shasta County (copy attached). This despite public announcements that the Planning Office would answer questions regarding the Panorama Project.

A question. Would one of you be kind enough to inform me how I might obtain answers to the questions asked in the letter?

Second, a more complex issue that deals with planned construction projects. In both Napa and Orange Counties there are now measures on the ballot for public vote designed to stop planned, new, large-enormous individual home and condominium building projects. These measures have been initiated by citizen groups opposing specific projects as well as actions by county supervisors and town officials that are inconsistent with existing voter-endorsed measures and laws.

The financial support for these projects is from sources outside their respective counties.

The proposed projects do not provide compelling evidence of how the county and/or residents nearby the projects would benefit if the projects are completed.

Both points are applicable to the Panorama Project.

A comment. I understand that it is perfectly legal for out-of-county groups to propose projects in Shasta County. But it is my view that unless there is a cap on growth coupled with requirements for developers/contractors to clearly demonstrate how their proposed project will benefit the community the citizens of Shasta County as well as the county itself are likely losers. For example, there are projects currently under construction in the Redding area in which nearly the entire work force was brought in from other counties. There are projects that have stopped in mid-stream because out-of-county groups have withdrawn their finances. There are projects mired in legal battles such and The Vineyard. Etc.

Isn't there something perverse when things operate this way? Wouldn't it make more sense for Supervisors to support a growth limit so that those who wish to build would have to compete regarding the value of their project for the county? Other counties had done this and they have prospered. Wouldn't it make more sense to operate in such a way as to avoid law suits, ballot measures, and endless animosity? Again, other counties have done this and prospered.

Sincerely,



Michael McGuire, M.D.

Mail address: P.O. Box 1646 / 4004 Jim Dandy Road, Cottonwood, CA 96022 USA

Telephone: 530-347-1106

Fax: 530-347-1125

Email: mmcguire@evalflex.com

P.S. If you have not read it I have enclosed an Opinion Page article that recently appeared in the Record Searchlight. It has initiated a strong supportive response.



Editorial –RS
May 5, 2008

copy

An Early Obituary for Shasta County

Tax-paying residents and property owners of Shasta County probably assume that if they are living in an area zoned for one residence per 2- or 5-acres they are protected from waking up next week and finding that the adjacent lot is the site of a new housing project, a 7-11, or a gas station.

And many residents might assume that the County's Administration has a plan for development. This would seem so if one reads the *Shasta County General Plan* (available at the County's Planning Division). It has sections on "Framework For Planning," "The General Plan Concept," and public safety, resources, and community development.

Think again. The reality is otherwise.

The currently proposed *Panorama Project* for Cottonwood provides a convenient example. Here are some of the key facts: (1) A developer purchases a piece of grazing land in a rural community. (2) He proposes a significant change in one-residence-per-two-acres zoning as stated in the *General Plan* to accommodate his desire to build 400+ homes for 1000+ people and increase Cottonwood's population by 25%. (3) The developer invests money in preparing the plans and meeting the County's requirements for such proposals. (4) His plans are submitted to the County's Planning Division. (5) The Planning Division reviews the plans and authorizes an Environmental Impact Report (EIR). (6) The Planning Division holds a public meeting in which the majority attending opposed the project. (6) Confident that the *Project* will be approved, the developer advertises it for sale for \$16,000,000 three months before the EIR is due and five months before the County Supervisors are schedule to vote on the *Project*.

What is going on here? It is simply this: When it comes to residential developments, the *General Plan* is a joke. Developers get whatever they want in Shasta County, the *General Plan* notwithstanding. This despite the fact that such projects displace longtime residents (already some have moved from the *Panorama Project* area), pasture and agriculture land is lost, wildlife is compromised, traffic congestion, crime, and noise will increase, the developers are at a loss to come forth with compelling arguments about how the community might benefit, and once such projects are in place there is a domino effect – in effect, suburban sprawl.

With one single exception, no one in County Government with whom I talked can recall when a developer's residential building proposal has been denied over the past 10 years.

But that's not all. The County now requires contractors to pay for sewer and water system costs. This would appear to save the County money. But this is bad arithmetic. It doesn't take into account the County's potential costs for road revision, increased police and fire protection, schools, and dealing with the adverse effects mentioned above. In response to the County's requirements and to assure a profit, developers simply cram more houses into each acre. And guess what? The County isn't required and it may be unable financially to beef up the local police and fire departments, fix roads, or pay for new teachers or school rooms.

Now let's talk about water. Currently County officials are "optimistic" about the availability of water. But beware! At most they are thinking only a few years ahead. Every indication is that California is drying up. Further, there is no compelling evidence that by 2025 there will be sufficient water to supply even local needs. To compound matters, it is likely that the State will attempt to requisition water from the County to supply areas to the south.

Is this what Shasta County wants? Developers, contractors, real estate agents, and merchants may cry "YES." But a YES simply means that the County will doom itself to following in the footsteps of Los Angeles, Bakersfield, Riverside, Covina and so forth – counties that have self-destructed because of inadequate planning.

What needs to be done? The Supervisors need to develop a specific plan that sets forth specific limits on growth, respects zoning regulations, and requires developers to show how their plans will contribute to the community. For example: permit an increase in population of 1.5% per year for five years and make proposals competitive for community benefit. Then undergo a thorough review of its effects. Napa and Mendocino Counties have done this successfully and it has worked.

Supervisors, members of the County Planning Commission, and employees at the County's Department of Resource Management will likely object and claim that, "Each project is considered on its own merits." But this is to look at each project in a vacuum rather than how multiple projects impact the whole county. The clear fact is that only one rejection of Panorama-like projects in 10 years simply means that the County discriminates in favor of developers over current residents and its own future.

Michael T. McGuire, M.D.

DEPARTMENT OF
RESOURCE MANAGEMENT
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AUG 19 2008

August 15, 2008

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

PLANNING/BUILDING
DIVISIONS

Dear Mr. Hector:

Thank you for taking the time and interest to visit and discuss the Panorama Project. I found it an enjoyable and informative conversation. So, thanks again.

Below are a couple of points that we did not discuss or discussed only briefly.

First, as far as I can figure out the water issue is not solved. That is there is no compelling evidence that the 1000-gallon-per-minute well that is called for in the Project plan can be sustained for any reasonable length of time. Moreover, there is no indication that the water availability estimate is taking into account similar projects currently planned for northern Tehema County which borders on Cottonwood or for much of the rest of Shasta County between Palo Cedro and Cottonwood. Those of us in the area that have wells have to "blow them out" frequently because of the intrusion of sand in the well water. This is not a sign of water abundance. I realize the developer has paid for several evaluations of water availability, but my sense is that these should be looked at with the same critical eye as you are planning to look at the developer's wildlife report.

Second, we talked about the potential limitations of the County to do its part should the Project be approved. Add to this the fact that some 1400 new people are planned for the Project area and the statistic that one out of every 100 Americans is in jail. Is the County planning to increase the size of its jails, the number of people it hires to manage inmates, etc? This seems unlikely given that a number of public services financed by the County have been discontinued. Also relevant here is the fact that the County Sheriff has stated that there are insufficient funds to support additional personnel south of Riverside Drive.

Third, projects of this type elsewhere have their own informative histories. One series of events that occur repeatedly is that a project similar to the Panorama Project is thrust into a rural neighborhood and soon the residents of the project are complaining that they object to the smell of cow and horse dung, etc. In turn, an ordinance is passed limiting the number and type of animals that can occupy a given area the net effect of which is that local residents are soon unable to conduct their own businesses – e.g., horse ranches, cattle farming and reproduction, etc.

Fourth, let me return to something we did discuss – the possible contributions of the proposed Project to the Cottonwood community. I have queried neighbors and looked at the proposal, and reviewed available data. And, for the life of me, I can not find a single clear-cut advantage to the community except possibly for real estate agents and local stores. In contrast the number of disadvantages – congestion, noise, dirt, fire potential, crime potential, significant aesthetic compromise, departure of long-standing neighborhood families, compromised work options, compromised wildlife, etc. stand as stark realities should the project be approved.

Sincerely,



Michael McGuire, M.D.

Mail address: P.O. Box 1646 / 4004 Jim Dandy Road, Cottonwood, CA 96022 USA

Telephone: 530-347-1106

Fax: 530-347-1125

Email: mmcguire@evalflex.com

Cc: Shasta County Supervisors

Michael T. McGuire, M.D.

DEPARTMENT OF
RESOURCE MANAGEMENT
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SEP 09 2008

PLANNING/BUILDING
DIVISIONS

September 5, 2008

Kent Hector

Senior Planner

Shasta County Department of Resource Management, Planning Division

1855 Placer Street

Suite 103

Redding, CA 96001

Re: Proposed Panorama Project

Dear ~~Mr. Hector~~: *Kent,*

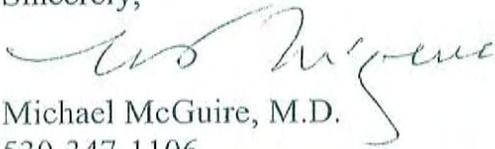
Since our meeting I have been busy talking with people in the Cottonwood community who will be directly impacted should the Proposed Panorama Project become a reality. Below are the results of my discussions.

I have talked with close to 50 people on Trefoil, Jim Dandy, Balls Ferry, and Locust Roads – the four roads that interface with the Panorama Project -- and:

- I have yet to talk with anyone who is in favor of the Panorama Project as currently proposed by the developers. Some individuals reluctantly accept the fact that some development may occur but insist that the County's current 2-acre zoning plan be honored. The majority of those I talked with oppose the project entirely.
- I have yet to talk with anyone who can think of one advantage to the local community should the Panorama Project become a reality.
- Literally everyone I have talked with believes that major disadvantages will occur to the general Cottonwood environment as well as their own parcels due to such things as significantly increased congestion, increased noise, increased garbage, compromised wildlife, loss of grazing land, compromised personal privacy, increased crime, inadequate fire, medical, and police support, questionable available water, and more.
- Not one person with whom I talked expressed confidence that, left to their own devices, the County Supervisors and the County Planners will

seriously honor the concerns of the members of the community. Rather they view Supervisors and Planners as dancing to the tune of developers.

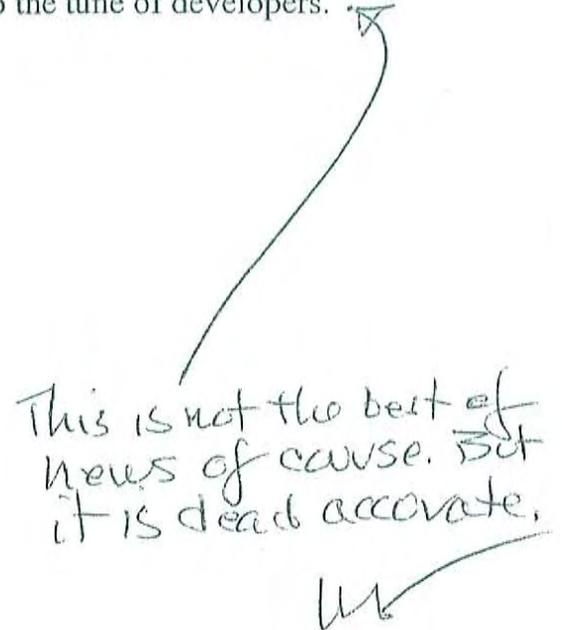
Sincerely,



Michael McGuire, M.D.

530-347-1106

P.O. Box 1646, Cottonwood, CA 96022



This is not the best of news of course. But it is dead accurate.



Michael T. McGuire, M.D.

August 3, 2009

DEPARTMENT OF
RESOURCE MANAGEMENT
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AUG 05 2009

PLANNING/BUILDING
DIVISIONS

TO:

David A Kehoe – Supervisor, Shasta County
Mark Cibula – Supervisor, Shasta County
Glenn Hawes – Supervisor, Shasta County
Linda Hartman – Supervisor, Shasta County
Les Baugh – Supervisor, Shasta County
Board of Supervisors, Shasta County
1450 Court Street
Suite 308B
Redding, CA 96001-1680

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

Dear Kent
It is a bit ironic that a small two-mile square rural area in Cottonwood is the target of so many attacks to alter its environment and quiet.

First it was Panorama-I where developers proposed major and significant changes in zoning and offered a plan that would have introduced significant-plus local congestion, diminished wildlife, destroyed agricultural land, etc. Then, with typical developer gall and apparent certainty that their project would be approved, they put it on the market for sale before the EIR report was submitted, etc.

Second, it was TANK and WAPA who in the spirit of developers would have gladly destroyed local lands and homes for the purpose of transporting electricity to far away spots which had refused to take responsibility for solving their electrical needs on their own.

Now, there is Panorama-II, apparently sponsored by some new players but still with the same objectives as before: namely, change the zoning code,

destroy agricultural land, increase congestion significantly, deplete wildlife, make significant demands on underground water supplies without compelling knowledge that there is sufficient water (all this in a drought period), etc.

Isn't it apparent that developers develop projects like Panorama-I and Panorama-II to make money, not to improve the community, let alone respect it. Of course making money is not a cardinal sin. But unlike some forms of making money where others benefit from products or services, Panorama-II would make money at the psychological and financial costs of residents that live near or adjacent to the project.

THUS, THOSE OF US WHO LIVE IN THE PANORAMA-II PROJECT AREA ARE STUCK WITH THE SAME SET OF QUESTIONS WE HAD FOR PANORAMA-I AND TANK-WAPA, NONE OF WHICH HAVE BEEN ANSWERED SATISFACTORILY. FOR EXAMPLE:

WHY IS IT THAT DEVELOPERS HAVE MORE RIGHTS THAN RESIDENTS IN MANY OF THE AREAS THEIR PLANS WOULD IMPACT? Literally no one living in the area of the proposed Panorama-II project is in favor of it. This was established with Panorama-I and sentiments have not changed.

WHY IS IT THAT IN THE LAST 10 OR SO YEARS THERE IS ONLY ONE SIMILAR PROJECT THAT HAS BEEN REJECTED BY THE COUNTY? Isn't this fact consistent with the idea that developers get what they want from the County's Supervisors and Planning Office?

WHY IS IT NOT CLEAR THAT PROJECTS SUCH AS PANORAMA-II BREED SOCIAL CONFLICT? For example, people who have recently moved into new developer-initiated housing across from the Cottonwood Stock Yard are now actively complaining about smells and flies that they believe have their source at the Stock Yard. They wish the Stock Yard to close down. Literally every piece of private property adjacent to the proposed Panorama-II project houses four-legged animals. How long before project householder (if any, ever) would complain about smells and flies and how long after that would they be clamoring for a further zoning code change for the area?

WHY IS IT THAT THE CLEAR AND OBVIOUS IMPLICATIONS OF THE PANORAMA-II PROJECT ARE NOT AT THE FOREFRONT OF THE DISCUSSION AND APPRAISAL OF THE PROJECT? For example: congestion increase, crime increase, questionable available water, wildlife decrease, likely tax increase to accommodate County contributions, the personal pain and disruption of the lives of people living near the project, etc? In addition, there is clear suggestion of bias -- discrimination is perhaps a more accurate word -- in the willingness of the County to authorize zoning changes in particular areas. These don't take place easily if at all in upscale Redding residential areas but in rural and semi-rural areas they apparently are acceptable -- THAT IS, WHY ISN'T A DEVELOPER'S REQUEST FOR A ZONING CHANGE THAT IS OPPOSED BY THE COMMUNITY REJECTED AT THE EARLIEST PHASE OF PLANNING? Why is it that people who move into areas adjacent to the proposed Panorama-II project can't be assured that existing zoning codes will be honored?

It's time for the Supervisors and Planning Office to do something that considers the community and its residents, not those who would destroy it.

Sincerely,



Michael McGuire, M.D.
A Cottonwood resident.

Mail address: P.O. Box 1646 / 4004 Jim Dandy Road, Cottonwood, CA
96022 USA

Telephone: 530-347-1106

Fax: 530-347-1125

Email: efimichael@earthlink.net

MAR 20 2008

PLANNING/BUILDING
DIVISIONS

County of Shasta
Department of Resource Management

Notice of Preparation of an Environmental Impact Report,
Panorama Planned Development

Scoping Meeting

February 27, 2008

Please write any comments, suggestions, or concerns you may have about Shasta County's proposed Panorama Planned Development Project on this form and return.

We Want to Hear What You Have to Say!

Name Judith H. Morgan Date 2/6/08
Organization Homeowner (If applicable) E-mail CottonAngel@Hotmail
Address 20863 Vantage Drive City, State, Zip Cott, CA 96022

Please feel free to attach additional comment sheets as necessary. Also, please hand your comments to a representative of the County either today, or mail them to the address below by March 21, 2008.

Comments can be mailed to Kent Hector, County of Shasta, Department of Resource Management, 1855 Placer Street, Suite 103, Redding, CA 96001.

Dear Mr. Hector

I have lived my entire life in Cottonwood, In fact, I have lived here on Vantage Drive the last 40 yrs, yes, I've been here longer than anyone!

I am NOT against growth at all, but I feel this project is too large for our community. I would like the zoning to be no smaller than 2 acre parcels & stay rural residential. I've talked with school administrators & various depts. & I have not found anyone who feels we can handle this size of projects. Affecting our roads, water, sewer, schools, shopping area etc. fire & police coverage. No one can say what age group ect. will move here.
Please consider my concerns & thank you for your time.

Sincerely, Judith H. Morgan

Jack Morse
2010 Jim Dandy Road
Cottonwood, CA 96022

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

AUG 27 2008

19 August 2008

PLANNING/BUILDING
DIVISIONS

Dear Mr. Hector:

It is my understanding that the EIR for the Panorama Project in Cottonwood will soon be complete.

Before it is let me make it clear that I totally oppose the project. I have lived in the area for 10 years and I have yet to find a person living next to or near to the project who favors it. Already some people in the area have moved and others have put their houses up for sale.

By supporting the project you will destroy any confidence – already not high – in the County's property zoning process and the concern of the Supervisors and the Planning Office for those who live here. Apart from this, the project is no more than a speculation effort by the "paper developers."

Here are some of the unavoidable consequences to the community should the project be approved:

- Increased traffic congestion.
- Increased crime.
- Increased litter.
- Increased demand on sub-surface water.
- Increased departure of families living in the area.
- Increased noise.
- Decreased wildlife.
- A serious aesthetic glitch.
- And so forth.

There is simply no justification to change the zoning. No justification to approve a project with a dominant negative impact on the community. No justification to approve the project without clear evidence that the community will benefit. At present there is no such evidence.

I don't pay taxes for this type of treatment or lack of consideration.

Jack Morse

Doris Roe

From: "Doris Roe" <dorisroe@charter.net>
To: <khector@co.shasta.ca.us.>
Sent: Sunday, March 16, 2008 1:29 PM
Subject: The Panorama Subdivision Proposal

As a native Californian (My ancestors came to the new state in 1850), I am concerned about an endless spread of urban development that has progressively destroyed our agricultural, our forests, and our natural, open land. As a citizen of Redding for 48 years, I sadly observe our beautiful North State being transformed into another Los Angeles.

I doubt if the Panorama subdivision proposal will be denied, but, I would certainly like to see it minimized.

Sincerely,

Kenneth S. Roe
3325 Saint Moritz Court
Redding, Ca 96002

DEPARTMENT OF
RESOURCE MANAGEMENT
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MAR 18 2008

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DIVISIONS

MAR 11 2008

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DIVISIONS

County of Shasta
Department of Resource Management

Notice of Preparation of an Environmental Impact Report,
Panorama Planned Development

Scoping Meeting

February 27, 2008

Please write any comments, suggestions, or concerns you may have about Shasta County's proposed Panorama Planned Development Project on this form and return.

We Want to Hear What You Have to Say!

Name MIKE AND CAROL TARR Date 3/10/08
Organization _____ (If applicable) E-mail _____
Address 20974 VANTAGE DR Cottonwood City, State, Zip CA, 96022

Please feel free to attach additional comment sheets as necessary. Also, please hand your comments to a representative of the County either today, or mail them to the address below by March 21, 2008.

Comments can be mailed to Kent Hector, County of Shasta, Department of Resource Management, 1855 Placer Street, Suite 103, Redding, CA 96001.

- ① What will be the impact of 1,000 extra cars
in the area assuming each house will have 2 cars?
Wheelabrator has already impacted the air quality
in this area. 120 trucks go to wheelabrator each day.
- ② The 45x90 lots are too small and the zoning should
not be changed.
- _____

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

MAR 14 2008

PLANNING/BUILDING
DIVISIONS

County of Shasta
Department of Resource Management

Notice of Preparation of an Environmental Impact Report,
Panorama Planned Development

Scoping Meeting

February 27, 2008

Please write any comments, suggestions, or concerns you may have about Shasta County's proposed Panorama Planned Development Project on this form and return.

We Want to Hear What You Have to Say!

Name Phylliss Wilsey Date 3-13-08
Organization _____ (If applicable) E-mail _____
Address 30990 VANTAGE DR. City, State, Zip 96092

Please feel free to attach additional comment sheets as necessary. Also, please hand your comments to a representative of the County either today, or mail them to the address below by March 21, 2008.

Comments can be mailed to Kent Hector, County of Shasta, Department of Resource Management, 1855 Placer Street, Suite 103, Redding, CA 96001.

I have lived here 40 yrs. and know there
is no water on hill. ALSO HARD PAN.
ASK TO PLEASE KEEP RURAL AREA.
MAYBE, 2 ACRES PLOTS WITH ONE HOME.
YOU CUT THE HILL & NO MORE WILD LIFE.
FEEL FIRE DEPT. & POLICE WILL NOT
BE ABLE TO HELP. LETS SAVE WHAT WE
HAVE.

THANK YOU,

Dan Woolery
P. O. Box 1159 (Mailing address)
3685 Woolery Lane
Cottonwood, California 96022
530-347-3021

DEPARTMENT OF
RESOURCE MANAGEMENT
RECEIVED

MAR 10 2008

PLANNING/BUILDING
DIVISIONS

March 8, 2008

RE: NOP – Panorama
Planned Development
GPA #07-001
ZA #07-004
TM 1960

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

Dear Mr. Hector:

I am in receipt of your Notice of Preparation for the above referenced project. As a former Shasta County Planning Commissioner and one of the original committee members on the Cottonwood Planning Group, I have serious reservations regarding this project. My concerns can be grouped as follows:

General Planning Issues:

I am concerned that this project reflects a piece-meal approach to planning the future development of northeastern Cottonwood. The densities are much greater than areas closer in to the city center and, if approved, this project will surely be used as justification for higher densities for the properties surrounding it. Rather than a project-by-project amendment to the general plan, I suggest that you look at the entire area east of Cottonwood and decide just where rural lot densities will be maintained. Does it stop at the eastern boundary of this project? Or should it be further east and include the existing Gotcha Creek Mobile Home Part? Or is this project premature and should the existing lines be maintained?

A related concern has to do with the existing General Plan objective of maintaining a rural lifestyle in Cottonwood. Does this project, with its high-density areas, achieve this goal? I suggest that it does not.

Environment Review Issues:

I generally concur with the evaluation submitted by Shasta County Planning and trust that each area marked for full evaluation will be carefully investigated. In addition, the following concerns should be added to the EIR investigation:

- 1.) On page #17 of your findings you indicate that there is “no evidence” to suggest that the project will have cumulative impacts. This is incorrect. This project is but one of several currently being built or proposed in the Cottonwood area and almost every impact identified in your report is but a part of a larger impact upon the Cottonwood area.
- 2.) Aesthetics - The project, with its high-density development adjacent to Locust Street and to Balls Ferry Road will degrade the existing rural landscape.
- 3.) Agriculture Resources – The EIR should evaluate the growth inducing impact of this project upon surrounding irrigated lands. While current General Plan and Zoning might preclude such impact, the approval of this project will doubtless encourage others to seek amendments that would allow higher densities. One large irrigated parcel of approximately 30 acres and lying directly south of this project is currently being held for just such development.
- 4.) Air Quality – Your report does not mention the nuisance and health effects of the existing Jam Dandy Lane upon the residents of the project. Jam Dandy is a dirt road with a high traffic load. During the morning and evening commute, the entire area around the junction of Jam Dandy/Balls Ferry Road is obscured with dust. Will this project pave Jam Dandy to reduce this impact?
- 5.) Hydrology - Your report does not disclose the existing drainage problems in the immediate area south of the project. During intense or prolonged rainfall, Balls Ferry Road just west of its intersection with Trefoil Lane sometimes floods. It is doubtful that the drainage ditches along Balls Ferry and the pipes under Balls Ferry can handle the increased runoff flows that will come from this project.

A related concern is that the high-density lots proposed adjacent to Balls Ferry Road lie directly downhill from the ACID canal. These homes will be subject to flooding if the canal fails or overflows. The ACID canal should be lined and reinforced in this area, or other protective steps taken, before construction is allowed.

- 6.) Land Use Planning – See above general planning concerns.

- 7.) Noise – Your report does not discuss the noise impact of the railroad upon the proposed project. This is an area of relatively high rail speeds and they always use their horns as they approach the Balls Ferry crossing. Those homes proposed for the area just north of Balls Ferry will be significantly impacted by this noise.
- 8.) Transportation/Traffic – The existing intersection of Balls Ferry /Jim Dandy/Trefoil Lane is inadequate and unsafe. Sight distances are limited and connection angles are improper. Is it possible/reasonable to add yet another connection to Balls Ferry in the middle of this mess? The conceptual drawing prepared by Sharrah Dunlap Sawyer shows Jim Dandy being connected to the project with Jim Dandy no longer having direct access to Balls Ferry. Is this part of the proposed project?
- 9.) Utilities – Your project description indicates that sewage plant expansion would be required, including a 1.5 million-gallon basin. The location of this basin is not indicated. Is it at the existing plant or off-site? Does such expansion require additional environmental review?

Thank you for your attention to these matters. If you have questions, or require additional information, please feel free to contact me.

Sincerely,


Dan Woolery