



Planning and Development Department
Long Range Planning Division
Transmittal Memorandum

DATE: January 20, 2011

TO: GavPAC Members

FROM: David Lackie, Supervising Planner
Brian Tetley, Planner

CC: Supervisor Doreen Farr, 3rd Supervisorial District

SUBJECT: GavPAC Meeting No. 26

The items listed below have been included as part of the meeting materials for GavPAC Meeting No. 26, to be held Wednesday January 26, 2011, 6:30 p.m. in the Vista de Las Cruces School auditorium:

1. **Meeting Agenda:** Meeting No. 26 Agenda for natural resources and open space and transportation, energy, and infrastructure deliberations (Attachment 1).
2. **Draft Meeting Minutes:** Staff has provided draft meeting minutes from the January 12, 2011 GavPAC meeting for review and approval (Attachment 2).
3. **LOSSAN Railroad Improvement Planning Documents:** Staff has provided excerpts from the LOSSAN North Corridor Strategic Plan and the full text of the CEQA Notice of Preparation (Attachment 3) to help inform the GavPAC regarding this railroad improvement planning process.
4. **Natural Resources and Open Space Discussion Outline:** Chair Kimbell has prepared an outline to guide Committee deliberations on natural resources and open space. This outline was utilized during meetings 24 and 25. Staff has attached a revised outline in this packet with direction to staff noted on the five areas resolved during the last two meetings (Attachment 4).
5. **Transportation, Energy, and Infrastructure Discussion Outline:** Chair Kimbell has prepared the attached outline (Attachment 5) to guide Committee deliberations on transportation, energy, and infrastructure issues.
6. **Planning Issue Summary & Worksheets:** Staff has attached a copy of the Transportation, Energy, and Infrastructure planning issue summary chart and worksheets (Attachment 6) for your reference.
7. **Updated To-Do List** (Attachment 7).
8. **Long-Term Schedule** (Attachment 8).

In addition to this packet, please bring the GavPAC documents binder with you to the meeting.

All GavPAC materials are also available for download from the following webpage:
<http://longrange.sbcountyplanning.org/planareas/gaviota/gaviota.php>

Discussion and Comments on LOSSAN Railroad Improvement Planning (Agenda Item 5)

Caltrans, in cooperation with The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency developed the *LOSSAN North Strategic Plan* for the rail corridor between Los Angeles and San Luis Obispo in October 2007. The Strategic Plan identifies improvements that would facilitate the best use of the rail corridor, add capacity, reduce delays, and increase the speed of train travel.

LOSSAN is comprised of elected officials representing rail owners, operators, and planning agencies. The agency's objective is to promote programs that increase ridership, revenue, reliability, and safety on the rail line.

In order to apply for federal grant money, the Federal Railway Administration requires a certified programmatic environmental document for proposed improvements. The Notice of Preparation (NOP) for a Draft Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was recently released for the improvements proposed in the 2007 Strategic Plan. Caltrans is the lead agency under CEQA and environmental review is scheduled to be completed in March 2013.

Staff has attached an excerpt from the 2007 Strategic Plan that lists proposed improvements in Santa Barbara County and the NOP released by Caltrans. Project descriptions of the proposed improvements will be further refined as part of the environmental review. These projects are currently unfunded, so the likelihood of their completion is uncertain. LOSSAN will generally prioritize improvements to areas south of Goleta, as the ridership and frequency of train services is far larger than north of Goleta. In addition, the aging and outdated rail infrastructure north of Goleta increases the likelihood that funding would be secured for signal and switch upgrades first, then for long term, more expensive projects such as curve realignments.

Planning Issues Deliberations (Agenda Item Nos. 6-8, 9-11)

This meeting continues the deliberative phase of the land use planning process for the Gaviota Coast. The deliberative phase builds upon previous GavPAC work to identify core planning issues, and will provide an opportunity to discuss these issues in greater detail, and explore different planning options and approaches. Keep in mind that the goal in the deliberative stage is not to fully write or vet policy or ordinance language, but to develop consensus or at least refinement of GavPAC policy preferences which can be used by staff to craft draft policy statements and implementing tools. The review and revision to draft policy or ordinance language will occur later in the process after all of the deliberative meetings and a period of time for staff to develop the language.

The first portion of this meeting will conclude deliberations on the natural resource and open space issues of wildlife corridors and cultural resources. Then the GavPAC will consider the planning issues associated with Transportation, Energy, & Infrastructure, with an emphasis on the County's existing policy framework and the unique characteristics of the Gaviota Coast Plan Area. This discussion will hopefully result in a more refined list of planning issue priorities that are important to the committee and are within the reach of local land use policy.

Once priorities have been expressed, staff can help initiate the discussion on appropriate planning tools for consideration by the committee. These planning tools can run the gamut from ordinances, policy language refinements or clarifications, the application of planning overlays, new or existing, etc. In addition, staff's research into the approaches taken by other jurisdictions in addressing similar planning issues may be helpful. Once the GavPAC has formulated goal statements, Staff can utilize these to help develop the Plan.

Attachments:

1. Meeting 26 Agenda
2. Draft Meeting Minutes
3. LOSSAN Railroad Improvement Planning Documents
4. Revised Discussion Outline for Resources Stewardship & Open Space
5. Revised Discussion Outline for Transportation, Energy, & Infrastructure
6. Planning Issue Summary & Worksheets
7. To-Do List
8. Long-Term Schedule

Gaviota Coast Planning Advisory Committee

DRAFT MEETING MINUTES MEETING No. 25

***Wednesday January 12, 2011
Vista de Las Cruces School Auditorium***

Meeting No. 25 Called to Order: By Chair Kimbell at 6:30 p.m.

1. Roll Call

GavPAC Members Present: Boise-Cossart, Bowman, Feeney (arrived after roll), Kimbell, Lloyd, McGinnis, McKenna, McNabb, Van Leer

GavPAC Members Absent: Baer, Tautrim

County Staff Present:

Jeff Hunt, Long Range Planning Division Director

David Lackie, Long Range Planning Division Supervising Planner

Brian A. Tetley, Long Range Planning Division Senior Planner

Katie Haldeman, Long Range Planning Division Assistant Planner

2. Public Comment for Items not on the Agenda:

Alan Howard: The recent article in the Independent about public access at the Naples property make him think an inventory of properties that allow for public access should be conducted to maximize public coastal access.

3. Administrative Briefings

Staff: Staff described proposed improvements to the North Rail Corridor between Los Angeles and San Luis Obispo that seeks to improve passenger rail accessibility, reliability, and train speeds. Caltrans, as the lead agency under the California Environmental Quality Act (CEQA), recently released a Notice of Preparation (NOP) of a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for corridor improvements that were cursorily outlined in a strategic plan from October 2007. The environmental review process is scheduled for completion March 2013.

Jeff Hunt introduced himself to the Committee as the new Long Range Planning Division Director and explained that communications formerly directed to Vicki Parker, could be directed to him as Ms. Parker recently transferred to the Redevelopment Agency.

Deliberations: The Committee expressed several concerns (emergency repairs, pedestrian safety, etc) about the proposed corridor improvements. The Committee will formalize those concerns at the next GavPAC meeting, which will be incorporated into the County's responsible agency review comment letter. Deliberations on matters pertaining to the railroad corridor will resume at the next GavPAC Meeting on Transportation, Energy, and Infrastructure. Staff will provide the Committee with additional relevant information on the proposed improvements to facilitate further deliberations on corridor improvements.

Public Comment:

Chris Schaeffer representing Caltrans: Proposed rail corridor improvements include construction of a 900-foot concrete trestle over Jalama Creek.



4. Meeting Minutes from Meeting No. 24 on December 15, 2010

Deliberations: None

ACTION: Bowman moved, seconded by McNabb and carried by a vote of 8-0, with McGinnis abstaining, to approve the minutes without modifications.

5. Discussion of Coastal Commission Land Use Development Code Certification Process

Deliberation: Chair Kimbell asked for permission to represent the GavPAC at the January 18th Board of Supervisor's hearing on the Land Use and Development Code (LUDC) certification process. McGinnis believes that California Coastal Commission (CCC) Director Peter Douglas is open to further discussion about the modifications and that he will ultimately decide what modifications the CCC requires; she does not support rejection of the CCC's requested modifications to the LUDC. Feeney sees a fundamental disconnect between the CCC Staff and the Commissioners when communicating their respective intentions to the County. McNabb stated that CCC Staff has not openly communicated with the County on all matters pertaining to the modifications, including the process for reconstructing Vista de Las Cruces School in the event of a fire.

Resource Stewardship & Open Space Planning Deliberations:

6. Discussion of Existing Resources & Open Space Policy

Deliberation: See minutes from Meeting Nos. 22-24.

7. Consideration of Resources & Open Space Preferences for the Gaviota Coast

Staff: Staff summarized the GavPAC's progress towards providing policy direction to Staff. The Committee is taking a watershed approach to planning, while understanding that the ideal of individually planning for each of the numerous watersheds in the plan area is beyond is not feasible given the time and resource constraints of the Committee. There is a desire to encourage watershed planning for individual landowners and that new development should not impair water quality. Cumulative impacts to water quality could be offset by mitigation or restoration and a set of standards or best management practices (BMPs) could be implemented to restrict damaging practices. The Committee recognizes the importance of the Gaviota Creek Watershed and would recommend using this watershed as a pilot project in watershed planning.

Deliberation: The Committee deliberated on the remaining issues in the discussion outline originally prepared by Chair Kimbell. Each issue in the outline are in bold and italics below.

Watersheds

Chair Kimbell opened the discussion by suggesting a development agreement or watershed-based master plan approval for restoration and development within a watershed, that would simplify the permitting of future projects. Feeney stated that the approach to planning for a particular watershed could be voluntary or regulatory, depending upon the nature of development that is likely to occur and the composition of landowners within the watershed. However, Feeney is unsure of the nexus for mandating watershed protection measures. In addition, certain BMPs could be required plan-wide.

McNabb reminded the GavPAC that the upper portions of many watersheds, particularly in the eastern part of the plan area, are Federally-owned (National Forest). As such, landowners should not be unfairly punished for water quality degradation originating on lands outside the County's purview.



McGinnis is concerned that master plans or programmatic development agreements would fail to capture the nuances of individual projects and could compromise natural resource protection. Lloyd prefers to use vested development agreements over the use of “specific plans” for future development and restoration projects.

Public Comment:

Anne Coates: the GavPAC should use the word “promote” when developing policy language. The State Water Resources Control Board has invested significant resources in regulating water quality and controlling water quality impairing practices like manure runoff, which can degrade water quality.

Brian Trautwein representing the Environmental Defense Center (EDC): policies for beneficial projects can be voluntary but should be mandatory for development projects. Clearing of vegetation, which can reduce groundwater recharge, should be addressed in the GavPAC’s policy development. Gaviota-specific policies should be created that seek to minimize grading and erosion. Water diversions should be prohibited. Decrease barriers to wildlife movement by using span bridges rather than culverts.

Joanne McGeary: Recently saw steelhead fry at Arroyo Hondo preserve and reminded the GavPAC of McKenna’s earlier suggestion of “using the steelhead as a totem”.

Brian Trautwein: A project involving water diversion was permitted in Goleta. Staff will investigate the details of this project further.

Deliberation: Boise-Cossart agrees that protection of groundwater is important for agricultural operations. McGinnis inquired with Staff as to the feasibility of the master plan/development agreement approach. Staff will investigate the limitation of this approach with County Council, but explained that environmental impacts, including cultural resource sensitivity, are assessed on a case-by-case basis.

Bowman remarked that the GavPAC’s mandate is to create framework and standards to give landowners a place to start when initiating development. Bowman recognizes that individual projects will always be looked at on a case-by-case basis. Van Leer stated that numerous regulations are already in place to protect the watershed, and the Regional Water Quality Control Board is currently pushing to apply more stringent water quality regulations to irrigated agricultural land. Feeney remarked that getting public agencies onboard with BMPs and watershed planning for the plan area is also important. Feeney suggested that Venadito Canyon (La Paloma Ranch) is a good candidate for a voluntary watershed plan, which could facilitate restoration projects to remove non-native and invasive plants, address erosion issues, while continuing to have some flexibility in the siting of agricultural operations.

Lloyd is not aware of the County ever permitting a water diversion project. Staff will investigate further.

McGinnis believes the Committee wants a holistic, long-term approach to planning for watershed protection. Lloyd stated that the GavPAC is looking to enhance resource protection, as existing protective regulations are already in place and being followed by landowners and agricultural operators.

Public Comment:



Alan Howard: Cojo/Jalama Ranch should also be required to have high standards of water quality protection. He supports the idea of incentivizing water quality improvements with the associated development of this property.

ACTION: The GavPAC directed Staff to develop policy for watershed management, based on the following principles: 1) create a voluntary watershed management plan policy approach to management of watersheds with lands not seeking enhanced entitlements 2) Although it is unlikely to come into play, consider policies for using a mandatory approach to watershed management for development such as subdivisions, and use tools such as development agreements, in-lieu fees, master plans, etc to implement that policy 3) create plan area wide best management practices for water quality protection 4) promote interagency coordination and engagement of public agencies, particularly those with landholdings within the plan area (U.S. Forest Service, State Parks, etc) 5) policy should reflect the GavPAC's desire to use watersheds as a central organizing concept for policy development.

Lloyd moved, seconded by Boise-Cossart and carried by a vote of 9-0.

Interagency Council

Deliberation: None

Public Comment: None

ACTION: The GavPAC directed Staff to develop policy to support the creation of an interagency council which would function as a clearinghouse for issues in the plan area.

Lloyd moved, seconded by Feeney and carried by a vote of 9-0.

ESHA

Staff: Environmentally Sensitive Habitat Areas (ESHA) were mapped as part of the coastal planning process and are only formally mapped within the Coastal Zone, however sensitive habitats are protected in the inland areas as well. ESHA is primarily comprised of riparian corridors, but can also include native grasses, oak woodlands, and other habitat types. Mapped ESHA locations do not have a high resolution, therefore groundtruthing of sensitive habitat locations is typically done at the project-level. A project can encroach into ESHA or sensitive habitats upon approval from the County biologist.

The County's Coastal Land Use Plan is approximately 30 years old, therefore Staff is seeking input from the community and experts on adding to the list of habitats that are designated as ESHA. The rural portions of the Goleta Community Plan area are being designated and mapped as "inland riparian corridors" as part of the community plan update process. Those areas will then allow for a similar level of protection as mapped ESHA.

According to the Bolsa Chica court case decision, offsite mitigation for encroachment or removal of sensitive habitat is not allowed, except in the case of beneficial projects. The County's policy on ESHA encroachment is to seek to minimize the amount of disturbed area, while balancing private property rights.

The County biologist is working on an inventory of ESHA habitat types and values.

Deliberation: Lloyd stated that all resources need to be groundtruthed and that just because a sensitive habitat is not mapped, does not mean the resource is not there. The real issue is the buffers from sensitive habitat, not mapping the inland areas. Kimbell has heard that the CCC considers all ESHA untouchable, which could result in a taking, if there is no location for development that would not disturb ESHA.



Lloyd believes a buffer should be adequate and in proportion to the value of the resource and its restoration capacity. Van Leer wants a flexible and practical approach to buffers. Feeney wants to understand, beyond riparian corridors, what is and what might be constituted as ESHA – would wildlife corridors be considered ESHA? McGinnis stated that the County's current 100-foot buffer policy for rural areas should be the minimum standard for a buffer, and if anything the buffer size should be increased.

Boise-Cossart inadvertently restored native grasses under her property by fencing off her orchards and as a result would theoretically no longer be able to build in that area. Sometimes sensitive habitats prevent siting homes on the least visually impactful location. Does not want to negatively impact biodiversity but wants to balance landowner rights and the need for resource protection.

Lloyd and Feeney agreed on allowing for encroachment if the project as a whole could create net benefits to ESHA and Van Leer suggested an ESHA mitigation bank. Staff stated that this could be particularly appropriate when dealing with small patches of native grasses. Current buffer encroachment procedures in the County are fairly flexible and can be adjusted on a case-by-case basis as determined by the biologist.

Bowman asked if this was an appropriate time to incorporate a safe harbor-like agreement for those landowners conducting beneficial projects which create additional sensitive habitat. McGinnis stated that environmental impacts under CEQA would likely still be triggered if development were proposed to occur on sensitive habitat.

Public Comment:

Brian Trautwein representing the EDC: He is on the County's list of certified biologists and has worked extensively with restorative and natural resource issues. The CCC approved 100-foot buffers for UC Santa Barbara's Long Range Development Plan (LRDP). Native grasses are one of the most endangered and rare plants in California. EDC also encourages maintaining minimum buffer standards; the Goleta Community Plan update could be used as a model for creating flexible buffers. Relying just on CEQA to protect ESHA is not enough, the additional level of protection provided by the Coastal Act is also important.

The County uses the Department of Fish and Game Natural Heritage Commission's definition of native grasslands as 10 percent or higher coverage. EDC encourages the GavPAC to uphold or increase this level of protection. EDC would like the County to investigate the importance of designating chaparral as an ESHA, such as what was done in the City of Malibu.

Under the Coastal Act, ESHA cannot cause a taking of a landowner's property. He believes wildlife corridors meet the definition of ESHA. Take into consideration climate change when protecting environmentally sensitive areas.

ACTION: The GavPAC gave direction to Staff to develop policy to 1) extend ESHA mapping to inland areas 2) look at ESHA regulations in the zoning ordinance to ensure that it is consistent with the Coastal Act 3) any buffer policies shall be flexible and consider the purpose and context of the buffer as well as the use of the land next to the buffer 4) allow for maintenance and of existing non-conforming development located within sensitive habitat buffers. 5) use a hierarchy construct to consider additional habitat types or individual species that could be protected to a similar degree as ESHA.

McNabb moved, seconded by Van Leer and carried by a vote of 9-0.

8. Consideration of RSOS Planning Tools

Deliberation: See Item 7.



9. Discussion of Long Term Meeting Schedule

Deliberation: The next GavPAC meeting will wrap up deliberations on Resource Stewardship and Open Space, followed by deliberations on Transportation, Energy, and Infrastructure. Additional discussion on the proposed North Rail Corridor improvements will occur at the next GavPAC meeting and will allow for the Committee to direct Staff regarding the content of its responsible agency review comment letter.

The Visual Resources Subcommittee will also be reporting back to the GavPAC on their progress at some point, which will need to be worked into the long term meeting schedule.

Feeney requested that Staff try to contact a LOSSAN representative to further inform the GavPAC on the North Rail Corridor improvements. If anything, Staff will report back to the GavPAC with more information at the next meeting after contacting technical representative from Caltrans and LOSSAN.

Public Comment: None

Meeting Adjournment – 9:03 p.m.





Notice of Public Meeting

Gaviota Coast Planning Advisory Committee (GavPAC) Meeting No. 26

Note: This agenda lists discussion topics for the GavPAC meetings on:

Wednesday, January 26, 2011 – 6:30 p.m.

Attendees: GavPAC Members, County Staff, and Public Participants
Please review: Meeting Materials Packet for Meeting on 01/26/11
Please bring: Meeting Materials Packet for Meeting on 01/26/11
Location: Vista de Las Cruces School - Auditorium, 9467 San Julian Rd, Gaviota, CA 93117

Agenda Item	Discussion Topics
CALL TO ORDER	
1	Pledge of Allegiance & Roll Call
2	Public Comment <i>The Public Comment period is set aside to allow public testimony on items not on today's agenda. The time allocated to each speaker will be set at the discretion of the Chair.</i>
3	Administrative Briefings <i>Staff updates regarding local or other legislative activities, local planning decisions, or other updates of interest to the Committee.</i>
4	Meeting Minutes Review and Approval
5	Discussion and Comments on LOSSAN Railroad Improvement Planning
RESOURCES STEWARDSHIP & OPEN SPACE PLANNING DELIBERATIONS:	
6	Discussion of Existing Resources & Open Space Policy
7	Consideration of Resources & Open Space Preferences for the Gaviota Coast
8	Consideration of Resources & Open Space Planning Tools

Questions or comments about the Gaviota Coast Plan may be directed to Brian A. Tetley at 805-884-6848 or btetley@co.santa-barbara.ca.us and further information may be obtained on the following web site: <http://longrange.sbcountyplanning.org/planareas/gaviota/gaviota.php>

Writings that are a public record under Government Code § 54957.5(a) and that relate to an agenda item of a regular meeting of the Planning Advisory Committee that are distributed to a majority of all of the members of the Planning Advisory Committee less than 72 hours prior to that meeting shall be available for public inspection at Santa Barbara County Office of Long Range Planning 30 E. Figueroa Street, Santa Barbara, CA, and also on the County's website at <http://longrange.sbcountyplanning.org/>

Attendance and participation by the public is invited and encouraged. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Hearing Support Staff (805) 568-2000. Notification at least 48 hours prior to the meeting will enable the Hearing Support Staff to make reasonable accommodations.

TRANSPORTATION, ENERGY, & INFRASTRUCTURE PLANNING DELIBERATIONS

9 Discussion of Existing Transportation, Energy, & Infrastructure Policy

10 Consideration of Transportation, Energy, & Infrastructure Preferences for the Gaviota Coast

11 Consideration of Transportation, Energy, & Infrastructure Planning Tools

12 Discussion of Long-Term Meeting Schedule

Adjourn

NOTICE OF PREPARATION

TO: Interested Public Agencies and
Other Parties

FROM: WILLIAM D. BRONTE
Chief, Division of Rail
California Department of Transportation
P.O. Box 942874, MS 74
Sacramento, California 94274-0001

SUBJECT: Notice of Preparation (NOP) of a Draft Program Environmental Impact Report / Environmental Impact Statement (Program EIR/EIS) for Proposed Improvements to the Rail Corridor Extending from Los Angeles to San Luis Obispo via Los Angeles, Ventura, Santa Barbara and San Luis Obispo counties; References: Division 13, Public Resources Code, Section 21080.4 California Environmental Quality Act (CEQA) and for 40 Code of Federal Regulations 1501.7 and 1508.22 (NEPA).

This is to inform you that the California Department of Transportation (Department) is the Lead Agency for the CEQA process for proposed Los Angeles-Ventura County-Santa Barbara-San Luis Obispo (LOSSAN North) Rail Corridor Improvements. The Department has determined that it would be appropriate to prepare a Program EIR/EIS for improvements to the existing rail corridor at this stage of planning and decision making, which would involve defining and evaluating alternative technologies, corridor modifications, station improvements, and phasing options. Later stages of project development will include project-specific detailed environmental documents to assess the impacts of the alternatives in those segments of the system identified for implementation.

This NOP initiates the CEQA process. Scoping meetings are scheduled as follows:

Date: Monday, January 10, 2011
Time: 5:00 p.m. – 7:00 p.m.
Place: Los Angeles Metropolitan Transportation Authority
Metro-Boardroom, One Gateway Plaza
Los Angeles, CA 90012

Date: Tuesday, January 11, 2011
Time: 5:00 p.m. – 7:00 p.m.
Place: Camarillo Public Library
4101 Las Posas Road
Camarillo, CA 93010

Date: Wednesday, January 12, 2011
Time: 5:00 p.m. – 7:00 p.m.
Place: Louise Lowry Davis Center, Lu Gilbert Room
1232 De La Vina Street
Santa Barbara, CA 93101

Date: Thursday, January 13, 2011
Time: 5:00 p.m. – 7:00 p.m.
Place: San Luis Obispo City/
County Public Library, Community Room
995 Palm Street
San Luis Obispo, CA 93401

The Department has invited the Federal Railroad Administration (FRA), an operating administration within the United States Department of Transportation, to serve as Federal Lead Agency for the environmental review. The FRA has responsibility for oversight of the safety of rail passenger and freight operations across the United States, including the safety of any proposed high-speed train system. The FRA, as Federal Lead Agency, is publishing a Notice of Intent (NOI) in the *Federal Register* announcing the Agency's intention to initiate the Federal environmental review process for the LOSSAN North Rail Corridor Improvements. The Department expects that the information developed during the CEQA scoping process would also serve as an important component of the scoping process for the Federal environmental review.

In response to this NOP, it is requested to advise the Department of the applicable permit and environmental review requirements of Interested Public Agencies (Agency), and the scope and content of the environmental information that is germane to each Agency's statutory responsibilities in connection with the proposed project. Each agency will need to use the Program EIR/EIS prepared by the Department when considering approvals or permits required for the project.

The need for LOSSAN North Rail Corridor Improvements is directly related to the expected growth in population and resulting increases in intercity travel demand in California over the next 20 years and beyond. As a result of this growth in travel demand, there will be increases in travel delays from the growing congestion on California's highways and at airports. In addition, there will be effects on the economy and quality of life from a transportation system that is less and less reliable as travel demand increases and there being deteriorating air quality in and around our metropolitan areas. The intercity highway system and commercial airports serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion in order to meet existing demand and future growth. LOSSAN North Rail Corridor Improvements would provide a vastly improved mode of intercity train travel that would link the Los Angeles, Ventura County, Santa Barbara and San Luis Obispo major metropolitan areas, interfacing with mass transit, and highways; and

providing added capacity to help meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources.

The Department manages and coordinates intercity rail passenger services in California. Within this role are several major activities including analyzing funding requests and recommending State funding for operating assistance and funding for capital improvement projects. For southern California, the Department provides operating funds to Amtrak for intercity passenger services, via the coast rail line, extending from San Diego to San Luis Obispo. For the LOSSAN portion of this corridor (between Los Angeles and San Luis Obispo), Amtrak currently operates three daily round-trip trains.

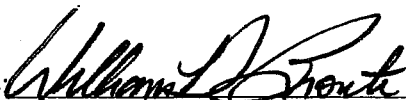
As part of the State's ongoing efforts to improve intercity rail services, the Department contracts with railroads and local agencies to build and improve the rail infrastructure for stations, tracks, signal systems and related rail components. Funding for capital projects has been utilized to increase speeds, replace worn track and structures, add passing sidings and second main track, improving safety and operational efficiencies, and to modernize the rail system. The overall goal is to improve mobility in this congested part of the State by decreasing trips times and improving the rail system in a cost-effective manner.

Alternatives to be evaluated and analyzed in the Program EIR/EIS include: (1) take no action (No-Project or No-Build), (2) improvement of the existing steel-wheel-on-steel-rail train system and stations, and (3) modal alternatives that would include highway and air transportation improvements. Possible environmental impacts include displacement of commercial and residential properties; disproportionate impacts to minority and low-income populations; community and neighborhood disruption; increased noise, vibration, and electro-magnetic interference along rail corridors; traffic impacts associated with stations; effects to historic properties or archaeological sites; impacts to parks and recreation resources; visual quality effects; exposure to seismic and flood hazards; impacts to water and coastal resources, wetlands, and sensitive biological species and habitat; land use compatibility impacts; energy use; air quality; construction impacts; and impacts to public safety.

Due to the time limits mandated by State law, responses must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. The Department invites suggestions about the range of alternatives and the potential impacts to be addressed in the Program EIR/EIS. See Attachment A – Program EIR/EIS Schedule for our 2.5-year process.

Please send responses and direct any comments or questions regarding this project to Lea Simpson, Corridor Manager, California Department of Transportation, Division of Rail, at the address shown above.

Date: December 20, 2010

Signature: 
WILLIAM D. BRONTE
Chief, Division of Rail

Attachment A: Working Products/Key Deliverables

Product/Key Deliverable	Delivery Date	Notes
Purpose and Need (P&N) and Range of Alternatives, including "No Action" alternative	August 2010	Need FRA's approval
Prepare supporting technical studies to a Program level of evaluation and complete Admin Draft Program EIR/EIS.	April 2011	
Circulate DPEIR/EIS according to FRA and CT guidelines	Jan 2012	90 days circulation
Address comments on DPEIR/EIS and incorporate comments into a Final PEIR/EIS	Jan 2013	Twelve months
Develop ROD	Feb 2013	One month
File ROD with Federal Register and NOD with SCH	Mar 2013	30 days circulation
		33 months total

6.4.2 SANTA BARBARA COUNTY

Figure 6-4 provides a map showing the relative locations of rail improvement projects within Santa Barbara County and the proposed timelines for their implementation. Table 6-9 provides a summary of Santa Barbara County projects, their timelines, and their estimated costs.

**Table 6-9
 Santa Barbara County Projects**

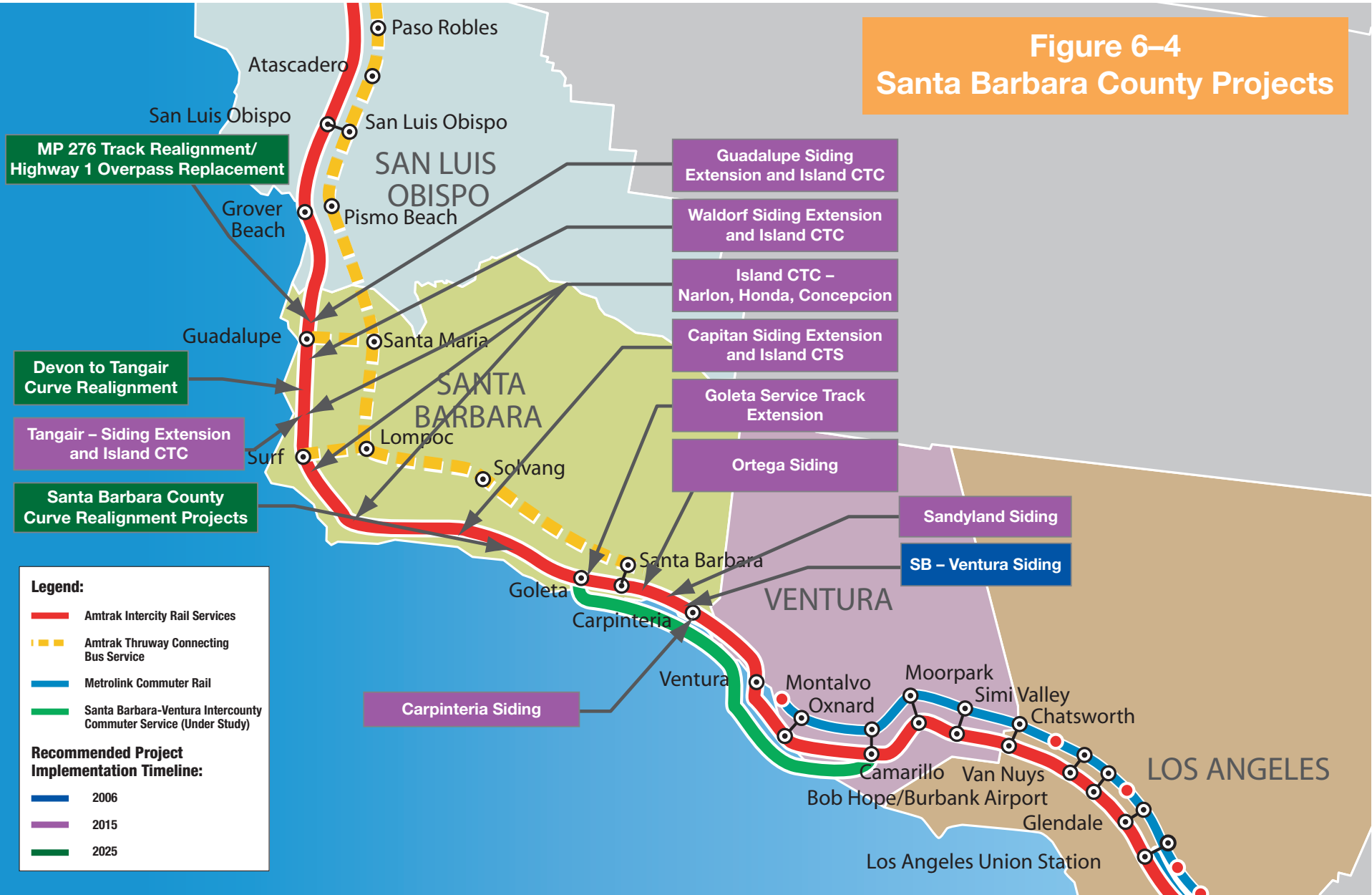
Project Number	Project Name / Project Type	Current Timeline	Estimated Project Cost
SB-01	MP 276 Track Realignment and Highway 1 Overpass Replacement	Vision	\$62M
SB-02	Guadalupe Siding Extension and Island CTC	Near-Term	\$20M
SB-03	Waldorf Siding Extension and Island CTC	Near-Term	\$12M
SB-04	Devon to Tangair Curve Realignment	Vision	\$196M
SB-05	Tangair Siding Extension and Island CTC	Near-Term	\$12M
SB-06	Santa Barbara County Curve Realignment Projects	Vision	\$677M
SB-07	Narlon, Honda, Concepcion – Island CTC	Near-Term	\$30M
SB-08	Capitan Siding Extension and Island CTC	Near-Term	\$10M
SB-09	Goleta Service Track Extension	Near-Term	\$10M
SB-10	Sandyland Siding*	Near-Term	\$15M
SB-11	Ortega Siding*	Near-Term	\$20M
SB-12	Carpinteria Siding	Near-Term	\$10M
	Estimated Total - Santa Barbara County Projects		\$1.1B

* Depending on which siding project was selected to be completed as an Immediate project: Ortega or Carpinteria. The Immediate siding need is shown on the Santa Barbara County Map as “SB-Ventura Siding.”

MP 276 Track Realignment and Highway 1 Overpass Replacement (SB-01 – Vision): This track realignment project, located 4 miles south of Guadalupe, would relocate 1.80 miles of main track between MP 275.2 to 277 to reduce the curvature. Two existing curves would be reduced to two degrees maximum, allowing maximum train speeds to increase from 45 to 79 mph with the possibility of future speeds up to 90 mph. The cost of this project, \$62M, also includes the replacement of the Highway 1 overpass at MP 276.13, which would be required as part of the track realignment.

Guadalupe Siding Extension and Island CTC (SB-02 – Near-Term): This project, located at Guadalupe, would extend the existing Guadalupe siding to Waldorf Siding, and would install new power-operated Number 24 turnouts and control points. The estimated cost for this project is \$20M.

**Figure 6-4
Santa Barbara County Projects**



Waldorf Siding Extension and Island CTC (SB-03 – Near-Term): This infrastructure improvement project, located 30 miles south of San Luis Obispo and approximately four miles south of Guadalupe, would extend the current Waldorf siding one mile southward to MP 278.60, for a total siding length of 9,315'. New power-operated Number 24 turnouts would be installed at each end, as would CTC. This siding extension would be necessary to provide additional capacity and operational reliability for both passenger and freight traffic at an estimated cost of \$12M. The current timetable calls for the southbound *Pacific Surfliner*, train #798, to pass the northbound Coast Starlight, train #14, in this vicinity. The hand-thrown switches cause significant delays and the upgrade to an island CTC signaling system is needed.

Devon to Tangair Curve Realignments (SB-04 – Vision): This major curve realignment project, located 14 miles south of Guadalupe, would relocate 12.10 miles of main line track between MP 279.80 to MP 296.80, to reduce track curvature. The project constructs 8.90 miles of new main track and 2.00 miles of retaining walls. The 24 existing curves would either be eliminated or reduced to three degrees maximum curvature each. This infrastructure improvement project would reduce trip times by allowing maximum train speeds to increase from 50 to 79 mph, with the possibility of future speeds up to 90 mph. The estimated cost for this project is \$196M.

Tangair Siding Extension and Island CTC (SB-05 – Near-Term): This project, located 18 miles south of Guadalupe, is an approximate .85 mile extension northward of the existing Tangair siding for a total siding length of 10,790'. In addition to installing CTC at this location, a new power-operated Number 24 turnout would be installed at each end of the siding and the curve at MP 293.5 would be reduced from five degrees to two degrees. This siding extension would provide additional capacity and operational reliability for both freight and passenger traffic at a cost of \$12M, and could be constructed within the existing right-of-way, facilitating the permitting process for this project.

Santa Barbara County Curve Realignment Projects (SB-06 – Vision): When the railroad was built along the coast in the 19th century, railroad builders followed the contours of the land to minimize earthmoving and tunnelling operations. This created many miles of curve along what is today the *Pacific Surfliner* Corridor. Straightening these curves would significantly reduce run times (trains can attain a higher speed) and would reduce maintenance costs (lessening the wear and maintenance required by tracks). For the purposes of the Strategic Plan, the individual projects below are combined as the Santa Barbara County Curve Realignment Projects. The estimated total cost for all the individual projects summarized as SB-6 is \$677M.

- **Surf to Arguello Curve Realignments (SB-06A):** This project, 67 miles north of Santa Barbara, would relocate 6.30 miles of main line track between MP 297.90 to MP 311.40. The geometry of the existing 16 curves would either be eliminated or reduced to two degrees maximum, allowing for maximum train speeds to increase from 60 mph to 79 mph, with the possibility of future speeds up to 90 mph.
- **Sudden to Concepcion Curve Realignments (SB-06B):** This project would realign 3.50 miles of main line track between Sudden and Concepcion, 50 miles north of Santa Barbara, from MP 315.00 to MP 319.80, to reduce track curvature. This project would realign or eliminate 14 existing curves. The project would construct 3.50 miles of new main track and retaining walls. The curvature of six existing curves would be reduced to 1 degree, 30 minutes maximum each and eight existing curves would be eliminated. A new 900-foot concrete trestle would be constructed over Jalama Creek. This infrastructure improvement project would reduce trip times by allowing for maximum train speeds to increase from 60 mph to 79 mph, with the possibility of future speeds up to 90 mph.
- **Concepcion to Gato Curve Realignments (SB-06C):** This project would realign 3.50 miles of main line track between MP 315.00 to MP 319.80. Of the 14 existing curves, eight would

be eliminated and the remaining six would be reduced to 1 degree, 30 minutes maximum. Included in this project would be a new 900-foot concrete trestle at Jalama Creek. This infrastructure improvement project would allow for maximum train speeds to increase from 60 mph to 79 mph, with the possibility of future speeds up to 90 mph.

- **San Augustine to Sacate Curve Realignments (SB-06D):** This project, 35 miles north of Santa Barbara, would realign seven existing curves between MP 328.20 to MP 332.90 to a maximum of 1 degree, 30 minutes each, allowing for maximum train speeds to increase from 65 mph to 79mph, with the possibility of future train speeds up to 90 mph.
- **Gaviota to Tajiguas Curve Realignments (SB-06E):** This project, located 30 miles north of Santa Barbara, would realign four existing curves between MP 335.10 and 341.00 to a maximum 1 minute 30 degree curvature each. The project would require construction of 1.50 miles of retaining wall and the re-construction of 1.76 miles of rail. This project would allow for maximum train speeds to increase from 79 mph to a possible 90 mph.
- **Tajiguas to Ellwood Curve Realignments (SB-06F):** This major curve realignment project, located 13 miles north of Santa Barbara, would realign eleven curves, totalling 4.70 miles of main line track, between Tajiguas and Ellwood, from MP 341.40 to MP 354.40, to reduce track curvature. The project would construct 3.20 miles of new main track and 3.00 miles of retaining walls. The curvature of eight existing curves would be reduced to two degrees maximum. The infrastructure improvement project would reduce trip times by allowing maximum train speeds to increase from 65 to 79 mph, with the possibility of future train speeds up to 90 mph.

Narlon, Honda, Concepcion – Island CTC (SB-07 – Near-Term): This project would upgrade three sidings in Northern Santa Barbara County to CTC. At each siding:

- Narlon – MP 289.90,
- Honda – MP 304.60, and
- Concepcion – MP 322.00.

New power-operated No. 24 turnouts and control points would be installed, and the track and ties on each siding would be replaced. This project is estimated to cost \$30M.

Capitan Siding Extension and Island CTC (SB-08 – Near-Term): This project would extend the existing siding at Capitan, MP 346.50, to 9,000 feet. New power-operated Number 24 turnouts and control points would be installed, and the track and ties on this siding would be replaced. This project is estimated to cost \$10M.

Goleta Service Track Extension (SB-09 – Near-Term): This project would extend the existing service track at Goleta Station, add a new power-operated Number 20 turnout at the current stub end, and relocate the existing train wash. This project is estimated to cost \$10M.

Sandyland Siding (SB-10 – Vision): This project would add a new 11,000-foot siding from MP 373.25 to MP 378.10, north of the existing Carpinteria station, and would incorporate the Carpinteria siding (**SB-12**) built earlier. It would involve widening two pre-stressed concrete box bridges, one 36' and the other 65'. There are two road crossings within the siding, and it is bordered by a salt marsh that is managed by the University of California, Santa Barbara. Much of the siding would be hidden in the cut from Highway 101, minimizing visual impacts. Benefits of this project would be increased capacity, reduced trip times, and improved operational reliability. The siding would feature power-operated Number 24 turnouts and control points. The cost of this project is estimated to be \$15M.

Ortega Siding (SB-11 – Near-Term): The south end of Ortega siding has been removed and the remaining portion is now used as a stub track for maintenance equipment. This project would

reconstruct and lengthen this siding to 9,240 feet. Power-operated Number 24 turnouts would be installed and control points. Benefits of the project, estimated at \$20M, would be increased capacity and operational efficiency for all trains operating north of Los Angeles. The siding could be constructed within the existing right-of-way, facilitating the permitting process.

Carpinteria Siding (SB-12 – Near-Term): This project would construct a new siding at the Carpinteria Station. The siding would be 2,640-feet-long, and would include Number 24 power-operated turnouts, as well as a new passenger platform to facilitate use of both tracks. The estimated cost of this project is \$10M.

6.4.3 VENTURA COUNTY

Figure 6-5 provides a map showing the relative location of rail improvement projects in Ventura County and the proposed timelines for their implementation. Table 6-10 provides a summary of Ventura County projects, their timelines, and their estimated costs.

**Table 6-10
Ventura County Projects**

Project Number	Project Name / Project Type	Current Timeline	Estimated Project Cost
V-01	Rincon Siding	Vision	\$10M
V-02	Seacliff Siding North	Near-Term	\$18M
V-03	Seacliff Curves Realignment	Near-Term	\$10M
V-04	Santa Clara River Curve Realignment	Near-Term	\$6M
V-05	Montalvo Curve Realignment	Near-Term	\$2M
V-06	Oxnard North Platform	Vision	\$8-\$15M ²⁵
V-07	Leesdale Siding Extension*	Immediate	\$15M
V-08	Oxnard-Camarillo Second Main Track	Vision	\$15M
V-09	North Camarillo Crossover	Vision	\$1M
V-10	CP West Camarillo Curve Realignment	Near-Term	\$5M
V-11	Camarillo Station Pedestrian Crossing*	Immediate	\$1M
V-12	CP Las Posas to MP 423 Second Main Track	Vision	\$51M
V-13	Simi Valley to CP Strathearn Second Main Track	Vision	\$42M
V-14	Strathearn Siding Curve Realignment	Near-Term	\$1M
V-15	Los Angeles Avenue Grade Separation	Vision	\$93M
V-16	CP Davis to Simi Valley Station Second Main Track	Vision	\$36M
	Estimated Total - Ventura County Projects		\$314-321M

* Project categorized from “Near-Term” based on capacity modeling, to “Immediate” based on local financial commitment.

²⁵ The estimated project cost is provided as a range. Costs would depend on whether an above-grade or below-grade pedestrian crossing was selected.

GAVPAC
OUTLINE OF DISCUSSION
ON
RESOURCES
(updated 01/20/11)

In order to focus and structure our discussion on Resources, I request that you re-read the Gaviota Study Group Report section on Stewarding the Land and Resources (attached) and consider the following as ideas and subject areas for us to direct staff in developing policies on this subject:

1. **Watershed Planning:** Develop a watershed planning policy utilizing the principles enunciated in the Study Group Report. Key elements include:

- Watershed planning is voluntary.
- Incentives should be provided which reward landowners for doing a watershed plan, ie it should act as a master plan or development agreement which allows ministerial approval of improvements within designated areas on the plan.
- Landowners involved in watershed planning should be provided government technical assistance at no cost, and there should be no fees charged by the government for processing them.

GavPAC recommendation to Staff made during Meeting No. 25:

- a) *create a voluntary watershed management plan policy approach to management of watersheds with lands not seeking enhanced entitlements*
- b) *consider policies for using a mandatory approach to watershed management for development such as subdivisions, and use tools such as development agreements, in-lieu fees, master plans, etc to implement that policy*
- c) *create plan area wide best management practices for water quality protection*
- d) *promote interagency coordination and engagement of public agencies, particularly those with landholdings within the plan area (U.S. Forest Service, State Parks, etc)*
- e) *policy should reflect the GavPAC's desire to use watersheds as a central organizing concept for policy development.*

2. **Control of Invasive Plants:** The County, the Cachuma RCD and the USDA NRCS should provide assistance to landowners to remove and control invasive species. In the case of an emergency, such as the citing of a new and highly contagious species, the County should have the right to enter private property, after notice, and remove the species.

GavPAC recommendation to Staff made during Meeting No. 24:

- a) *The County shall apply for grants to assist landowners in removing invasive or noxious species.*
- b) *Landscape plans and palettes in the Plan area shall not include invasive or noxious plants.*

3. Restoration: Implement the permit streamlining system in place in other coastal Counties for NRCS single stop permitting of defined restoration projects. Develop and implement strong policies protecting landowners from adverse effects of restoration. Consider a list of priority restoration projects to recommend for a pilot project to demonstrate how the new policies could work to protect property owners.

GavPAC recommendation to Staff made during Meeting No. 24:

a) Develop a mechanism to implement a County-wide programmatic permit for habitat restoration projects, including the development of a safe harbor mechanism at the State, Federal, and County level to protect landowners (landowners doing restoration and neighboring landowners) from the effect of restoring endangered species habitat and ESHA.

4. Wildlife corridors: Consider adoption of a policy which protects riparian corridors and other major and mapped wildlife corridors consistent with the right of property owners to develop their property.

5. Interagency Council: Develop a policy to establish an interagency council on the model of the Monterey County council which will consist of all public agencies with jurisdiction or property in Gaviota and which will review and comment on any significant agency project planned for the Gaviota area in light of County policies which protect the natural resources.

GavPAC recommendation to Staff made during Meeting No. 25:

a) The GavPAC directed Staff to develop policy to support the creation of an interagency council which would function as a clearinghouse for issues in the plan area.

6. ESHA: How is ESHA determined? Does the current County mapping continue and how is it updated? Can we exclude from official ESHA areas restored by landowners? How can we deal with the CCC definition which seems to embrace practically all the land in Gaviota? Why must grasslands with at least 10% native grass be considered ESHA? What is the setback from ESHA? How do we deal with ESHA in trying to facilitate agriculture?

GavPAC recommendation to Staff made during Meeting No. 25:

a) Extend ESHA mapping to inland areas

b) Examine ESHA regulations in the zoning ordinance to ensure that it is consistent with the Coastal Act

c) Create flexible buffer policies and consider the purpose and context of the buffer as well as the use of the land next to the buffer

d) allow for maintenance and of existing non-conforming development located within sensitive habitat buffers

e) use a hierarchy construct to consider additional habitat types or individual species that could be protected to a similar degree as ESHA

7. Cultural Resources: Develop development standards that support existing policy protecting archaeological and historical resources. Also encourage potential development of a community cultural center on the coast.

GAVIOTA PLANNING ADVISORY COMMITTEE

TRANSPORTATION, ENERGY AND INFRASTRUCTURE

OUTLINE OF ISSUES

The Following major subject areas are offered to structure and focus the discussion on this topic.

1. Union Pacific Railroad. While the County does not have much direct control over the railroad's use of its property, it is an important and ever present facility along the coast. Given the railroad pending upgrade of its roadbed and coastal facilities, we may want to consider a letter to the Board with our thoughts on issues which the County may want to explore with the railroad. Here are some preliminary thoughts on this matter;

- We should express our appreciation for the railroad's removal of the telegraph poles and lines. The removal of this impediment to ocean views from the highway corridor is a tremendous enhancement of the coastal vistas.
- Access across the tracks: This remains an ever present problem for public access to the beach. We should ask for more underpasses and better crossings.
- Barriers to fish passage: We should see the railroad's cooperation in projects to improve fish passage up the creeks in Gaviota.
- Invasive species: The railroad can introduce and support invasive species. So we want to seek the cooperation of the railroad in controlling invasive species?
- Beach revetment: Much of the railroad line is very close to the beach and protected by seawalls and other revetments. We should discuss continued protection of the existing road bed vs realignment inland to avoid beach revetment.

.2. Transportation corridor. The US 101 and UPRR corridor passes through Gaviota. Issues with this are:

- Scenic Highway. Do we want the highway corridor designated a Scenic Highway?
- Coastal lagoons and fish passage: The highway has obliterated many coastal lagoons and created impediments to fish passage thus affecting the health of the coastal watersheds. Can we seek Cal Trans's assistance in correcting these mistakes or mitigating their effects?
- Coastal Access: The highway provides the means for much access to the beaches. Should those access points be better focused so that random exit and entry onto the highway is minimized?
- Invasive species: The highway can be the source of invasive species which spread to adjacent lands. Should County policy seek cooperation with CalTrans to minimize this threat?

3. Other public roads: Other than Highway 101 the only public roads in Gaviota are Ferren Road and Refugio Road. Should County policy encourage the gradual transformation of those roads to meet current fire department standards and to remove barriers to fish passage?

4. Renewable energy facilities: Some issues with these facilities include:

- Distributed energy facilities: Policies should encourage small scale wind and solar facilities to render properties self sufficient in energy generation. However, such facilities should be sited to be as unobtrusive as possible.
- Major energy facilities: Gaviota can be the site for major wind farms and solar energy facilities due to its geographical setting and having a grid line passing through it. What do we want to say about the appropriateness of such facilities?

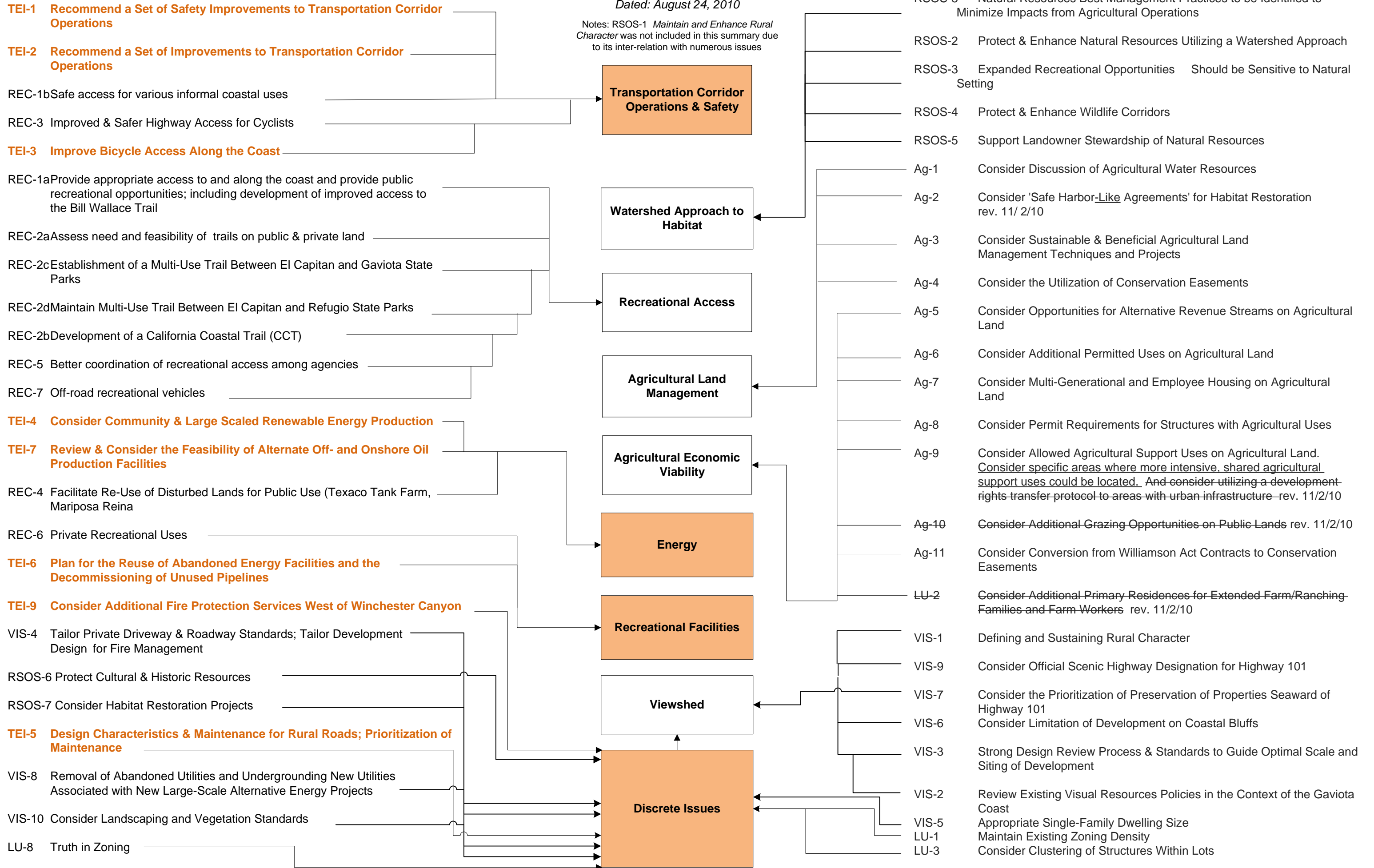
5. Fire Department issues: The only fire station in Gaviota is near Gaviota Pass. It is financially supported by the Pt. Arguello Partners as a condition of its permit for the oil and gas processing facility at Gaviota. This and other issues with respect to fire protections present the following matters for consideration:

- What fire protection will Gaviota have once Station 18 is not longer funded by Pt. Arguello Partners? Is this a planning issue?
- How does one reconcile the need for good road access with environmental issues raised in road grading and construction?
- How do we reconcile the requirements of the fire department and insurance companies for ground clearing around residences with environmental protection?

Gaviota Planning Issues Summary

Dated: August 24, 2010

Notes: RSOS-1 *Maintain and Enhance Rural Character* was not included in this summary due to its inter-relation with numerous issues



To Do List

GavPAC

Items for Staff to Provide the GavPAC:		Completed	Notes
Meeting 2			
1	Comprehensive Plan excerpts pertaining to Gaviota	07/21/10	Presented by issue area
2	Any available updated habitat mapping	01/06/10	Latest publicly-available biological mapping presented at GavPAC Mtg.
3	Breakdown of acreage, and maps where applicable, for the following: <ul style="list-style-type: none"> • Ownership (i.e., federal, state, local or private, for purposes of understanding GavPAC purview) • Areas within and outside of the coastal zone (including breakout of acreage in productive agriculture) 	12/02/09	Presented at GavPAC meeting
4	Map of existing uses vs. land use or zoning designations		Pending
5	Depict Agricultural Preserve lands	01/20/10	Map presented at GavPAC meeting
6	Verification of acreage in Recreation category; numbers look too small	12/02/09	Presented at GavPAC meeting
7	Re-format of website so that PAC information and materials are easier to find	12/03/09	Website revised
Meetings 3&4			
8	Describe the Ordinance 661 consistency rezone process	01/06/10	Presented at GavPAC meeting
9	Provide status update on NRCS permit coordination/ag. permit streamlining project	01/20/10	Status update available at GavPAC meeting
10	Provide data/maps depicting lands actually farmed or grazed in comparison to ag. designated land		Pending
11	Determine if the County owns beachfront on Tajiguas or Baron Ranch	01/20/10	The County does not own beach front in these areas
Meeting 5			
12	Provide a list of policy challenges in processing DevRev projects on the Gaviota coast		Pending
Meeting 8			
13	Request Counsel Opinion on Trails Liability & Indemnity Issues	05/19/10	Counsel opinion received by staff. Issues to be discussed during GavPAC Mtg. 12
14	Draft "White Paper" on Trails & Indemnity Issues		These issues to be addressed in the transmittal memo. and attachments currently planned for Mtg. 24

To Do List

GavPAC

Meeting 10			
15	Prepare a reasonable estimate of existing house sizes on the Gaviota Coast	11/10/10	Requested by McKenna. Attached to Visual Resources Subcommittee packet for Mtg. 1
Meeting 11			
16	Include existing policy and ordinance references with issue area worksheets	05/26/10	Requested by Feeney Incorporated into issue area worksheets
17	Include specific policy and ordinance citations with issue area worksheets	05/26/10	Requested by Tautrim Incorporated into issue area worksheets
18	Define community-scale energy and distinguish from industrial scale		Requested by Tautrim Will be provided prior to deliberative meeting on energy issues
19	Provide summary of existing energy facility abandonment policies		Requested by Tautrim Will be provided prior to deliberative meeting on energy issues
20	Check into any existing Fire Dept. standards for agricultural lands	05/26/10	Requested by McNabb No such standards found
Meetings 14 & 15			
21	Provide a list of the NRCS permit coordination program 18 practices	8/2/10	Requested by Van Leer Provided in Mtg. 16 packet
Meeting 16			
22	Provide the original boundary principles accompanied by a detailed aerial map for 'split' parcels		Requested by McGinnis Maps provided in Mtg. 19 packet
Meetings 17 & 18			
23	Provide a summary of the County's rural area policy approach and the CBAR's methodology for project review		Requested by Kimbell
Meeting 22			
24	Investigate what Ventura County is doing regarding the wildlife corridor issue	11/24/10	Requested by Boise-Cossart Excerpt of Ventura County Document provided as part of Mtg. 23 packet
25	Coordinate with County Counsel when updating the LCP to ensure consistency with the Bolsa Chica Decision. Determine whether or not that Case results		Requested by Kimbell/Lloyd

To Do List

GavPAC

	in a landowner taking. The Case reaffirms that you cannot intrude on ESHA buffers in the coastal zone, even if offsetting impacts with mitigation. Local policy allows for intrusion and mitigation in inland areas.		
26	Include the "To Do List", as it relates to Resource Stewardship and Open Space (RSOS), in the packet for Meeting 23 and on an ongoing basis	11/24/10	Requested by Baer Provided as part of the Mtg. 23 packet
Ideas/Issues/Concepts to Discuss:		Completed	Notes
Meeting 2			
1	Possibility of re-designating National Forest to something other than Agriculture (perhaps Recreation)		Discuss during future Land Use discussion
Meetings 3&4			
2	Reduction of permit processing barriers to restoration projects		See RSOS-5 <i>Support Landowner Stewardship of Natural Resources</i> ; RSOS-7 <i>Encourage Habitat Restoration Projects</i>
3	Camino Cielo fire safety and trespassing issues		See TEI-11 <i>Consider Additional Fire Protection Services West of Winchester Canyon</i> ; REC-2a <i>Assess Need and Feasibility of Trails on Public & Private Land</i>
4	Possibility of reinstatement of USFS fire station at the top of Refugio Road		See TEI-11 <i>Consider Additional Fire Protection Services West of Winchester Canyon</i>
5	Baron Ranch and trail opportunities		See REC-2a <i>Assess Need and Feasibility of Trails on Public & Private Land</i>
6	Methods to mitigate off-trail trespass: Poison Oak/Elderberry buffers, chain link fencing no good		See REC-1b <i>Safe access for various informal coastal uses</i> ; REC-2a <i>Assess Need and Feasibility of Trails on Public & Private Land</i>
7	Methods to orchestrate trail exactions vs. piecemeal assemblage		REC-2a <i>Assess Need and Feasibility of Trails on Public & Private Land</i>
8	Potential for redesignation of El Cap to State Park rather than State Beach		See REC-5 <i>Better coordination of recreational access among agencies</i>
9	Scenic designation for U.S. 101		See Packet from GavPAC

To Do List

GavPAC

			Meeting No. 8
10	Potential climate change issues and adaptation measures for U.S. 101		See TEI-1 <i>Recommend a Set of Safety Improvements to Transportation Corridor Operations</i>
11	Surface water volume and quality impacts from U.S. 101		
12	U.S. 101 and UP trespass and parking safety concerns		See REC-1b <i>Safe access for various informal coastal uses</i>
13	Methods to reduce barriers to individual renewable energy projects on ag. land (solar, wind)		See TEI-4 <i>Consider Community & Large Scaled Renewable Energy Production</i>
14	Ways to provide trail connectivity as part of the CalTrans Arroyo Quemada bridge replacement project		See REC-2b <i>Development of a California Coastal Trail (CCT)</i>
15	Repairs to El Cap-Refugio Bike Trail?		See REC-2d <i>Maintain Multi-Use Trail Between El Capitan and Refugio State Parks</i>
Meeting 5			
16	Investigate ways to incentivize ecologically beneficial land management practices, including 'safe harbor' agreements		See RSOS-7 <i>Consider Habitat Restoration Projects</i>
Meeting 11			
17	Look at possibility of partial abandonment of an energy facility and conversion to renewable energy generation		



Gaviota Coast Plan GavPAC Meeting Schedule

Meeting Dates and Discussion Topics

[Meeting dates, times, and locations are subject to change]

January 14, 2011

Meeting/ Workshop Type	Date and Time	Location	Discussion Topics
GavPAC Meeting #29	Wednesday, March 9, 2011 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Public Recreation II
GavPAC Meeting #28	Wednesday, February 23, 2011 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Public Recreation I
GavPAC Meeting #27	Wednesday, February 9, 2011 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Transportation, Energy, & Infrastructure II
GavPAC Meeting #26	Wednesday, January 26 15, 2011 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Resources Stewardship & Open Space V/Transportation, Energy, & Infrastructure I
GavPAC Meeting #25 ***COMPLETED***	Wednesday, January 12 15, 2011 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Resources Stewardship & Open Space IV
GavPAC Meeting #24 ***COMPLETED***	Wednesday, December 15, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Resources Stewardship & Open Space III
GavPAC Meeting #23 ***COMPLETED***	Wednesday, December 1, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Resources Stewardship & Open Space II
GavPAC Meeting #22 ***COMPLETED***	Wednesday, November 10, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Resources Stewardship & Open Space I
GavPAC Meeting #21 ***COMPLETED***	Wednesday, October 27, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Agriculture II
GavPAC Meeting #20 ***COMPLETED***	Wednesday, October 13, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Agriculture I

GavPAC Meeting #19 ***COMPLETED***	Wednesday, September 29, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Plan Boundary Discussion Planning Goals Development: Visual Resources III
GavPAC Meeting #18 ***COMPLETED***	Wednesday, September 15, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Visual Resources II
GavPAC Meeting #17 ***COMPLETED***	Wednesday, September 1, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Planning Goals Development: Visual Resources I
GavPAC Meeting #16 ***COMPLETED***	Monday, August 9, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Plan Boundary Discussion Discussion of Guiding Principles and Subcommittee Report
GavPAC Meeting #15 ***COMPLETED***	Wednesday, July 21, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Discussion of Issue Area Priorities for Planning Goal Development Strategy Discussion for Policy Issue Area Deliberations
GavPAC Meeting #14 ***COMPLETED***	Wednesday, June 30, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Presentation of Potential Options to Facilitate Restoration Projects: Ms. Turenchalk Discussion of Issue Area Priorities for Planning Goal Development
GavPAC Meeting #13 ***COMPLETED***	Monday, June 21, 2010 6:30 p.m.	Goleta Union School District Board Hearing Room	Discussion of Coastal Commission Suggested Modifications to County Land Use and Development Code
GavPAC Meeting #12 ***COMPLETED***	Wednesday, May 26, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Presentation & Discussion of Coastal Commission Suggested Modifications to County Land Use and Development Code Discussion of Issue Area Priorities for Planning Goal Development
GavPAC Meeting #11 ***COMPLETED***	Wednesday, May 12, 2010 6:30 p.m.	Brandon School Auditorium	Discussion of Issue Area Priorities for Planning Goal Development
GavPAC Meeting #10 ***COMPLETED***	Wednesday, April 21, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Requested Topic Presentations Natural Resource Conservation Service (NRCS) Coordination and Beneficial Projects Process Agricultural Permit Process Streamlining Project Coastal Commission Land Use and Development Code (LUDC) Certification Process
GavPAC Meeting #9 ***COMPLETED***	Wednesday, April 7, 2010 6:30 p.m.	Brandon School Auditorium	Post-Workshop Strategy Session Summary of Information Gathered from Workshop Identification of Issue Area Priorities for Planning Goal Development Long Term Meeting Schedule

GavPAC Workshop #1 ***COMPLETED***	Saturday, March 20, 2010 9:00 a.m.	Goleta School District Board Hearing Room	Public Workshop Saturday Public Workshop (Round table format with topic area discussions hosted and facilitated by GavPAC members)
GavPAC Meeting #8 ***COMPLETED***	Wednesday, March 3, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Visual Resources Visual Resources Policies Development & Project Review Challenges County Riding and Hiking Trails Advisory Committee Presentation Public Workshop Format & Topics Discussion, Public Workshop Format (GavPAC roles and responsibilities, table topic questions, public workshop objectives)
GavPAC Meeting #7 ***COMPLETED***	Wednesday Feb. 17, 2010 6:30 p.m.	Vista de Las Cruces School Auditorium	Plan Area Boundary Discussion Public Workshop Format & Topics Discussion, Public Workshop Format (GavPAC roles and responsibilities, table topic questions, public workshop objectives)
GavPAC Meeting #6 ***COMPLETED***	Wednesday, Feb. 10, 2010 6:30p.m.	Vista de Las Cruces School Auditorium	Agricultural Resources and Heritage Land Use Policies Supporting Agriculture Agricultural Statistics for Plan Area Agricultural Preserve Program Panel Discussion: Challenges and Opportunities for Gaviota's Rural Agricultural Heritage
GavPAC Meeting #5 ***COMPLETED***	Wednesday, Jan. 6, 2010 6:30p.m.	Vista de Las Cruces School Auditorium	Overview of Watershed Planning, Ecology & Biological Diversity of Gaviota Coast Watershed (planning, floodplains, riparian corridors, Coastal Zone planning) Ecological/Biological Resources (Gaviota coast diversity, Environmentally Sensitive Habitat areas, endangered and indicator species) Applicable Zoning Ordinances – Relationship To Comprehensive Plan
GavPAC Meeting #4 ***COMPLETED***	Monday, Dec. 7, 2009 6:32 p.m.- 9:05 p.m.	Vista de Las Cruces School Auditorium	Overview of Zoning Ordinances, Current Projects, and Energy Facilities (cont.) Summary of Land Use and Plan Area Statistics Overview of Public Recreation and Access Recreation, Trails and Public Access (State Parks Department Presentation)
GavPAC Meeting #3 ***COMPLETED***	Wednesday, Dec. 2, 2009 6:33 p.m.- 9:07 p.m.	Vista de Las Cruces School Auditorium	Overview of Zoning Ordinances, Current Projects, and Energy Facilities Energy Facilities and Applicable Policies (Energy Division presentation) Current Development Projects and Trends (Development Review Division – South Presentation)
GavPAC Meeting #2 ***COMPLETED***	Wednesday, Nov. 18, 2009 6:37 p.m.- 8:58 p.m.	Vista de Las Cruces School Auditorium	Overview of the Comprehensive Plan and LCP Election of Vice-Chair & Recording Secretary Role, Function and Structure of County Comprehensive Plan and Local Coastal Plan Review of Land Use Designations and Overlays within Plan Area

GavPAC Meeting #1
*****COMPLETED*****

Wednesday,
Nov. 4,
2009
6:42 p.m.-
9:05 p.m.

Vista de Las
Cruces School
Auditorium

GavPAC Kickoff Meeting
GavPAC Empaneled and Oath of Office Administered
Open Meeting Law Discussion
GavPac Acceptance of GPAC Guidelines and GavPAC Ground Rules
Future Meetings Scheduled

